

ALFA OCCIDENTALE

Issue 76, September 2023



Outside Villa D'Este, a few Alfa 6Cs are seen lined up overlooking Lake Como.

This is the **76th edition of ALFA OCCIDENTALE**, the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division).

This issue includes current information regarding the WA Alfa Club's upcoming activities.

Alfa Occidentale is the electronic magazine of AROCA WA



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U P C O M I N G P R O G R A M

A **Dyno Day** will be held at Steve Boyle's facility from midday on **Saturday 2nd September**. Booking is essential. **Contact Steve on 0419.904.734.**

The September club night is also the **AROCA WA AGM on Tuesday 5th September**. It commences at **7PM at the Light Car Club of WA**. Pizza, beer and wine will be served.

The **Bindoon Historical Vehicle day** is on **Sunday 17th September**. A run out to Bindoon is being arranged.

The Festival of Speed is at Wanneroo on Saturday 30th September. Check www.speedfest.com.au

Como Classic Car Show is at **Wesley College on Sunday 1st October**. The Alfa club will display cars and a club breakfast is being arranged close to the College.

The 20th annual **Italian Car Day** is on **Sunday 5th November at Mulberry Estate**. Details appear below.

Joondalup Festival of Motoring will run from **24th - 26th November** with multiple events scheduled over 3 days. Check www.ifom.com.au for more information.

The WA Alfa Club's **Christmas Run and Lunch** is scheduled for **Sunday 10th December**. Final details are in preparation and will be announced soon.

Note that our regular monthly events continue in 2023:

- **AROCA WA's committee meets every 3rd Thursday of the month at 18:00**, in the **Northbridge Italian club**. All Alfa club members are welcome to **the regular informal pizza dinner at 7PM**, following these 3rd Thursday committee meetings.
- **The WA Alfa Club's monthly club meeting is normally scheduled for the first Tuesday in the month.**

HAVE YOU RENEWED YOUR CLUB MEMBERSHIP ?

It is now midway through the first quarter of the new financial year. Therefore, it is now overdue for you to renew your club membership subscription, if you haven't done so already.

It is critically important that you keep your membership subscription current, especially if you own a concessionally registered vehicle. Your club membership must remain continuous, year-on-year, for you to avoid the possibility of your concessional vehicle's registration lapsing. **As of July 15th, only 1 concessionally licensed member of AROCA WA had not renewed!** Note that WA DOT takes a tough stand on this matter!

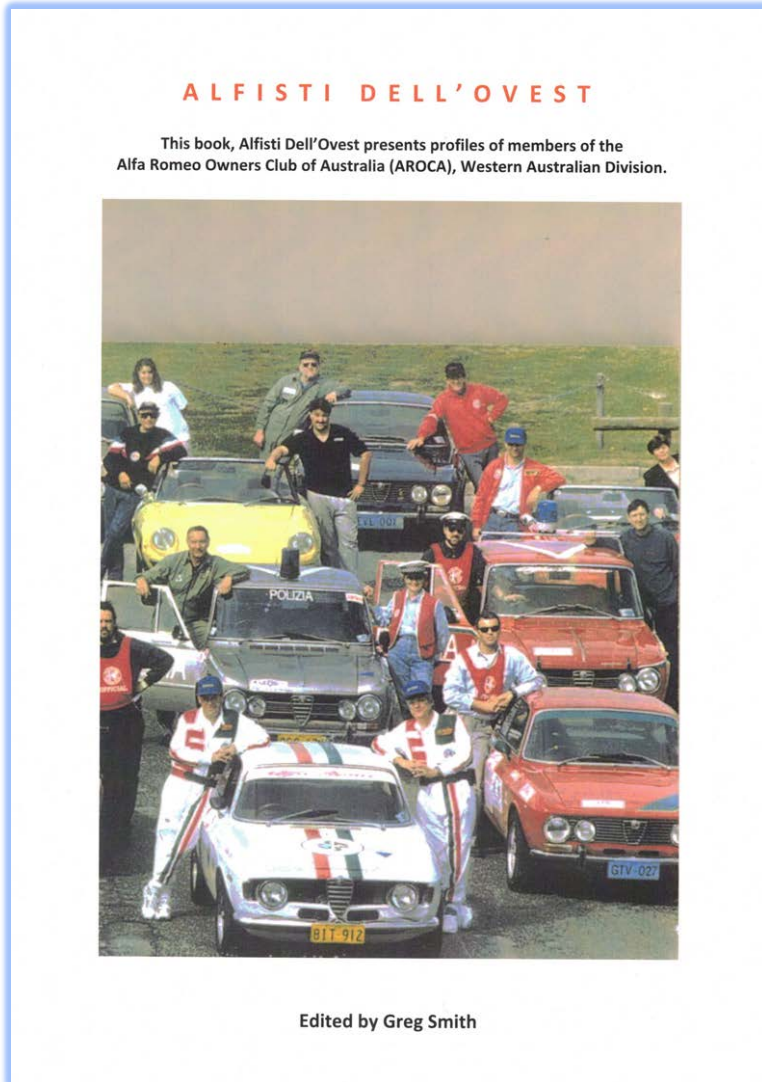
If your details remain unchanged, you can simply renew your club member subscription by EFT. The subscription fee is still \$80 per annum. Make payment to the account of 'AROCA WA' at Westpac, BSB: 736-054, Account No.: 070313. Please add your name and member number in the EFT payment details fields.

However, should any of your personal details, or if any of the cars that you own (or their details) have changed during the last financial year, please urgently complete documents already emailed to you by the club's concessions registrar, Steve Sugden, then email the completed forms back to his attention at concessions@alfaclubwa.com.au.

All club members should note that the annual subscription renewal was due on **30th June 2023**.



ALFA CLUB MEMBER PROFILES BOOK AVAILABLE FOR PURCHASE



In June this year, the WA Alfa Club decided to publish a book containing 23 of the profiles that have appeared in various issues of the club's magazine, Alfa Occidentale, since its first issue was published on-line.

This 135-page, A4-sized book is printed in glossy colour.

In the 75 issues of Alfa Occidentale published to date (including this issue), 36 profiles of well-known Alfa enthusiasts have appeared. Of these 36 profiles, the criterion for inclusion in this book was limited to include only those who are currently financial or deceased WA Alfa club members; the profiles of whom have already appeared in Alfa Occidentale.

A number of other articles have been published that profiled others, but which are not included in this book. They had been written about since-lapsed WA members, or interstate members of AROCA, about one or two unique non-members, plus a few

which considered the lives of famous past or current Alfa Romeo-related figures from across the world.

The title of this new book is 'Alfisti Dell'Ovest' (i.e., 'Alfisti of the West', in Italian.) Copies are available for purchase for just **\$20.00 each, plus \$5.20 per copy packing & postage** (if sent to a mail address in Australia).

You can also avoid the postage charge as some copies also will be available at upcoming WA Alfa Club events. However, please do remember to bring along \$20 in cash, per copy, as no credit card or other EFT capability is available from our club at any of its events. Of course, you could EFT into the club's account after receiving your copy of the book at any future WA Alfa Club's event.

Should you be interested in obtaining your copy by post, please contact the club secretary, Greg Smith, by email at: secretary@alfaclubwa.com.au. ◆



SOUTH - WEST MID - WINTER TOUR

Friday 28th to Sunday 30th July 2023



On Friday 28th July, our tour group of 13 people (including 4 from the WA FLC) drove from Perth to the RAC Karri Valley Resort near Pemberton, stopping on the way for a hotel lunch in Collie.

All the south-west winter tourists were accommodated in the resort's very scenic lakeside rooms, looking out to the tall Karri trees across the lake. On both Friday and Saturday nights, we dined as a group in the resort's restaurant.



On Saturday morning, we departed at 09:00 on a winding forest drive that headed down to our first stop at the Giant Tingle Tree walk, situated on a hilltop outside Walpole. Then, back in convoy, we continued on to the Lake House, near Denmark, where we enjoyed very nice lakeside lunch platters and excellent Lake House wines.



After this leisurely lunch, the group gradually returned to the Karri Valley Resort via a scenic drive, most of us stopping to view the dramatic

Green's Pool in the Southern Ocean near Denmark and then, for some travellers, also including a short visit to the Petrichor Gallery in Walpole. Those driving in later returning cars finally entered Karri Valley Resort right on dusk after about 120 kms of 'trying to make up time'.

After breakfast on Sunday morning, the group headed out on a much shorter drive to Nannup where we visited Brook Henry at 'Vee Two Ducati Engineering'. You may find that this UTube video (from the Jay Leno's Garage series) about Vee Two Engineering bikes is well worth watching, particularly if you couldn't join the mid-winter tour. See: <https://www.youtube.com/watch?v=yE1F6pJDvGk>

After a very interesting hour, talking with Brook in his well-equipped workshop/factory, surrounded by the many highly engineered Ducati parts that he had manufactured, plus a number of the rare motorbikes he has built, the group moved on to the Nannup Brewing Company for lunch.

On the Sunday afternoon, most of us returned to Perth, although one couple did head for Dunsborough for another week in the south-west. Several cars chose to drive the scenic route on the Nannup-Ballingup road that runs beside the river for 40 or so kms.

Despite intermittent, but sometimes very heavy rain for most of weekend, everyone thought that it was a great tour. On return to Perth, Greg Smith's trip meter showed his Alfa had been driven for 1,160 kms during the 3-days of this trip.



THE KARRI VALLEY WINTER WEEKEND TOUR ROUTE

Friday 28th July

- Start:** From Kings Park (join State Route 2, Kwinana Freeway, to Karnup Road, on to State Route 20 (SW highway), and then via Mornington Road into Collie – 190 kms.
- Lunch:** Federal Hotel, Collie
- Afternoon:** Continue on to RAC Karri Valley Resort. From Collie, travel via Collie-Preston Road, then the Donnybrook-Boyup Brook Rd, the Bridgetown-Boyup Brook Rd, on to National Route 1, then turn right onto the spectacular Channybearup Road that runs through the Karri Forest across to the Vasse Highway and into the RAC Karri Valley Resort – 173 kms.
- Evening:** If there is sufficient time before dinner, take the walk up around the lake to the Beedelup Falls, which should be running fast, given heavy recent rain. The Friday night dinner for our touring group is scheduled at the resort's lakeside restaurant for 6PM.

Saturday 29th July

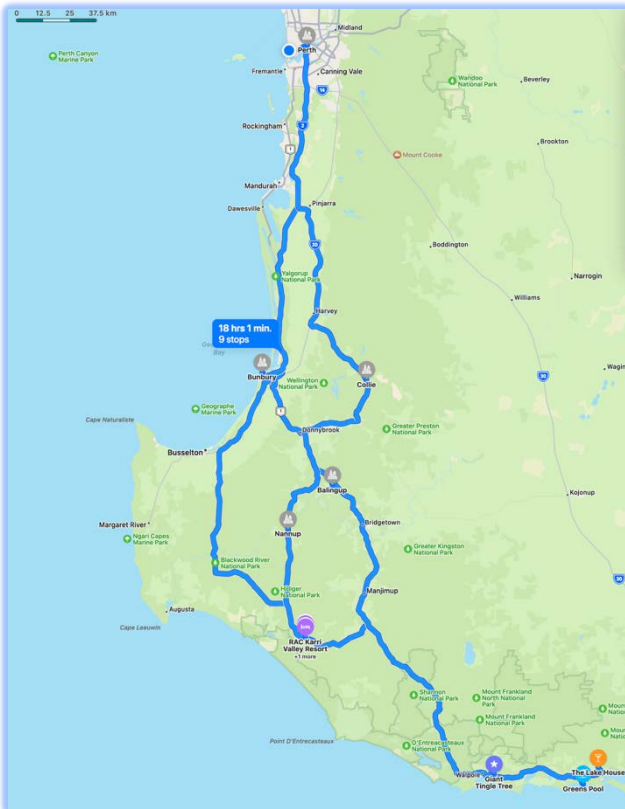


- Start:** From Karri Valley resort, travel south-east via State Route 10 down through Northcliffe and then across to National Route 1. on to Walpole – 144 kms.
- Stop over:** Very soon after leaving Walpole, brave the 4 kms long steep dirt road up to the Giant Tingle Tree Walk, Hilltop Road, then back down Gully road to Route 1 again.
- On to Lunch:** Continue on to Lake House, Shadforth, Denmark, (again via National Route 1, to Scottsdale Road, then more dirt roads including the Walter Road to the lunch venue. - 66 kms
- Lunch:** Lake House in Shadforth, near Denmark by the lake.
- Return trip:** Head back into Denmark and join National Route 1 heading west. Detour off National Route 1 to visit the wonderful Green's Pool, perhaps also include a stop at Petrichor Gallery in Walpole, then continue via Route 1 all the way back to the Vasse highway. Drive through Pemberton and continue on to the RAC Karri Valley resort. – return trip of 207 kms.

- Evening:** Dinner for the group is again at the Karri Valley resort, but scheduled at 6:30PM

Sunday 30th July

- Start:** From Karri Valley, travel via State Rte 10 to Brockman Hwy/Vasse Hwy – 56 kms.
- 'Vee Two':** Stop for a tour of 'Vee Two' Engineering, on the Brockman Hwy, at a rustic farm near the entry into Nannup. Meet the owner, Brook Henry for a tour of his facility.
- Lunch:** Short drive to Nannup Brewing Company, in Nannup (adjacent to the river.)
- Afternoon:** After lunch, take the winding riverside Nannup-Ballingup road to Ballingup. Return to Perth via SW Hwy and Forrest Hwy – 265 kms, or drive back to RAC Karri Valley Resort - 56 kms, or travel onwards to elsewhere.



At Vee Two Engineering are (from left) John Crute, Sam Calabro, Brook Henry (of Vee Two) Rob Rowbottom, Greg Smith and Aidan Daily, surrounded by their Alfas and Lancias. Missing are Leo Marzo, who departed for Perth early, and Steve Boyle, whose Fiat 124 Spider developed an alternator problem, so reluctantly, he headed into Bunbury to buy a new battery, just in case.

The map adjacent outlines the tour route down to Denmark and the various ways cars returned to Perth at the end of the weekend – one car to Dunsborough, three cars, via Balingup and three straight to Bunbury.



Brook Henry's workshop/factory (above right) is full of beautifully machined Ducati parts and new engines that he has produced, together with some rare historic bikes and newly built versions of historic Ducati bikes.

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Upper: Rare Ducati bikes built by Brook Henry. Machined parts in the Vee Two factory ready for heat treating.
Lower: The Beedelop falls drop into the lake at Karri Valley. Photos of the resort and Karri Valley lake. Some of the touring cars outside Vee Two Engineering.



Top: Green's Pool near Denmark between rainstorms with two brave swimmers (not on our tour). Aidan Daly and Greg Smith are inside the hollow shell of at a Giant Tingle Tree near Walpole. A misty shot of the lake at Karri Valley, ◆



A U S T R A L I A N P R I C E S A N N O U N C E D F O R A L F A T O N A L E P H E V

Edited from an article by James Wong in www.carexpert.com.au appearing on 7th July 2023.

The 208kW Alfa Romeo Tonale Plug-in Hybrid Q4 will land down-under in October 2023. Its Australian prices have been announced, starting at a hefty AU\$77,500, before on-road costs.



The Alfa Romeo Tonale Plug-in Hybrid Q4 is now available to order in Australia, priced from \$77,500 (before on-road costs) ahead of the first deliveries which will arrive in October.

Based on the high-specification Veloce trim level, the Tonale Plug-in Hybrid is set to carry a \$21,100 premium over the recently launched Tonale (Mild) Hybrid Veloce model, although the PHEV model does bring with it substantially more performance, as well as improved efficiency.

The Tonale Plug-in Hybrid Q4 is powered by a 132kW 1.3-litre turbocharged four-cylinder petrol engine on the front axle, which is teamed with a 90kW/250Nm electric motor at the rear axle. A six-speed automatic gear box is paired with the combustion engine up front, while a 15.5kW lithium-ion battery feeds the e-motor at the rear.

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Together, the PHEV system in the Tonale has a total power output of 208kW and the dual power sources facilitate electrified all-wheel drive. (Note that, by comparison, the Tonale mild Hybrid is FWD only).



Alfa Romeo claims that the Tonale PHEV has a hot hatch-like 6.2 seconds 0-100 kph time and an all-electric driving range of 60 kilometres. It is claimed that the Tonale's high-voltage battery is able to be charged in 2.5 hours using a 7.4kW AC charger.

The Tonale Plug-in Hybrid effectively takes on the trim specifications of the Veloce, including the optional Lusso Package – which is usually a \$4500 additional option on the Tonale Mild Hybrid.



While the Tonale Plug-in Hybrid appears virtually identical to the standard Tonale Mild Hybrid model, Alfa Romeo says it has reinterpreted the historic serpent logo to “highlight the brand’s electrification process”, and that this is displayed on the left rear window (See photo above).

Tonale Plug-in Hybrid Q4 Veloce: Specification Highlights:

EXTERIOR	INTERIOR
<ul style="list-style-type: none"> • Auto Matrix LED headlights <ul style="list-style-type: none"> ○ Adaptive Driving Beam ○ Dynamic turn indicator • Dark ‘Miron’ Scudetto front grille finish • Dark ‘Miron’ body kit with matte inserts • Privacy glass • Veloce badging • Brembo red brake calipers • 19-Inch diamond cut alloy wheels • Gloss Black electric-folding heated exterior mirrors with Italian flag 	<ul style="list-style-type: none"> • Perforated Black leather-accented seats <ul style="list-style-type: none"> ○ Embroidered Alfa Romeo logo ○ Dark Grey double stitching • Dark Grey accent stitching (front centre armrest, door trim) • Aluminium door sills, gearshift paddles, pedals • Customisable ambient lighting (from September production)
ASSISTANCE SYSTEMS	COMFORT FEATURES
<ul style="list-style-type: none"> • Level 2 Autonomous Driving • Magic Park (from September production) • Front, rear, side parking sensors • 360-degree camera incl. dynamic guidelines • Blind-spot assist • Rear cross-traffic alert • Adaptive cruise control with Stop & Go • High Beam Assist (HBA) • Forward Collision Warning (FCW) • Autonomous Emergency Braking (AEB) <ul style="list-style-type: none"> ○ Vulnerable road user detection • Lane Support System (LDW+LKA) • Driver Behaviour Warning • 6 airbags • Front, rear parking sensors • Reversing camera incl. dynamic guidelines • Traffic sign recognition with Intelligent Speed Control • Tyre pressure monitoring 	<ul style="list-style-type: none"> • Alfa Active Dual-Stage Valve Suspensions • Sunroof • Heated, ventilated front seats • Heated steering wheel • Heated washer nozzles • 8-way electric front seats incl. driver memory • 10.25-inch touchscreen infotainment system <ul style="list-style-type: none"> ○ Satellite navigation ○ DAB+ ○ Wireless Apple CarPlay, Android Auto • 14-speaker 465-watt Harman Kardon sound system • 12.3-inch “Cannocchiale” TFT instrument cluster • Alfa Connect Services • Wireless charging pad • Front, rear USB-A, USB-C ports • Keyless entry & start • Mode 2 charging cable • Spare wheel
OPTIONS	PRICING
<ul style="list-style-type: none"> • 20-inch alloy wheels: \$1500. • Premium paint: \$1600. • Special premium paint: \$2500. 	<ul style="list-style-type: none"> • Alfa Romeo Tonale Hybrid Ti: \$49,900. • Alfa Romeo Tonale Hybrid Veloce: \$56,400. • Alfa Romeo Tonale Plug-in Hybrid Q4 Veloce: \$77,500. <p><i>The above prices exclude on-road costs.</i></p>



According to another related article¹ which appeared in www.drive.com.au (last Nov. 2022), after Drive had tested the Tonale PHEV in Italy, they noted that the Tonale PHEV has, as well as its 1.3 litre four-cylinder turbo-petrol motor, a front electric motor that mainly serves to charge up the 15.5kWh lithium-ion battery from the combustion motor whenever needed, and to flatten out any turbo lag at other times. However, at no point does that second front electric motor actually drive the wheels.



The battery also scavenges some charge back while on downhill runs, or in stop/start traffic. The top speed in EV mode is 135 kph, but it can reach 204 kph with the petrol engine also performing.

Drive says that you won't notice the petrol engine until it begins its work higher up in the rev range where it provides good power for overtaking on a motorway. The transition is smooth when the engine kicks in with no hesitation or shudder in the cabin - and the same applies whenever the petrol engine shuts down.



Drive concluded that the Tonale PHEV drives and behaves like an Alfa should. This was something not quite expected by Drive, given the supposed focus of this SUV as a small, fuel-efficient PHEV.

The Drive Tonale experience showed that it was fun to drive on any road, as well as practical, insulated and enjoyable. Furthermore, the PHEV Tonale offers a real-world range that ensures it is as useful for regular commuters as it is beautiful.

Alfa Romeo Australia has published a UTube video on the new Tonale which you can view here:
<https://www.youtube.com/watch?v=9oOQyDLcnk4&t=60s>



¹ Previously also reported in *Alfa Occidentale* #72, earlier this year.



NEWS & SPECULATION RE ALFA

Summary Collated by Greg Smith from Recent Publications.

Alfa CEO, Jean-Philippe Imperato, and the company's design boss, Alejandro Mesonero-Romanos, have been talking to the motoring media recently. Without a new mainstream car to launch since the Tonale last year, plus a smaller SUV next year, business leaders having chats with auto journalists, such as those at Autocar magazine, has been an approach designed to keep the company in the news.

In the interim, on 30th August 2023, at the Italian Grand Prix, it is believed that Alfa Romeo will present a new, limited edition, car. Most speculation points to the car being based on the Maserati MC20 (pictured below), which was developed from an initial Alfa Romeo design that later was cancelled after Sergio Marchionne, the then Fiat-Chrysler CEO, died in 2018. The engine is expected to be a variant of the Giulia Quadrifoglio's 2.9 litre V6, rather than the closely related Maserati Nettuno 3.0 litre V6.



As the MC20 will later be available as a full battery-electric car, it does seem possible that the Alfa Romeo may run a hybrid system using an electric motor on the front wheels. However, even if you recently won the lottery, you won't be able to buy this Alfa new. Reportedly, all were sold after Alfa took deposits, before this new limited-edition hypercar has been announced. Jean-Philippe Imperato has suggested that the styling is inspired by the 33 Stradale (but then so was the 4C). This new MC20 derivative apparently will

be much larger than were either of those two cars.

Musings about a future EV sports car also came from Alejandro Mesonero-Romanos who was a little more egalitarian, when saying that he has been inspired by the SZ from 1990. "This wasn't a beautiful car, we all know," he told the journalists, "but there is a lot that we can take from its distinctiveness and independence of spirit when we think about designing a coupé for the electric age." One key thing that he mentioned was how to best deal with the design implications of having the battery along the bottom of the car, which tends to raise the driving position unless some special measures are taken.

On 6th July, 2023, Alfa Romeo's parent company, Stellantis, presented the first of its next generation EV shared platforms. The STLA-Medium could be used for the next Giulia and Stelvio (names to be confirmed), but with overlapping sizes, the STLA-Large could also be used. If that happens, it would align more closely with earlier information.

As presented, the STLA-Medium platform has a battery spanning the wheelbase of the car and it is front wheel drive. Stellantis is claiming best-in-class energy efficiency and range, but that is only about 10% better than competitors such as VW and Kia.



It seems that we won't see an Alfa Romeo using the next-generation technology until 2025 at the earliest. The small SUV, to be launched next year, uses a Peugeot platform that most recently received great reviews in its deployment in the Jeep Avenger, which is a small Jeep model primarily designed for Europe





M A Y 2 0 2 3 E U R O P E A N A D V E N T U R E

By Paul Blank

As you already may know, since 2005 I have been hosting groups from Australia on motoring tours of Europe. While Covid put a stop to this activity for a few years, this May (2023), we were back on track at last, enjoying many of the highlights that Europe has to offer.

While these tours always follow a motoring theme, they are designed to be just as interesting for the motoring enthusiasts' partners, who may not be quite so car oriented. Therefore, when we visit the spectacular locations on our route, it is hard for us on this tour not to find ways to please everybody.

The tours are best described as 'self-drive, guided tours'. Along the route, we rent luxury cars and I act as the tour guide. I always do a lot of preparatory work beforehand so that there is plenty in the itinerary, but with flexible options available and some free time also built in.

During the trip in May this year, our tour was focused on the south of France, Monaco and parts of northern Italy. However, the option of a start in Paris was also offered and then a drive down to the south of France. This option was one that was taken up by almost all group members. Among the group was the AROCA WA honorary member who now lives in NSW, Stuart Bunt, with his wife, Caroline. Ex- AROCA WA club member, Craig Marsland, also was on the tour with his wife Ros. As a result, the level of Alfa Romeo interest among the tour group was strong!



My wife Natalie and our 11-year-old daughter took a bit more of a holiday, first in Paris. Then they made a quick reconnaissance trip up to Belgium and Holland. This was done in preparation for our next tour in Belgium, set for October. While approaching Liege in Belgium, we spotted an old Giulia, apparently rally-prepared, that was driving along the freeway.

Adjacent: A 105 series Alfa Giulia on a Belgian freeway.

Lamborghini Countach passed, covered in rally stickers. Not long after, a Corvette passed, dressed similarly.



Left: GTV6 seen in Place Vendome, Paris. Right: Giulietta seen from the rear.

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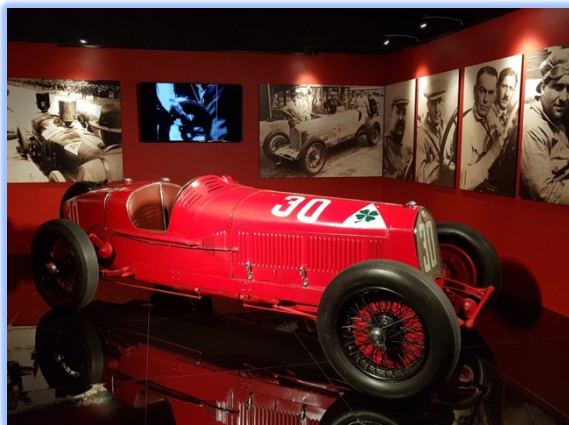
We guessed that they might be headed to Place Vendome. There we discovered the finish of a rally, specifically for 1980s cars. This included some very special cars (3 Countachs, an F40, etc.) plus a GTV6 as the representative of that era's Alfa Romeos.

Once all of the tour group had arrived in Paris, after a couple of days of further exploring, we headed south, spending a night en route in Lyon, then driving on to the Riviera and Nice. My son Max (an Alfa driver) and his girlfriend also managed to join us in Nice.

The Monaco Royal family has long owned a car museum in which their impressive car collection is housed. A few months before our arrival in Monaco, a completely new museum building was opened as an up-to-date showcase for their collection. There is a great variety among the creatively displayed exhibits in this museum. The collection includes an Alfa 101 Spider and a recent Alfa Romeo Formula 1 car.



Above left: 101 Spider in the museum in Monaco. Above right: An F1 Alfa Romeo in that same museum



Our group next headed northwards into Italy, first to Turin, which has that country's most impressive automotive museum (and it is one of the world's best).

Turin is the city where many new Alfa Romeos are built these days. The design and layout of this museum is very visitor-friendly, including many fascinating exhibits, among them a few Alfas - with an impressive 1930s vintage Alfa Romeo Grand Prix car prominent. I was particularly enamored by a temporary display of Iso vehicles.

Upper left photo: Vintage GP car in the museum in Turin. Adjacent: Alfa 8C and 4C, seen at Villa Erba on Lake Como.



Our travels next took us to stays in Milan and at nearby Lake Como; one of the most beautiful places on earth. We arrived there at the time of the Concorso d'Eleganza held at Villa d'Este. In the past, I have had the good fortune of attending that event on a couple of occasions, but it is very difficult to obtain an invitation. Therefore, our group went to the

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nearby public event, also held in the grounds of a villa on the lake's edge, but next door at the Villa Erba. This event is run by the same organizers. It incorporates a very broad range of cars, including some exceptionally rare machinery; with several Alfa Romeos among them. Inclement weather didn't dampen our enthusiasm and the lakeside venue certainly was spectacular.



Seen on display at Villa Erba, Top left: Two classic Alfa Romeo sedans; Top Right: Alfa race cars. Lower left: 1953 Alfa 1900C Cabriolet Pininfarina in blue. Lower Right: A red Alfa Romeo Sprint Speciale on the road.

During our visit, RM Sotheby's held one of their specialist upmarket auctions in which two Alfa Romeos were included. The blue 1953 1900C Cabriolet with Pininfarina bodywork (see photo above) was quite beautiful.

We stayed in a palatial hotel on the water's edge that made all of us feel pretty special. I spotted a red Sprint Speciale (above) cruising on the lakeside road – it was just part of the perfect scenery at Lake Como!



The tour participants attended a track day where they drove Ferraris around a circuit outside of Milan.

Some of these participants also took the opportunity to visit the Alfa Romeo Museo Storico in Arese and there they were thoroughly impressed, of course. However, it was noted by Stuart Bunt that there is no representation of the Alfetta series in the museum currently. Note that the photo of the Disco Volante adjacent is provided courtesy of Stuart.

An Alfa Disco Volante displayed at the Museo Storico.

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We then headed south towards our destination, Modena, travelling via Lake Garda, where some of the group visited the private collection Museo Nicolis, near Verona. Among a truly varied display of items (not just cars) seen at Museo Nicolis were some lovely Alfa Romeos.

Modena is the home of the supercar, of course, with Lamborghini, Ferrari, Maserati and Pagani all in reach, and with visits available to some of their respective museums. Modena also is where the Alfa 4C was built.

After Modena, we drove on to the Italian Riviera staying in a gorgeous beachside hotel. Next, we travelled back into France, on the way stopping at St Tropez to view activities underway at the Cannes Film Festival.



In St Tropez I saw a nice example of the last model of the Alfa 105 Spider with its unusual hardtop fitted.

Adjacent Left: Alfa Romeo 105 Spider (Series 4) with hardtop seen in St. Tropez. Lower left: Silver Alfa 8C Spider seen on a circuit in Monaco.



We finished the May tour on the Monaco Grand Prix weekend, where the principality was heaving with many recent and new Rolls-Royces and Lamborghinis.

After a dinner with the Formula 1 English language commentator, on the Friday evening prior to the Grand Prix, some of us went into Monaco. Every exotic prestige and sports car was seen in the streets of Monaco that night, with a lovely silver 8C Spider joining in on the festivities.

Of course, the following day the Grand Prix provided as great a spectacle, as ever.

We had a wonderful time on this tour. I am now looking forward to our more northerly European

tour which is scheduled to occur in October.



Left: An Alfa 155 seen at Lake Como. Right: A poorly parked Alfa 156 Crosswagon, 4WD.





MILANESE CAT AMONGST THE STUTTGART PIGEONS

**Words & photos by AROCA VIC Member, Alpine Alfisti President & Vic. Goldfields
Chapter Convenor, Leon Cottle.**

Back in April this year, a friend who organises a few of the local Porsche drives in the Victorian Goldfields, actually decided to refuse to allow me to join his merry band of 2-doored German vehicles, saying, "Sorry Leon, your car not only has 4-doors, but also there is that wrong badge on the front!"² Just a bit elitist, I thought!



Cheekily, I then invited Andrew, together with his 2006 Porsche Cayman, to join the AROCA VIC Goldfields Chapter's "Alfa" drive to Pomonal in May, as was reported in a recent edition of AROCA Vic's 'Cross & Serpent' magazine.

Well, Andrew thoroughly enjoyed meeting the members of our Alfa driving group, he liked the drive too, and also appreciated that we actually stopped for lunch as well – which interestingly, it seems that his local Porsche group rarely does.



² And why weren't there any 4-door Porsches out on that run, either? - Ed.

ALFA OCCIDENTALE

Issue 76, September 2023



Perhaps reluctantly, Andrew then repaid the favour by inviting me to drive my Giulia QV at the June Porsche Club's drive out to Halls Gap, via Dunkeld.

Once again, it was a normal Ballarat wintry day with the weather again very cold and more than just a little damp. However, everyone enjoyed a great drive along delightful backroads as they headed west towards the Grampians.

To me, it felt quite bizarre, to be driving in my beloved Giulia, in the middle of a convoy of 12 'very odd-shaped vehicles, 2 doors short, and all with (what I considered were) strange badges.' This strange feeling during the drive to the Grampians was especially pronounced given that I have become so used to being with a lovely collection of Alfas that usually join me on the Goldfields chapter's club drives.

But, despite the teutonic company surrounding my Alfa Giulia, it actually was a wonderful drive.



We also enjoyed a great lunch together at the 'Flame Brothers Smokehouse' once we reached the town of Halls Gap.

It turned out that the Goldfields Alfa chapter's own John Emery also managed to join the drive, along with another Giulia QV owner from Ballarat, who I had not met previously. Not willing to miss this obvious opportunity, my fellow Giulia owner soon had joined the list of AROCA VIC's Goldfields Chapter members.

The supposedly incompatible mix of Porsche and Alfa drivers certainly was eclectic, although everyone on the trip proved themselves to be good people, despite some strange motoring choices evident.

After experiencing a Giulia QV cat (or two) amongst those Stuttgart pigeons, maybe my new Porsche aficionado friends might even consider moving on from their lives on the 'Dark Side'!?



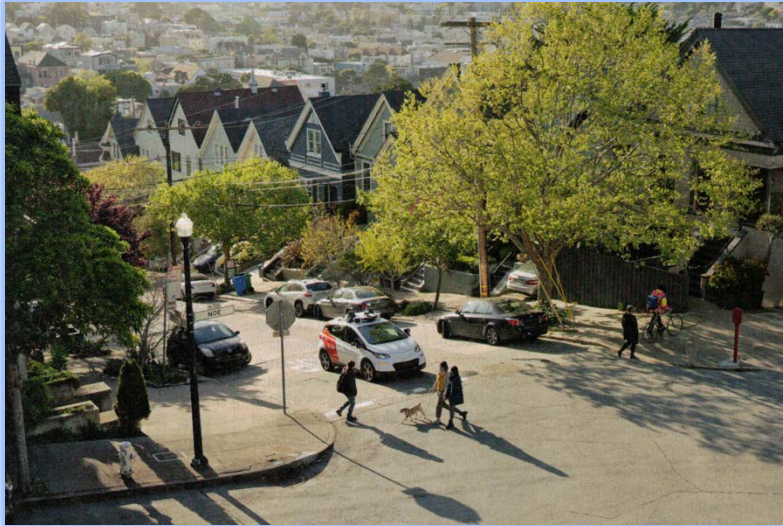


THE FUTURE HAS ARRIVED!

At least in San Francisco it has!

Edited from an article by Stephen Corby in the Weekend Australian Magazine of 22nd July 2023.

Stephen Corby starts by telling us that he is a humble fellow, and he rarely has compared himself to a horse (for example). However, he really did feel like a horse as he watched the technology that will surely replace him, as it zinged around the streets of San Francisco. Imagine what it felt like for horses when they first saw cars and it dawned on them that humans (except for a few jockeys) would not need them anymore.



Confronted with cars that actually and genuinely do drive themselves, out in the real world and in real traffic, as Corby was in San Francisco recently, he began to wonder how many times there might be left for him to write a story for his readers about what it is like to not drive a motor vehicle? Well, at least there is this once!

While the rest of the world is pondering whether autonomous vehicles will ever catch on, the future has already arrived in San

Francisco; or, at least, it has when it comes to getting a taxi.

Two different companies are offering rides in self-driven taxis across large swathes of the city, but not yet across all of it. Waymo One, owned by Alphabet, Google's parent company, is using a fleet of fully electric Jaguar I-Pace cars, while Cruise runs robo-taxis based on the Chevrolet Bolt EV autonomous vehicles (AVs).

Cruise already has 242 operating AVs. It regularly conducts 1,000 driverless trips per day. Despite this statistic, it still took Corby 15 hours before he could catch one (and he notes that he is cussedly determined!) This problem perhaps was made worse by the fact that the Apple Store seemed very wary of any non-American Apple Store app users.

In the end, Corby's friendly hotel door man, Rick, with his American phone, helped as he drove Corby in his Porsche Cayenne (no less!) around San Francisco at midnight until they finally found a Cruise robo-taxi that would take Corby as a customer. Rick and Stephen Corby 'high-fived' after Rick used his iPhone to unlock the door on the self-driving car, which came complete with a steering wheel that moves itself; an inclusion leading Corby to feel even more uneasy as he set off into the night.

It does seem brave of Cruise to run these cars around in the small hours, says Corby. At one stage there were four cars on the road around him, all of them robo-taxis, no doubt full of drunk people, some perhaps even stoned. Corby tried to interview one guy as he was jumping into a Cruise, but he smelt like a Grateful Dead concert and also seemed far too chirpy for any sensible conversation. However, he did say that he had been using robo-taxis for about a year now and that he "loved them, man!"

It felt very brave to just get into one. The experience proved to be 'supra-surreal'. Corby's little Cruise was called 'Cosmos' and he followed another one called 'Spatula'. The steering wheel constantly adjusted itself



to keep away from parked cars. It struck Corby just how hard this car's little computer brain must be working.

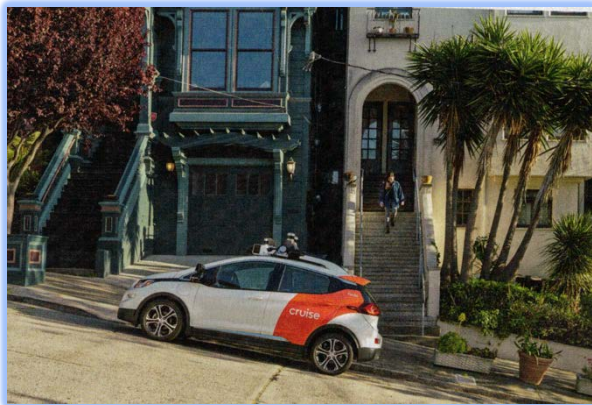
What is making it even harder for San Francisco's robo-taxis is that there seems to be a lot of people who apparently want to throw themselves on to the road in front of these cars "just to see if it will stop in time". 'Honestly', Corby exclaims, 'if AI taxis do become self-aware, they are soon going to know that humans are pathetically stupid.'

No-one has been seriously injured by a Cruise or Waymo, at least not yet, but concerns have been raised, e.g., by the San Francisco fire chief worried about autonomous vehicles blocking access to incidents. In one case, early this June, a Cruise robo-taxi appeared to idle right in the midst of a mass shooting. (And what an absurdly American anecdote that is!)

Stephen Corby notes that, during his autonomous car-ride, his brain was leaping between being scared; at one stage the car changed lanes and accelerated suddenly as he yelled in fear, but then Corby realised how pointless that actually is. At other times, he was impressed as the robo-taxi managed to negotiate a four-way STOP intersection, which most normal drivers are not very good at.³

The geeky part of the Corby brain was thrilled with how clever it all was. On the other hand, the neurons associated with a motoring journalist's brain were wetting themselves over the thought that autonomous vehicles are going to be about as exciting to review in the auto pages as are today's buses and trains.

Just for the sake of comparison, Corby decided to get a human-driven Uber back to the hotel. It turned out that the Uber was twice the cost of the Cruise and there was even less conversation from the driver, whose opinion of robo-taxis was summarised by a single word "isbad".



The most striking thing about the robo-taxi experience was that, after as little as 20 minutes, it felt just so normal, even inevitable! Corby used the back seat screens to play 'pub trivia' and he even clapped a little when the car slammed on the brakes as a traffic light changed to amber.

While the idea of robo-taxis may seem impossibly futuristic, in San Francisco that far-fetched future is already here! Stephen Corby says that he will happily go out on a limb and say that we all will be riding in self-driving cars within the decade. "So thank you dear readers", says Corby, "It was fun."

Having read all this, would you believe that Stephen Corby's most recent previous review, in the 15th July issue of the same magazine, was about the recently updated Alfa Giulia QV? He gave it a big tick too!

Engine: Single permanent magnet motor (149 kW, 340 Nm),

Economy: 17.6kW/ 100 kms.

Transmission: One speed, automatic front- drive.

Price: US\$ 22 for a 25-minute ride.

Corby's Rating: Four stars (out of five). ◆

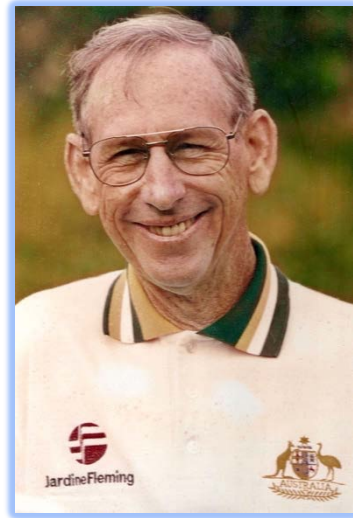
³ This was an early failure mode for AVs. It was found that sometimes AVs just couldn't progress across a four-way-stop due to the non-verbal signals many human drivers use (and very quickly) when negotiating crossing priorities at 4-way stops (which are only found in some US states!) The AV could become stranded at the intersection while human driven cars crossed quickly. Apparently, this problem was resolved by software changes. However, after a little reading about the approach used, it did leave me with a few questions. - Ed.)



PROFILE OF AROCA WA MEMBER #6, JOHN CRUTE

John Crute describes himself as a country boy who grew up in Busselton. His parents were both teachers and were very active in the Busselton community.

When aged 16, John moved to the city, where he completed his education in years 11 and 12 at Kent Street High School. During this two-year period, the first truly significant event occurred that came to influence his whole future.



Above: John (rear row, RH end) is the manager of the vintage masters Australian hockey team on its England tour in 1999. Right: John in his Australian team shirt.

At the school, John befriended an Anglo-Indian student who introduced him to the sport of hockey and into the company of some exceedingly talented hockey players; several later became Olympians. In later years, John, himself, represented Western Australia at hockey and has played the game at every level over more than 50 years, starting from the age of 19 until his eventual retirement from the sport at age 73. He represented Australia over a 20-year period and travelled the world playing in individual matches and at tournaments, mainly in Europe and the UK, but also in South Africa, Zimbabwe, Hongkong, Malaysia, Indonesia, Brunei, Singapore, Canada and the Czech Republic.



Along with the social benefits of the extensive travel offered by international representative sport, he also met many privileged and successful business people through hockey, which is seen as a very elite sport in some countries. These connections have led to experiences such as special tours of Lords Cricket Ground and Wimbledon. John says that he has eaten with kings, dined off street-barrows, and just about everything in between.

John's first car was a Singer Sports 1600. See more below.

John Crute cites the influence of his long involvement in hockey with the growth over time of his focus on living a healthy lifestyle. After age 50, with no health issues emerging, and still performing at a high level in veterans' competitions, he became interested in research into healthy aging, which still is a focus for him today, now aged 83.



In parallel with his engagement in the sport of hockey, John's working career has moved through a number of phases. Initially, he taught at levels ranging from primary, to senior high school and then acted as a high school Deputy Principal.

When Anaconda Nickel offered him a job with a significant salary uplift, he made a life changing step and, within his new company, he became involved with people from all parts of the world. Soon his horizons were broadened even further.

He talks about how the salary levels in mining made spending significant amounts on higher performing cars like the Torana XU1 or the Ford GTHO phase 3 commonplace occurrences for employees in the industry. Such vehicles were in huge demand in Kalgoorlie. John also says that, on one day, he counted eight E-Type Jaguars along Kalgoorlie's main street. It was in this vein, in 1968, that John came to buy his first Alfa; a Giulia Super.

After working in the minerals industry for some time, John returned to education and, for 10 years, worked in the development of school courses for students who were unlikely to ever move on to university.

Thereafter, he made another move, this time into financial planning and funds management. First, he worked with Asgard and later with Securitor, which was the first financial planning facility based in WA. It was a completely independent fee-for-service, socially conscious, managed fund provider.

John describes how his automotive interests gradually developed. Growing up in Busselton, he was living in an era where the youth of the time were buying cars like Austin 7s, Morris 8s, or Ford Prefects, rather than motor bikes. Perhaps it was the sea air that had something to do with it, but among his friends, an MGTC arrived, then an Austin Healey 100 and next a Jaguar XK120.

After John obtained his driving license in the family's Wolseley 444, he acquired his own first car, a Singer Sports 1600, which did look a bit like an MGTD! This car proved to be great transport, although its differential was a little fragile and could fail during hard cornering.



The significant purchase of an Austin Healey Sprite followed (it was the 4th one to arrive in WA.) This car's significance was that this was the vehicle in which John actually learnt how to drive (or so he says). The Sprite was serviced by Sid Negus and the motor and exhaust system were modified.

The little Sprite could just about make a top speed of 100 mph down the straight at the Caversham circuit; especially with the aid of a tail wind!

However, the Sprite had no brakes to speak of, resulting in the successful transition through the sweeping right hander at the end of the straight something of a challenge. John says that he still can feel a bit dizzy just remembering the rapid end-on-end excursions into the grass that he initially experienced while his drifting technique gradually improved.

John studied Stirling Moss's approach to drifting in order to make those improvements, and, although he remained a bit untidy at times, he did become more successful around that Caversham corner.



Next followed a short period when his vehicle ownership descended into what he describes as 'abject mediocrity' as marriage came to require a more responsible approach on his part. A Morris 1100 (which was 'car of the year' at the time) was followed by his worst ever car, a Valiant Safari wagon. The less said on this topic, the better, he notes.



John's next purchase, the Alfa Giulia Super, helped to rekindle his love of driving. This car was serviced by Don Reiman in Subiaco, but John was then based in Kalgoorlie and he also travelled down to Busselton with only the slightest excuse.

In those days, speed limits only applied in the towns while the open road was free. The trip between Collie and Ravensthorpe provided the opportunity to cruise at 100 mph for a whole hour at a time. John became so impressed with his Giulia Super that he also bought a Giulia Super 1300 for his wife.

When John returned to Perth in 1975, he moved into the then new suburb of Booragoon, where he ran into Bruce Thomas, a founding member of AROCA WA, who lived nearby. Soon after, Bruce had managed to sign John up to become a member of the WA Alfa club. Since then, apart from a period when Mazdas became his vehicles of choice (for domestic reasons), his interest in the Alfa Romeo marque has remained. John returned to the club and renewed his membership in AROCA WA a few years ago.



Bruce Thomas and John Crute are seen at an Alfa Club Show n Shine event. Note that John's Giulia Super 1600 is the car behind the two photographers.

The Giulia Super 1600 eventually was replaced with a 105 series GT that became his daily drive



for 25 years. This car was one that John continuously worked on to keep in concours condition, while he enjoyed every moment of driving it.

Eventually, this Giulia was purchased by Bruce Thomas at the time John ventured into his Mazda owning period. However, other Alfas did find their way into the Crute garage, prior to the Mazda era; including an Alfa 75 and, when it appeared on the scene, an Alfetta sedan, which he owned for quite a few years.

At present, John feels privileged to have two fairly recent Alfa Giuliettas in his driveway. One is a 2014 Giulietta 1.4 litre ("the 'tame' version", he says), while the other is a turbocharged 2020 model Giulietta Veloce. He describes this car as being such a delight to be behind the wheel of while on the open road; particularly if that road is a little twisty. As the Giulietta Veloce was designed to cruise the autoroutes of Europe at 200 kph, it is not much challenged while on WA roads. John states that it is the easiest car to drive quickly that he has ever owned.



John then notes that although he has not owned an Audi Quattro, that car may have been the most impressive vehicle that he has ever driven. In 1986, while in London, he was talking about cars with a group, when a Doctor mentioned to him that he had just bought an Audi with the intention of setting it up for rallying, The doctor offered John an opportunity to take that Audi out for a drive. John nearly choked on his beer before he could say the right words to indicate his acceptance of this generous offer.

A few days later, this Audi drive became a reality out on a country road. Why was it so memorable you might ask? Firstly, when John sat in the driver's seat, he found that everything in the car was positioned exactly as he would want to have it. Then the experience of driving a 4WD vehicle, with the stability that presented, was quite unbelievable. It offered a huge degree of confidence in this Audi's capabilities. Of course, Audi did go on to dominate rallying for some years in Europe, understandably.

John's original interest in rallying had developed after witnessing the London-to-Sydney Marathon Rally competitors refuelling in Norseman during a short stopover before continuing eastwards.

When the Ampol 'Round Australia Trial' occurred in 1970, a mechanic at Anaconda, where John then worked, suggested that they should try to enter. As a result, John and the mechanic set about obtaining sponsors who would support their entry. There was only one other entrant from WA, Nick Dondas, who chose to drive a Ford Customline. In total ignorance and without rallying experience, John and Co. chose a Mini, which later proved quite unsuited to the needs of the event. They did battle on, however, mostly at the tail of the field – and with a great deal of help from Nick Dondas.

Following that 'Round Australia Trial' drive, John picked up another drive with a local company and then gradually managed to progress towards the top as the company's No 1 driver. Usually, the vehicles driven had Datsun 1600 bodies, but inside there were 2 litre 'Fairlady' motors with 6-speed gear boxes.



Nonetheless, in the biggest events, John found they could not compete against factory teams driving Ford Escort BDAs. Finishing in the top 10 was the best John's team could manage against such opposition.

These days, John is an active photographer, as his occasional photos for Alfa Occidentale have demonstrated. He produces photo books of the various places that he visits. John plays golf twice a week and maintains substantial gardens at his houses in Perth and Dunsborough. He also continues his personal research into healthy aging and in Alzheimer's research.



John with Bruce Thomas's wife Val at the 2022 WA Alfa Club's Christmas Lunch at Brookside Restaurant.

His future travel commitments include a visit to New York and then a train trip up the east coast of Canada, including some photography which he expects will feature the colours of Fall this year in

North America. Then he plans to fly over to Vancouver to spend time with his daughter-in-law and granddaughter who live in the ski resort of Whistler. In March 2024, a trip to India is scheduled.

In the early days of the WA Alfa Club, under the leadership of Norm Craven-Kelly, although the membership of this new club was still relatively small, its members' interests in Alfas were exceptionally high.

It is true that all Alfas have their own characteristics, but, once they become part of an Alfista's life, they do play a decisive part in it. John's earliest club activities were more of the competitive type (perhaps unsurprisingly!) He enjoyed participating in hill climbs, gymkhanas and navigation events, while the club's social relations were also very strong. John has noticed that the passing of time has led to changed priorities with social aspects of the current Alfa club now more prominent. However, he still believes that the club maintains great opportunities for like-minded people to meet, talk and learn from each other about all things concerning the Alfa Romeo marque.

John Crute closes his comments by saying that he looks forward to being a part of WA Alfa club activities for as long as he can. He greatly appreciates the opportunities he continues to have, sharing his experiences with the club's many Alfa enthusiasts. ♦





A N A L F A - R E L A T E D Q U I Z

by 'Targa Florio'

Glen Phillips writes that his memory of the origins of this particular quiz may be a little hazy. However, he thinks that this quiz might have been prepared as part of an Alfesta held in WA years ago.

The list of Quiz Questions appears directly below in this issue.

How many can you answer without resorting to the help of Dr. Google? By the way, Google was not around at the time this quiz was first written.

The answers to these quiz questions will be provided in next month's Alfa Occidentale edition. If you are keen, please email your answers to secretary@alfaclubwa.com.au. The winning entry will be announced in the next issue of this magazine.

Questions:

1. Nino Farina, a world champion for Alfa Romeo, was a Doctor, but of what?
2. Name the Ian Fleming novel in which 007 while driving his Bentley and is overtaken - naturally by an Alfa? Can you also name the Alfa tipo?
3. Which Alfa is known as the 'Monza'? Why did it receive this name?
4. What is the first name of the carburettor genius Mr. Weber?
5. What is the name of Alfa driver Bruno Giacomelli's dog? Why did he so name it?
6. Can you name the designer of the Alfasud?
7. What is the name of the town where Alfa driver Antonio Ascari was born?
8. What is the surname of the Alfa driver which is also the name of an aperitif?
9. What is the name of the Alfa driver known as 'Didi'?
10. What was the second christian name of the great Alfa driver, Tazio Nuvolari?
11. Name the driver who first took Alfa to victory in that real road race, the Targa Florio? In which year was that race first won by Alfa?





RECENT OVERSEAS ALFA SALES

As reported in the September 2023 on-line edition of Sports Car Market (SCM)

BONHAMS CARS GREENWICH, CT



#141-1955 ALFA ROMEO 1900 C Super Sprint coupe. S/N 02096. Eng. # 10306. Red/red leather & gray cloth. Odometer: 87,685 km. 2.0-L I4, 2x2-bbl, 4-speed. Beautifully executed recent restoration. Aluminium body perfect, paintwork has just a few microscopic bubbles and polishing marks. Bumpers, grille and all other chrome excellent, as are the badges. Rubber gaskets, such as windshield surround, are also perfect. Interior has dash, seats, carpets all artfully done. Tach and speedo have minor cloudiness in the glass and minor chrome pitting. Rebuilt engine, compartment tidy and well restored, with a few aged components. Undercarriage is nicely restored

but also has some imperfections.

Condition: 2+.

SOLD AT US\$159,600. *Not quite Pebble Beach level, but still finely restored; hopefully it drives equally well. As Bonhams Cars pointed out, this is a great car for major touring events. Floor-mounted gear shift stated to be a 4-speed. A column shifter was stock, but Nardi a;sp offered both a 4-speed and 5-speed floor-shifter conversion in-period. In fact, most 1900Cs now have one, often in the 5-speed version. Super Sprints did get the floor-shift from the factory. Unfortunately, there was no documentation related to the restoration made available. Some might find the red interior against a red body to be a bit glitzy, but I could live with it. Fairly well bought, especially considering some of the prices that these 1900C SSs have recently sold for.*

1955 Alfa Romeo 1900 C Super Sprint Coupe

At its Greenwich, CT. auction on 4th June 2023, Bonhams sold this car for US\$159,600, as discussed above. In Sports Car Market's Sept. 2023 edition, Massimo Delbò provided a review of this particular 1955 Alfa Romeo 1900 C Super Sprint coupe to SCM readers.

The Alfa 1900 was the first mass-production Alfa Romeo and it is still considered to be one of the milestones in the history of motorcars. From the initial 4-door sedan, several models were derived, built by coachbuilders such as Pininfarina, Zagato and Touring. In fact, the Alfa 1900 marketing strategy was so strongly based on coachbuilders creating coupe and convertible variants that a dedicated version of the rolling chassis was made available to them. It was identified by the letter C, for *carrozzeri*. While Pininfarina was assigned to manufacture the convertible, Touring was entrusted with the creation of the coupe. Meanwhile, Zagato was dedicated to Alfa's racing customers.

Carlo Felice "Cici" Bianchi Anderloni, the founder of Carrozzeria Touring, often declared that he even preferred its styling, by Touring designer Aquilino Gilardi, to the acclaimed Alfa 6C Villa d'Este. "In the Villa d'Este," he declared, "I had to increase the rear sides because of the double rear lights, while the 1900 has a smaller size. It is a smaller Villa d'Este."

The Alfa 1900 carried the slogan: "The everyday car made to win races." It was the first unibody-construction Alfa Romeo, and the Touring and Zagato versions both adopted aluminium-alloy bodies, resulting in a significant weight reduction of around 100 kgs. The Super Sprint version was the first Alfa Romeo constructed with a floor-mounted gear lever.



“The 1900 Coupe by Touring is a spectacular car,” says Franco Ronchi, President of the Registro Internazionale Touring Superleggera, based in Milan, Italy, which is the historical registry for all Touring-built cars. “The Super Sprint was the sum of Juan-Manuel Fangio’s requests after finishing 22nd overall at the 1952 Mille Miglia in an S version,” he adds. “It is more powerful, thanks to the dual carburetors, developing 115 horsepower, and due to the floor-mounted gear lever that resulted from this same request.”

The truth is that Alfa Romeo adopted the Nardi conversion that was often used by the owners of the competition “S” versions. The steering column, however, remained the same, retaining the indent needed for the column-mounted gear-change used on other 1900 models.

Our subject car, which was sold by Bonhams Cars, has chassis number 02096, engine number 10306, and a Carrozzeria Touring body number of 4467. It sports a correct Rosso Matador colour, the right set of Borrani wire wheels and has alloy bumpers. The interior is correct too, with only the red shade of the leather seeming just a little too bright compared with original specifications. Indeed, looking at the details, everything is correct, making this specimen an excellent car, ready to be shown and rallied. One of the big bonuses of the 1900 C SS Touring is its versatility, which makes it capable of doing well both at concours and rally events.

The nearly US\$160k paid should be considered a good price, even almost a bargain. Usually, a 1900 SS model in similar condition will change hands at around the US\$200k mark, with some even fetching as much as \$220k. Well bought.

Massimo Delbò

MECUM AUCTIONS INDIANAPOLIS, IN



#W145-1984 ALFA ROMEO SPIDER Veloce convertible. S/N ZARBA5419-E1020552. Light Aqua Metallic/black cloth/blue leather. Odometer: 93,040 miles. 2.0-L fuel-injected I4, 5-speed. Good original paint. Somewhat mottled finish on the bumper rubber. Good door fit. Muted-to-dull exterior trim. Top has light weathering and wear. Seats and steering-wheel rim have a glossy finish from wear but they aren’t worn out. Dash pad is cracked in two places. Modern Blaupunkt Monte Carlo sound system. While not filthy, the engine bay would have benefitted from cleaning, particularly as there is 93,040 miles worth of oil spray on the underside of the hood. Condition: 3.

SOLD AT \$10,450. Finished in a rather fetching colour combination that most would not expect to see on an Alfa, even though the factory brochure for that year does feature an example in this paint colour. Not that its colour helped it a whole lot across the block. A market-correct sale.

ONLINE ROUNDUP



1961 ALFA ROMEO GIULIETTA Sprint coupe. S/N V0030129. Red/black vinyl. Odometer: 65,412 miles. 1,290-cc I4, 2-bbl, 4-speed. Sunroof. It wears an older average repaint, with lots of scratches on the doors and front fascia revealing white below. Ripping at the bottom of the rear fascia was painted over at least once. Passable chrome. The jacking port plugs for the rocker panels are missing. It has 2012-vintage radials on stock wheels. Front seats are a completely different pattern than are the rear seat and door panels—all quite worn. Cracked dash pad. The period Channel Master AM/ FM radio does not have

knobs. Heavily water-stained headliner. Aftermarket mesh air cleaner is seen in a dingy engine bay. Condition: 3-

SOLD AT US\$24,150. PCarMarket, 30 May 2023. The bidding was lackadaisical up to one day out, still at just \$5k, then it bumped up to \$10k with eight hours of bidding left. Yet, as with most online auctions, the heaviest



lifting came right at the end; going from there to \$15k in four hours, when the reserve was lowered. Well enough sold for this scruffy driver.



1972 ALFA ROMEO MONTREAL coupe. S/N AR1427108. Verde Green/light beige cloth. Odometer: 48,534 km. 2.6-L fuel-injected V8, 5-speed. High-quality bare-body restoration done in recent years, finished in as-built colours per the Alfa Romeo originality certification issued in 2020. Fantastic paint application. Authentic replating, but it has pitting on the exterior door handles. Non-stock decal on the rear valance's matte-black finish. Concours detailing under hood and undercarriage. Superb workmanship in reupholstering the interior, which shows no appreciable wear. Retro-styled modern electronic sound system. Newer retro-styled radials

on the stock sunburst alloy wheels.

Condition: 2+.

SOLD AT US\$91,610. Bonhams Cars Online, 31 May 2023. Sold new in Belgium and restored in Holland before being acquired in late 2022 by the U.K. consignor (who, due to an injury since, can't drive it anymore). It was offered from the Bonhams Cars' U.K. site. This Montreal was bid up to £60k (\$74k), but it failed to meet the reserve. However, another bidder then negotiated a deal through the auction site to get this fine (yet just shy of concours-worthy) example sold. ♦

MEMBERS' CARS FOR SALE

1973 Alfa Romeo 2000 GTV 105



This tarmac-rally-prepared car comes with a current Motorsport Historic Logbook, but it is also currently road registered. It is available with 9 spare wheel rims, another gearbox, carburetors, brake boosters and an assortment of parts. It has been run as a competition car since 1997 and has participated in more than 20 rallies and sprint events around Australia.

Price: \$ 55,000

For more details contact club member: Nick Rahimtulla

Email: janick50@westnet.com.au **Mob.:** 0419 913 046

Alfa Romeo 156 & Lancia HPE



AROCA WA club member, Jeremy Threlfall, advises that he seeks to dispose of two cars from the estate of his late brother, Geoffrey. The first is an Alfa Romeo 156, in good condition, registered (at least until July 2023). However, it is not currently running.



Also available is an unregistered Lancia HPE. When initially registered in 1980, it was Jeremy's car. He mentions that he has driven this Lancia HPE across Australia twice. The Lancia remains in good condition but with some surface rust. He believes that this car may not have run for a few years.

Both cars reside in Greenbushes where you can view the cars, although Jeremy is based in Bridgetown. Jeremy also is happy to provide further details to anyone who wishes to contact him.

For further information contact:

Jeremy Threlfall. Mob.: 0410 523 920.

Email: jeremy.threlfall@erawa.com.au



SEEN AT SERVITE

On Wednesday 2nd August, six Alfas from the WA Alfa Club were presented at Servite College in Osborne Park as part of that college's annual promotion of everything to do with its Italian language classes.

Andrew Murray's very newly acquired yellow Alfa 105 Zagato made an appearance. Those well-known plates registered 'GTAM', from his formerly owned black Zagato, reappeared on another nice 105. ♦





AUGUST MEETING WAS THE LAST FOR THE CURRENT COMMITTEE

The current AROCA WA committee's last meeting before the upcoming election of the incoming committee for FY 2023/24 will be held on Thursday 17th August 2023.

This year, the committee has been meeting at the Italian Club in Northbridge at 6PM on every third Thursday of the month.

The Italian Club has become a favoured location for the club's current committee. The AROCA WA club has been offered a formal board room at the Italian Club for its committee meetings. Once the monthly committee meeting ends at around 7PM, most committee members stay on for a discussion over drinks and dinner in the Italian Club's bar/dining room. The Italian Club's regular 50% off Thursday night Pizza does make this an attractive option. (Non-committee members are most welcome to join the committee at any of these informal dinners, by the way.)

The names of the current 11 members of the outgoing committee are shown on page 2 of the current issue of Alfa Occidentale.

The election of the new 2023/24 committee will occur during the **WA Alfa Club's AGM** which will be held at the **WA Light Car Club on Moojebing Street in Bayswater**, on **Tuesday 5th September, 2023, starting at 7PM.**

The AGM is a great time for any WA Alfa Club member to decide how he or she can best support AROCA WA with the enhancement of its future activities as WA's Alfa Romeo auto enthusiast group.

The WA Alfa Club's activities totally depend on those active club members who contribute to the running of the club, either as officeholders, as general committee members, or even as occasional volunteers.

You are formally invited to nominate for election onto the Club's Committee for the 2023/2024 financial year.

Please use the Nomination Form provided on the next page to nominate yourself, or a member/friend, for any of the positions on the committee.

AROCA WA is currently seeking multiple nominations from financial members for all of these committee positions.



AROCA WA COMMITTEE NOMINATION FORM

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

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

President	Vice President	Secretary
Treasurer	Membership Secretary	Webmaster
CMC Representative	AMS Representative	Concessional Registrar
Competition Secretary	General Committee (x 2)	Club Shop

Nominated by: **Membership number:**

Person being nominated (may nominate self) being a financial member of AROCA WA

Seconded by: **Membership number:**

Being a financial member of AROCA WA⁴

Acceptance of Nomination:

I accept nomination for the position(s):

Name: _____ **Date:** _____

Signature: _____

(Signature of person being nominated)

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

Email to: secretary@alfaclubwa.com.au

Alternatively, if necessary, nominations may be mailed to the P.O. Box address shown below.

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

All written nominations should be received by C.O.B. Friday 25th August 2023. ♦

⁴ Note that a "financial member" above named as a nominee, nominator and/or seconder, for the purpose of this nomination, is limited to being either a currently financial Full, Associate, or Life Member of AROCA WA.



2023 CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
Classic Cars & Coffee (UWA)	Sunday 2 nd April 2023		Monthly CC&C meeting, but note that the Alfa club has a run to Northam..
Alfesta 2023 in Toowoomba, Qld.	6 th to 10 th April 2023	AROCA QLD.	Easter event in Qld still short on attendees apparently.
Busso Day 2023	Sunday 30 th April 2023	Aidan Daly	Busso-engined cars (including Nords) meet for a Sunday run to a lunch
May club night at WA Light Car Club Bayswater	Tuesday 2 nd May 2023	Aidan Daly / Sam Calabro	Club-sponsored wine beer and pizza served. Meeting topic to be finalised.
Classic Cars and Coffee (UWA).	Sunday 7 th May 2023	Aidan Daly	An Alfa club day at CC&C?
British Car Day Gin Gin. Date is National	Sunday 21 st May 2023	Richard Peirce	Morning run out to Gin Gin via a coffee stop in Bindoon.
Motoring Heritage Day. Albany 'Classic' long weekend	3 rd & 4 th June 2023	Aidan Daly, Andrew Murray	Notification details below. Sunday group dinner is planned
June club night at Inglewood Hotel	Tuesday 6 th June 2023	Greg Smith / Aidan Daly	Club will book for 20 attendees in the dining room, if possible
Classic Cars & Coffee (UWA)	Sunday 2 nd July 2023	Aidan Daly	CC&C Alfas meeting for 3Q23.
July club night at Barbagallo Showroom.	Wednesday 5 th July	Greg Smith	Introduction to the new Alfa Tonale. See event brochure below.
Winter weekend away. RAC Karri Valley Resort	Fri 28 th to Sun 30 th July 2023	Greg Smith	Karri Valley bookings arrangements are shown in an announcement below
New members night at Italian Club, Northbridge	Thursday 17 th August	Aidan & Greg	New Members to meet at Italian club in West Perth for Pizza night
Dyno Day starts at midday	Saturday 2 nd September	Steve Boyle	Bookings essential. Contact Steve at 0419.904.734 or sboyle@unitedfuel.com.au
Sept club night and AGM at Light Car Club of WA	Tuesday 5 th September	Aidan Daly	Club AGM at Bayswater – pizza, beer and wine served. 7PM start time.
Bindoon Historical vehicle day	Sunday 17 th Sept. '23	Andrew Murray	Exhibition day at Bindoon oval. A run to Bindoon is being arranged.
October club night – South St. Alehouse, Fremantle, 7PM	Tuesday 3 rd October 2023	Steve Sugden	Evening at the South St Alehouse, White Gum Valley, South Fremantle. Details to be provided.
Festival of Speed at Wanneroo Raceway	Saturday 30 th Sept.	Club displays from 10:00 til 5:00	Check: www.speedfest.com.au
Como Classic Car Show, 2023 at Wesley College	Sunday 1 st October '23	Richard Peirce	Alfa Club to have a formal display
Annual Pasta Run and lunch	Saturday 14 th October	Aidan Daly / Andrew Murray	Pasta lunch at 'Pasta in the Valley'. Note Saturday 14 th event as Ferrari nationals in WA from 15 th October.
Italian Week at Trinity College (12:30 til 13:30)	Thurs. 2 nd Nov.	Rob Rowbottam	pininfarina@fiatlancia.org.au . Interested Alfa owners - contact Rob
Italian Car Day	Sunday 5 th November '23	Andrew Murray	Mulberry Estate in the Swan Valley
Joondalup Festival of Motoring	24 th til 26 th November	Multiple events – event ad to come	For more info see: www.ifom.com.au
Christmas run and Lunch	Sunday 10 th December '23	Greg Smith	Sunday morning run preceding Christmas lunch. New location TBD.

ALFA OCCIDENTALE

Issue 76, September 2023



Technical nights and other events
Alfesta 2024 at Lakes Entrance, Victoria

TBD
28th March til 1st April '24

TBD
AROCA VIC

Events still to be notified.
Make your booking for Alfesta 2024 at <https://www.alfesta2024.net/>

3^{R D} SUNDAY INFORMAL RUNS CONTINUE



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

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

This informal monthly event will continue as per normal during 2023.

NEXT CLASSIC CARS & COFFEE

- 2023 DATES -

FEBRUARY 05 MARCH 05 APRIL 02 MAY 07 JUNE 04 JULY 02 AUGUST 06 SEPTEMBER 03 OCTOBER 01 NOVEMBER 05 DECEMBER 03 DECEMBER 31

NEXT EVENT: SUNDAY 03rd SEPTEMBER 2023

Held at UWA starting at 08:30, ending at 10:30. But, try to be at UWA well before 08:30 if you want to avoid a long line of cars waiting to enter the carparks!



' B U L L D U S T - N - B A C K '

Four Days of Fun and Laughs on the Road (and off) while supporting Mental Health Research



Dear Car Enthusiast,

We invite you to consider supporting the following event, run by Mill Point Rotary Club.

Australian Rotary Health (ARH) WA is **seeking teams and vehicles** willing to promote Australian Rotary Health during the Mill Point Rotary's coming **BulldustNBack** Trial from 14th to 17th September 2023.

See www.bulldustnback.com.au for details. We hope to identify ARH Trial/Run teams by the end of July 2023.

The ARH WA is Australia's largest non-government funder of mental health research. Its current research focus is on pre-teen mental health (from 0 to 12 years of age), moving the goal from treating illness in adults and teens to fostering wellness from early childhood.

BulldustNBack is designed to help raise funds for this crucial research, and ARH has the reputation for funding very

successful research projects which have local, national and global impact.

Details regarding the Trial/Run are available at the website. Otherwise, please contact Warwick Smith (E: ARHWAteam@gmail.com M: 0419 967 628) to discuss the event further.

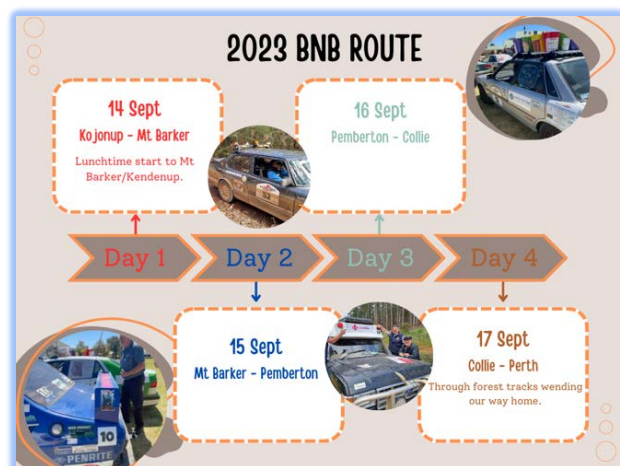
Many thanks,

Jerry Pilcher & Warwick Smith

Australian Rotary Health WA Team

M: 0419 967 628.

E: bulldustnback@gmail.com





OUR AUGUST CLUB NIGHT IS THE '2023 NEW MEMBERS' NIGHT'



Thursday 17th August 2023 at 7:00PM

The annual 'Meet the Club's New Members Night' is a Pizza night on 17th August.



This year, the New Members Night will be held at the Italian Club in North Perth, starting at 7PM.

The Italian Club is located at 217-225 Fitzgerald Street West Perth, 6005

All WA Alfa Club Members, especially the club's new members, are invited.

Pizzas, wine and beers will be available.





ANNUAL PASTA RUN 2023



We will return to '*Pasta in the Valley*' for this year's Annual Pasta Run Lunch. However, this time the event will be held on a Saturday, i.e., **Saturday 14th October 2023.**

For this year, Saturday has been selected as the National Ferrari Rally begins in Perth the next day, Sunday 15th October. By holding the event on Saturday 14th, all WA Ferrari club members have the opportunity to participate in the Pasta Run and Lunch. Some interstate attendees at the Ferrari National may decide to join the Pasta Run as well.



This year's event starts from a point adjacent to the Coode Street Carpark, Number 14 in South Perth (near to the Boatshed). This meeting point also allows for an early coffee, or even a Sunday breakfast for anyone arriving sufficiently early.

Departure time for all cars from South Perth is 10.00AM. We will follow the route of a scenic drive, eventually arriving at the lunch venue soon after 11.30AM. Our Pasta Run Lunch booking is scheduled to run from 12.00 midday until 3.00PM.

Do note that a Trybooking ticket system is provided for this event. While entry into '*Pasta in the Valley*' is FREE, your pre-booking is mandatory for entry. The Trybooking ticketing system will need to close at Midday on Friday 6th October 2023, in order for the organisers to confirm the final number of expected attendees with the venue.

At '*Pasta in the Valley*', the purchase of all food and beverages is to be made on the basis of "order and pay for whatever you would like on an individual basis".

The Pasta Run and Lunch organiser, AROCA WA, hopes that we will have a very strong attendance for the 2023 Pasta Run and Lunch. We are also anticipating great weather!

Please contact Andrew Murray at ajmurray58@gmail.com should you have any questions.

Lastly, please book now by using this Trybooking link:



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



BINDOON HISTORIC VEHICLE DAY



SUN 17TH SEPT 2023
9am to 3pm
Bindoon Oval
6182 Great Northern Hwy



All Historical Vehicles and Motorcycles Welcome
Enquires to Reg Scantlebury
Phone 0427 774 083
bindoonhistorical@gmail.com
Organised by the Bindoon Museum
Visit us on your way past. 10am to 3pm

Historical Vehicle Day Location



COMO 2023 CLASSIC CAR SHOW



Sunday 1st October 2023

At Wesley College, corner of Coode St & Angelo Streets, South Perth, WA 6151.

Contact: Alan Ramsay
Mobile: 0408 090 753
Email: alram@live.com.au
Location: [+ Google Map](#)



ITALIAN CAR DAY 2023

Sunday 5th November 2023

At Mulberry Estate, Caversham, Swan Valley.



The 2023 edition of Northbridge Rotary's Italian Car Day will be held on Sunday 5th November. The location this year again is at Mulberry Estate, Caversham in the Swan Valley.

Note that 2023 is the 20th Anniversary milestone for the 'Italian Car Day'.

This year, a new, later entry time applies for those displaying their Italian cars and bikes. Display entry is from 09:00 until 10:00. This

change allows for a later event start time and, therefore, a shorter day at this car show. It also should work better for those owners who wish to display more than one vehicle as, for those displaying multiple vehicles, early entry is possible from 08:00. The car show ends promptly at 15:00.

The WA Alfa Club hopes that all club members will be keen to help this 20th edition of the 'Italian Car Day' be one that all attending Alfisti will long remember.

A Trybooking system is already active that enables your FREE display vehicle entry.

Advance ticket purchase for those seeking public entry is also possible.

FOR A FREE VEHICLE DISPLAY TICKET - USE THIS TRYBOOKING LINK NOW:

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

OR THIS QR CODE:





AROCA Victoria is excited to invite you to return to the stunning state of Victoria for Alfesta 2024 - from Thursday 28th March to Monday 1st April.

Join us for a memorable long weekend filled with adventure and exploration in the charming seaside town of Lakes Entrance.



The region boasts eight magnificent coastal and high country National Parks, including the Alpine National Park, the Snowy River National Park, and Croajingalong National Park – the latter claiming 100 kilometres of Victoria's pristine eastern coastline.

The region also has two of Australia's greatest driving routes: the Great Alpine Road, which winds through the Alpine National Park and Victoria's high country (the subject of the Post Alfesta Tour); and the Coastal Drive, between Croajingalong National Park and the Gippsland Lakes.

Mark your calendars and get ready to make unforgettable memories with fellow Alfesta enthusiasts.

We can't wait to see you next year in sunny Victoria!

<https://www.alfesta2024.net>
email: alfesta2024@alfaclubvic.org.au

How to book - it's as easy as A B C



Create an account on the Alfesta website and register your interest



Select and pay for your accommodation directly with the hotel



Select your Alfesta Activity Package via this website and pay directly to the Club

This event is over the Easter long weekend in 2024 at Lakes Entrance, Victoria. It soon may be booked out. Log in now, don't miss out: <https://www.alfesta2024.net/>



A number of dedicated Perth-based Alfisti are planning to drive across the Nullarbor in convoy to attend Alfesta 2024, held in Lakes Entrance, Victoria.

Others also will be travelling to Alfesta separately. After Alfesta and the usual Post Alfesta Tour, some will be travelling to spend a week in Tasmania.

Below a rough timetable appears. Multiple people are leaving on different dates, but one group is heading across in convey, departing Perth on **Friday 22nd March 2024**.

Day	Date	Month	Overnight	From	Arrive	Distance
Friday	22	March	Norseman	Perth	Norseman	780 kms
Saturday	23	March	Eucla	Norseman	Eucla	710
Sunday	24	March	Streaky Bay	Eucla	Streaky Bay	600
Monday	25	March	Adelaide	Streaky Bay	Adelaide	700
Tuesday	26	March	Adelaide	Rest day		0
Wednesday	27	March	Ballarat	Adelaide	Ballarat	615
Thursday	28	March	Alfesta day 0	Ballarat	Lakes Entrance	429
Friday	29	March	Alfesta day 1			
Saturday	30	March	Alfesta day 2			
Sunday	31	March	Alfesta day 3			
Monday	1	April	Alfesta day 4			
Tuesday	2	April	Post Alfesta day 1			
Wednesday	3	April	Post Alfesta day 2			
Thursday	4	April	Ferry	Geelong	Devonport	
Friday	5	April	Hobart			
Saturday	6	April	Hobart			
Sunday	7	April	Hobart			
Monday	8	April	Launceston			
Tuesday	9	April	Launceston			
Wednesday	10	April	Launceston			
Thursday	11	April	Ferry	Launceston	Ferry	

Full details of Alfesta are available at <https://www.alfesta2024.net>. However, do be aware that tickets are likely to sell out. We have heard from AROCA VIC that could occur quite soon. For further information on the planned convoy trip, or on plans of others separately travelling to Alfesta, please email Aidan Daly at president@alfaclubwa.com.au



Next year, these photos might include you, travelling in your Alfa to Alfesta 2024!



TREASURER'S REPORT

As of 17th August 2023

Opening Balance b/f 21/07/2023

\$5,802.76

INCOME

Memberships

21/07/2023	D.Canute	\$80.00	
	S.Boyle	\$80.00	
24/07/2023	M.Jones	\$80.00	
	I.Doherty	\$80.00	
25/07/2023	M.Fellman	\$80.00	
31/07/2023	M.Young	\$80.00	
1/08/2023	D.Linton	\$80.00	
	J.Riccardo	\$80.00	
4/08/2023	E.Jones	\$80.00	
8/08/2023	L.Scanlan	\$80.00	\$800.00
OTHER INCOME			
24/07/2023	T.Davies		\$30.00
TOTAL INCOME			\$830.00

PAYMENTS

17/08/2023	A.Daly	ZOHO Mail Subscription	\$250.80
	G.Smith	Postage Members Books	\$158.60
	D.Hamlyn	Membership Expenses	
TOTAL PAYMENTS			\$409.40
Net Movement			\$420.60

Closing Cash Book Balance	\$6,223.36
Closing Balance Westpac 17/08/2023	\$6,223.36
Reconciliation Variance	\$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 21/07/23	\$14,327.74
Interest Received 31/07/2023	\$18.86
Closing Balance c/f 17/8/2023	\$14,346.60

TOTAL FUNDS AVAILABLE

\$20,569.96

Eddie Bernardi, Treasurer.



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, 2023/2024. **Please note that AROCA WA membership renewal for all existing members falls due on 30th June each year.**

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

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



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

(Do note that, if 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.)

Renew your Membership by 1st July 2023. The annual fee remains at \$80.00.

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

Aidan Daly
President, AROCA WA.

ALFA OCCIDENTALE

Issue 76, September 2023



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 # (if applicable)
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Please complete the above form and email it to AROCA WA at memberships@alfaclubwa.com.au.

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

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

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



OWNER DECLARATION – CODE 404 CONCESSIONAL VEHICLE LICENCE

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

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

Name of Owner:.....

Alfa Club Membership number:.....

Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

If you own a concessionally registered vehicle, please complete this form and then email it to the attention of AROCA WA's Concessional registrar at concessions@alfaclubwa.com.au



DRIVING YOUR CONCESSIONALLY LICENSED ALFA

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.

FROM NOW ON, ONLY USE THE VERSION ON THE FOLLOWING PAGE.

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), at least one or two days before the run so that I can enter this run into the Club log before you go on your concessional run.

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: 0419.490.527

E: concessions@alfaclubwa.com.au



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

Impromptu Run Advice

If you wish to take your Code 404 concessionally registered vehicle on an "Impromptu Run" please complete this form and return via email, or email the required details to the AROCWA Concessions Officer at concessions@alfaclubwa.com.au who will record it in the club log.

An Impromptu Run is a one-day event, meaning the run must commence and end on the same day. It can involve one or more vehicles.

Note: Activities you can undertake without notifying the Club are detailed in the Code 404 Handbook (<http://www.councilofmotoringclubs.asn.au/index.php/downloads/code-404/22-code-404-handbook-v3/file>) include:

- Any advertised AROCWA or other Car Club event.
- Travel to and from a place of repair or mechanic.
- Within a 30km radius of the registered address for the purposes of maintenance and repair (e.g. keeping the car running reliably, battery charged, refuelled etc).

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

It is advised to keep a copy of the completed form or email with you while on the run

AROCWA Code404 Impromptu Run Form_V1.1.docx

29-Jul-22



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 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.



MEMBERS (& OTHERS) PROFILED IN PAST MAGAZINE ISSUES

Below is a directory of profiles published to date in Alfa Occidentale, mostly based on interviews with individual Club members, but with some other interviewees from elsewhere. All profiles appear on the club's website and in Alfa Occidentale issues. <https://www.alfclubwa.com.au/newsletters/>
Note that the issue and page number where each profile appears in past magazines is shown below.

Profile	Issue	Page	Comment
Glen Phillips	5	22	<i>Glen is AROCA WA life member #2. A club hero of the WA Alfa & WA Fiat/Lancia clubs – both are surprised by how much Glen is involved in the other.</i>
Bruce Thomas	6	20	<i>Bruce is an AROCA WA foundation member. He has owned his beautiful green 105 GT, since he bought it brand new, while he living in the UK.</i>
Norm Craven-Kelly	7	15	<i>Bruce Thomas recalls the late "Il Presidente", a key founder at both the Vic. & WA AROCA divisions and a larger-than-life character.</i>
John Schoen	9	17	<i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>
John Court	12	21	<i>Renovator of Alfas, classic British cars and military vehicles owner, many of which are in his lock-up factory, south of Fremantle.</i>
Andrew Murray	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>
Michael Barrenger	15	8	<i>Michael Barrenger writes about his "Alfettish" and the acquisition of sought-for cars that he now has in renovation or modification.</i>
Leon Cottle	18	21	<i>AGOG founder, AROCA Vic Goldfields group convenor and serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>
Greg Smith	19	13	<i>Greg recalls his Alfa 75 QV in snowy New Jersey and its sad demise on the New Jersey Turnpike (on his birthday, but now 26 years ago!)</i>
Ivan Olsen	19	15	<i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa in Perth in 2009.</i>
Ugo Sivocci	25	13	<i>Ugo was an early 1920s Alfa racing driver who originated the Quadrifoglio Verde badge, the absence of which coincided with his death while driving.</i>
Keith Martin	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>
John Reed	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>
Paul Blank	34	10	<i>WA's classic motoring events organizer extraordinaire, Paul loves all types of classic cars. He has owned many - including Alfas.</i>
Keith Martin (update)	35	24	<i>Keith describes replacing his long preferred manual Alfas with automatic classic cars due to the limitations caused by his stroke.</i>
Rachelle Domansky	36	10	<i>Rachelle says: "At last, a female is profiled among all those male Alfa car addicts!" She owns a white Duetto named "Audrey".</i>
Piero Pagano	37	13	<i>WA AROCA member, Piero, passed away in early 2023. His love of cars started very early. His career was always in automotive electrics.</i>
Scott McKivett	38	10	<i>Scott is an auto mechanic with a life-long love of cars, he is currently restoring his 1973 105 GTV.</i>
Anita Percudani	40	10	<i>Anita joined AROCA WA in 2018. She has owned her 1969 Alfa 105 GT Junior since she first qualified for her WA driver's license.</i>



Profile	Issue	Page	Comment
Kyle Atwood	42	14	<i>AROCA WA member, Kyle, drives a 2003 Alfa spider. An auto photographer, he has made many impressive car photoshoots.</i>
Peter Mathews	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>
Aidan Daly	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>
Sam Calabro	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>
Enzo Simeone	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>
Andrew Stevens	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>
Steve Sudgen	51	10	<i>Club committee member and Alfa representative to the CMC, Steve Sudgen loves his long-owned Alfetta GTV 6</i>
David Hamlyn	52	9	<i>Membership Secretary, David Hamlyn has many non-work interests including MotoGuzzis, Alfas, Electric Bikes, Kite Boarding, etc.</i>
Eddie Bernardi	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>
Richard Peirce	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>
Norm Craven-Kelly	58 (& #7)	4	<i>On our 50th anniversary, the late "Il Presidente", a larger-than-life character and WA AROCA division founder was recalled once again.</i>
Bruce Thomas	58 (& #6)	9	<i>The profile of AROCA WA foundation and life member Bruce Thomas was similarly republished. Bruce's beautiful green 105 GT has been his since bought brand new in the UK over 50 years ago.</i>
Glen Phillips	59 (& #5)	13	<i>Life member #2, Glen is a club hero in both the Alfa & Fiat/Lancia clubs in WA. His profile appears again on our 50th Anniversary.</i>
Peter Neale	62	10	<i>Although not (yet) a club member, what a collection of written-off Alfa Romeos Peter Neale owns in Fremantle and elsewhere!</i>
Enrico Fumia	70	10	<i>Auto designer, Enrico Fumia ("Signore Pininfumia") was the designer of the Alfa 164 and the 916 series Alfa Spider and GTV.</i>
Warren Milner	73	13	<i>A long-time member and a former treasurer of AROCA WA, Warren loves Italian cars, including Alfas, and has owned British cars.</i>
John Crute	76	22	<i>John lives a very active retirement, while enjoying his two recent Alfa Giuliettas and his renewed interest in the Alfa Club.</i>
Someone you know ?			<i>Alfa Occidentale is very keen to interview more WA Alfa Club members as this series of profiles is continued.</i>

AROC NZ 's 50th ANNIVERSARY

Be there in Wellington, NZ, October 2024



Kia Ora! Next year in **October 2024**, the **50th Anniversary Celebration of AROCA NZ** will be held in **Wellington, NZ**.

This Jubilee event will include Alfa tours starting at both the top of the North Island and at the bottom of the South.

After everyone arrives in Wellington, AROCA NZ will celebrate its 50th Anniversary.

Anyone keen to join AROCA NZ at this important event is welcome. ♦



THE LAST PAGE(S)

Given that some very positive responses were received to Glen Phillips' previously published short story 'La Prova', here is another short story, also written by Glen.

'THE SCHOOL OF URBINO'

A short story by Glen Phillips

Another arpeggio of the bus driver's klaxons. We seemed to be entering a deep gorge. Walls of rock pressed closer and closer to us, as if to throttle our straining passage. And then we were out in the clear, the Adriatic, in distant view, was it? We were racing northwards once more. I tried to check my traveller's map, but it was all in Italian and my mind became muddled with the myriad array of coloured lines and place names.

Looking out the window of the bus, I glimpsed a forest of signs on posts. This must have prompted the driver to drop down several gears and, leaning his body to the left, make a skidding turn, to send us hurtling back up into the hills. One of the signs said 'Urbino'. With luck we were going to make it!

It had been obvious even when we left Foligno that our coach driver must have been one of the tifosi of the great Mille Miglia road races. Year after year the Alfa Romeos, Lancias and Fiats (not to mention the Maseratis, Ferraris and Bugattis) had roared through the Italian countryside, until the death toll caused them to be banned. No sooner had the driver slipped into the driver's seat than he was transformed into a latter-day Nuvolari. He accelerated hard out of the Foligno station yard and, with a jangle of air-horns at every obstacle, real or imaginary, sped us away into the hills. We had taken the historic Via Flaminia, heading east towards the Adriatic. Our driver, hunched over the wheel, his battered peaked cap pulled down, scorned lesser mortals who impeded his progress in their tiny Cinquecentos, (i.e., Fiat 500s), or wobbled out of farm gates on bicycles, balancing agricultural implements across their shoulders.

At first, as the April mists rose from the valleys, our bus toiled higher and higher, through vineyards, oak woods and olive groves, up into the domain of chestnuts and cypresses. We slewed round innumerable hairpin bends until we emerged above the tree-line, among rocky meadows, then descended again. The demon 'autista' crouched low over the controls, his hands and feet a blur of gear-changing and wheel-twirling. But the names of the towns and villages meant nothing to me—Valtopina, Nocera Umbra, Sigillo, Cagli—except as a few blessed moments of calm as we drove through them -- before resumption of this road-race against the driver's mental chronometer. As the morning wore on, the full moon of the night before was still setting in the azure western sky and every now and then, as we lurched around another hair-pin, its pale daytime face would swing into view, reminding us that we were traversing the Alpi della Luna. But why had I decided to take this lunatic route to Urbino to attend their university's 'Australian Studies' conference?

I had been on a scholarship at the University for Foreigners, in Perugia, for the first part of 1978 but, my introductory course completed, I was craving a little respite from the Italian language. What could offer better prospects of relief than elegant discourses in English (hopefully) on some of my real areas of expertise? From Lawson to Lilley; from Bail to Boake, I felt confident I could declaim on all manner of topics. Moreover, I had recently achieved some small success in having my own poetry published in Italy and Australia. The conference organisers had agreed to send me an official invitation, perhaps hoping for some slouching rough beast to convince their English literature students that Australian writers actually were members of the human race. I had the impression that at the very least I was going to be some sort of prize exhibit!



In a short half hour after we passed through that narrow gorge, we drew up still quivering at the narrow ancient gateway into Urbino. Everybody descended and, as our luggage was being thrown down from the rack on top of the old bus, I eagerly looked through the great stone arch to where the cobbled street climbed up into this walled city. For me, I was hoping, Urbino would be another treasure house of Italian art and architecture. As I hauled my luggage from the pile, I saw in a side-street our would-be-Nuvolari, now mounted on an ancient bicycle and reduced to mere mortal dimensions, wobbling off to his lodgings. I began the long trudge up the hill towards my hotel.

It would soon be siesta time, when every government office or business premise closes for post-prandial recovery of strength, or whatever is done between two and four in a Mediterranean country. I needed to sort my accommodation and get a seat in an eating house before the bewitching hours. My arms were aching with my suitcase and duffle bag of books and at each street corner I had to keep checking the city map. Finally, I plotted my way to the piazza where the low-priced hotel was supposed to be found. The Albergo Trieste was the narrowest hotel I had seen in all my life. Sandwiched between a bakery and an agency for Alfa Romeo motorcars, it seemed it would be impossible to turn a bed sideways in it, let alone make room for stairways or bathrooms.

The concierge was already rubbing his stomach and reading the pink pages of the *Gazetto dello Sport*. My arrival did not please him. In my halting Italian I explained that I was the one who had made a booking from Perugia in order to attend the Australian Studies Conference. It seemed his first impressions of me were not significantly improved by this information. However, he was a professional:

‘All our guests are welcome at the ‘Otel Trieste, and we trust your stay will be enjoyed,’ he recited to me with deep resignation. I could see his eyes wandering back to his TOTIP selections. Mechanically he reached for the hotel register, swivelling it around for me.

‘Your passport, if you please. Your room is number seven on the second floor. Please excuse, but it is the day of repose for our porter. You can help yourself?’ With the rhetorical question he turned back to his sporting newspaper.

I stumbled up the narrow twisting stairs, my heavy suitcase and bag bumping around the corners. The bedroom was right at the end of the corridor but, though it smelled a bit musty, to my pleasure and surprise it overlooked a little stone-paved piazza. I dumped my luggage and headed back downstairs. The concierge had already gone.

It was getting quite late to find somewhere to get a proper lunch. The budget-priced dining hall, the *mensa comunale*, was out of the question—students and old men would be filing out of its dining rooms, chairs going up on tables by now. I couldn’t afford posh restaurants with tubs of flowers, white cloths on tables in the sun and supercilious waiters, so I ducked into the Trattoria Raffaello, which was still serving a few diners.

As I forked down a bowl of spicy penne and started on my ‘scalopini al limone’, I leafed through my papers looking for the conference invitation. Damn, in missing the morning’s official opening, I had also missed the Australian Ambassador’s welcome speech. They wouldn’t be re-assembling until mid-afternoon, so maybe I’d have time to take a quick stroll around the *centro storico* of Urbino. Unfolding the flimsy town map I had grabbed near the bus terminus, I downed my coffee in a couple of gulps and took leave of the trattoria.

The sun in the street now was even stronger than it had been and I even began to sweat. Past the usual assortment of tourist shops, draped with concertina-like fold-out postcards and cheap reproductions of the best-known works of Della Francesca and Raphael, I continued until, at last, I entered the Piazza Ducale. On my right was the Duomo and next to it the Ducal Palace. I made a mental note to spend some time in both



of them as soon as I could get a proper break during the conference. According to my Michelin Guide, there were major art works in them. And there was the Basilica Museum behind the Duomo. Right now, however, I was headed for the clump of sturdy Renaissance buildings of the University. I was keen to have a look around before the conference, so I went up to what seemed the main door and knocked - but there was no



answer. I tried the bell-push but again there was no response. Maybe I could still fill in time with some quick sightseeing, I thought. At least they probably wouldn't lock the true believers out of the churches.

Re-crossing the Piazza Ducale, I found that, sure enough, the heavy swing-door of the cathedral opened at a touch and I could enter the hushed darkness. The church seemed totally deserted at first but, as my eyes adjusted, I made out a couple of elderly bowed figures in the main block of pews. Half a dozen candles were burning to one side and the smell of incense was strong. Then I noticed there were some viewing stations for

tourists from where you could study the cathedral's major works of art, coin-operated to switch on strategic lights and with handsets for listening to multi-lingual commentaries.

But there was too much art to take in here for such a quick visit. I needed to think. And why had I chosen to come to this conference alone? It hadn't just been that I had become increasingly irritated at seeing my fiancée so often talking to the hopeful Romeos who regularly gathered at the *Fontana Maggiore* in Perugia's main square. Perhaps it was the rapidity of her progress in learning a new language and, by contrast, my own utter hopelessness. No, it was more than that. At the student parties she was the centre of attention, expert on her folk guitar, a good dancer, maybe even a bit of an exhibitionist. Yet I tried to maintain my morale. Studied twelve hours a day when I could have been out sightseeing and absorbing the local culture with the others. What made up my mind, however, to go to this conference anyway, was when she moved up from the beginners' class, where we had both started and, with her fellow advanced students, cooked up a plan to take a weekend trip to Naples to visit the ruins of Pompeii. She knew our budget wouldn't extend to my going as well. I could see I would have been out of place anyway, as they would be talking fluent Italian the whole weekend. But at least I, as a known Australian poet, had been invited to Urbino. I looked at my watch in the dim light of the cathedral. Time to take my place at the conference.

This time, the portone of the University building was wide open and I quickly entered an inner courtyard, where a couple of small cars and several scooters and motorini were parked. There were cloisters on three sides and another smaller grassed court beyond. Somebody must have come back but there still wasn't a soul in sight. I was just about to retrace my steps in despair when a cultured voice addressed me from behind:

'Ah, it is Professor Alan Summers, I think? From Australia? You have arrived at last. Please follow me and become enrolled for the conference. I am Professor Vanvitelli. You're very welcome. I recall that you telephoned me in Brescia. From Perugia wasn't it?' His volubility and cordiality were almost overwhelming, as he continued, patting me reassuringly on the shoulder.

'Thank you, Professor,' I replied. 'Yes, I am the same Alan Summers who rang you from Perugia, but I'm afraid I am only a lecturer in English at a technical college in Australia, Tasmania actually.'

'My dear boy, for you in this country "professor" is a courtesy title, more or less. But you were saying, if I recall correctly, that you are a successful Australian poet?'



'Well, yes. I've had a few poems published in the national literary magazines and a friend here in Italy arranged for one to be published in an anthology in Perugia,' I explained.

'Splendid, splendid,' responded Professor Vanvitelli, rubbing his hands as we entered an anteroom where there was a pile of conference satchels. 'We'll expect you to read at our little *soiree* after dinner this evening then?'

'Well, yes. I'd be delighted,' I stammered.

As soon as I had completed my enrolment details and collected my stylish transparent plastic satchel, I filed into the afternoon session of the conference. The room was large and elegant and the ceiling was decorated with frescoes.

A real professor of Australian Literature from one of the newer mainland Australian universities was speaking on elements of post-coloniality in the work of several Aboriginal authors previously unknown to me. However, they sounded quite exciting and aggressive in their approaches to fiction writing.

The eminent academic was followed by one of the distinguished Australian expatriate authors who have taken up exile in Italy in past years. She had married a survivor of the Italian nobility and lived in an historic villa somewhere in the Tuscan hill country. Her tall, handsome and carefully coiffured husband sat attentively in the front row.

There was a brief pause for refreshments before the launch of a new book, *The Saltbush Factor*, by an elderly Australian currently teaching at an East Anglian university.

I tried to make myself known to some of the other delegates while we were waiting for the proceedings to start. There was no one else there from Tasmania. Professor Vanvitelli seemed to be in his element as conference host, darting here and there amongst the company. He returned to me with a slip of paper on which there was a name and telephone number.

'One of my graduate students. She will pick you up from your hotel if you contact her.'

'What?' I reddened.

'For the conference dinner,' explained Professor Vanvitelli, smiling. 'We are going up into the hills to a rather wonderful restaurant specialising in wild food.'

I must have looked puzzled for he explained, '*Carne di caccia*—the flesh of the game, you know? No public transport available, of course.'

'Thank you, I haven't quite finished reading the conference program,' I had to explain.

But he moved quickly on to hand out further slips of paper and I began talking to several of the delegates. There was a lecturer from a teachers' college in Perth, who had once known Katharine Susannah Prichard personally, and a young *dottoressa* teaching at a high school in Milan, who was also very interested in Prichard's novels about the Aborigines. We agreed to meet up at the evening's dinner, as the formal book launch speeches were now ready to commence.

By the time the business of the launch had concluded with a few book signings and much congratulation, I was ready to retreat to my little hotel to have a rest before the looming adventure of the dinner. I had



been up very early that morning to catch the bus from Foligno, so the events of the day were assuming something of a blur. Still, I wanted to check out that original home of Raphael which was marked on my map as of special interest to tourists. I could pass that way en route to my hotel.

Outside the University building once more, I noted that, from up at this height in the town, you could look away to the west where a full ripe orange of a sun was just dipping behind duskily ranked hills.

Closer to Urbino itself were fields and farms with olive groves and vineyards. White crescents of country roads looped among hilly patches of forest or woods. Smoke was already rising from the hearths of farmhouses.



I saw a group of young people in the street ahead, their jeans and jackets a study in cultivated casual style. Some were standing and some sitting at a table outside a tavern or bar. This seemed a good opportunity to make sure I was taking the correct route to *Via Raffaello* where my map said I would find the preserved family house of the great painter. I approached a woman, standing a little apart from the group.

'Excuse me, please,' I said, hoping I had the Italian grammar right for the second person formal conjugation. The woman had thick eyebrows and wore no make-up. 'I'm wanting to find the house of Raphael. I am an Australian.'

'From Australia?' she said in English, breaking out into a smile. 'I first thought you were an Englishman. I am studying the literature of England, you understand? I may show you to the *Casa di Raffaello* later, but first we are here to have a demonstration in the streets against the destruction of historic buildings. We are waiting for our leader, the poet Massimo Sanzio.'

I was explaining that I had previously had very little opportunity to read Italian poetry, when a noisy diesel van drew up and a tall, bearded figure leapt out. The group was galvanised by his arrival and my new acquaintance dragged me over to be introduced to Massimo. I explained in my primitive Italian, with some help from Lara, the young woman, that I too was a poet and was visiting Urbino to attend the Australian Studies Conference. His response was immediate. Someone was despatched to fetch a copy of his latest book of poems, *La Scuola di Urbino*, which he signed and handed to me with a flourish, all the time speaking so quickly that I could barely follow the gist of the conversation. But the business of the demonstration was pressing and he soon had to turn away to his followers. They were waiting with their loud hailer, banners and bugles.

Lara took me aside and explained that the group were basically committed environmentalists. But, on this occasion, they were protesting against the destruction of heritage buildings and artworks in urban guerrilla bombings by the Red Brigade. Meanwhile, Massimo Sanzio was giving a last inspiring address to the faithful before the march commenced. I apologised to Lara that, as yet, I had no published book of my own poems to give to Sanzio in return.

'I must go with the others now,' she said. 'But why don't you come with us later this evening? We'll all be at the Bar Duca Federico after the protest. Until very late.'

'I'd like to, very much,' I assured her, 'but I do have a conference function to attend this evening.'



'You will be very welcome to join us whenever you can,' she urged. 'We have never had an Australian poet in Urbino before.'

The crowd slowly receded in the direction of the town centre, to the beat of a drum and the urging of loud hailers grew fainter. I glanced at my watch. Too late to look for the great painter's house now. I had better go back to the hotel and sort myself out for the evening.

When I had navigated my way back to the Albergo Trieste, I telephoned the number written on the piece of paper and began painfully to explain, in my best Italian, my identity and the purpose of my call. The male voice of my respondent suddenly broke into perfect English when I mentioned my name.

'Ah, you are the young Australian poet? I am Dr Trossi. My daughter, Angelina, asked me to tell you she can collect you at eight. The restaurant is only a few minutes away from the city.' Thanking him, I flopped on to the narrow bed. There was no point in trying to contact my fiancée in Naples until later in the evening. I fell into deep and dreamless slumber almost immediately. Loud rapping on the door was what awoke me. It was already after 8PM.

'Professor Summers? Are you there, Professor Summers? It is Angelina Trossi,' she was calling through the door as I fumbled to open it. 'I am here to take you to the conference dinner!'

When I unbolted the door I was confronted by an elegant leather-clad figure carrying what looked like a space-age crash helmet. She proffered a petite cool hand to shake and surveyed my cramped hotel room while I gathered my conference satchel and jacket.

'So you come from the south of your country?' she asked politely over her shoulder, as we were moving down the hotel corridor.

'Ah well, yes. I do come from Tasmania, the 'island state' as we call it,' I said, following her down the stairs. I couldn't help wondering how she was going to get all that lustrous black hair back inside the crash helmet. 'You are a motor cyclist?' I inquired, somehow hoping still that we would be driving in her father's open Ferrari or Maserati. She gave me a sharp and challenging glance and ignored the question.

'But in Tasmania, you knew Professor A D Hope, yes? I have read that he comes from that part of Australia.'

'Actually, I've never met him,' I confessed. 'These days he lives on the mainland. Canberra and Sydney mostly.'

'I am most impressed with his poem "A Visit to the Ruins". Do you have any of his books with you? It is so hard to get the Australian books.'

'Sorry, I'm carrying so many of my Italian textbooks I've no room for anything else. But today I met a young poet of this city. His name is Massimo Sanzio. Do you know his work, *La Scuola di Urbino*?'

'I'm afraid he is of no importance. A local trouble-maker,' she said dismissively.

We came down into the foyer and I explained that I did admire some of the younger Australian poets, such as Bruce Dawe and Michael Dransfield. But by this time we were at the kerb where a blood drop of a streamlined Ducati motorcycle awaited us.

I pointed to my head, 'I don't have a helmet!'



‘It is not an obligation in this country,’ she said firmly, drawing on her riding gauntlets. ‘Anyway, we take only a short journey. When I have ignited the engine, please mount me behind.’

I climbed on to the tiny, padded block, which passed for a pillion seat and scabbled for a handhold.

‘Move close up on me and place your arms tightly around my body,’ she commanded.

The machine sped out of the piazza and turned sharply left, then right, down the streets and out of the town. I clung ever more tightly to Angelina’s whipcord waist as the countryside sped past at sickening speeds. At one moment, when she somehow flicked the machine around a dawdling farmer’s three-wheel minivan, I felt my conference briefcase slip from my nerveless grip and vanish into a ditch. But I dared not interrupt my deliverer’s concentration.

Blessed relief came only after ten minutes or so of centrifugal force had caused me to close my eyes permanently, sensing only swing and surge as we rocketed towards our desperate destination.

‘You must now release your hands,’ announced the implacable Angelina, suddenly sitting upright, as she extracted the ignition key and pulled off her gloves.

Stiffly, I dismounted and only then realised what a loss my jettisoned conference satchel might be. But Angelina was already striding ahead, removing her helmet and shaking free those lovely locks. She crossed to the dimly lit entrance to the restaurant, which seemed to be a converted farmhouse. In the entrance itself were the mounted heads of five fearsome wild boar, which gave the place its name, *Locanda Cinque Cinghiale*.

I could see that the rest of the delegates and guests were already seated. Before I had a moment to thank Angelina, goddess of speed, she had joined a group of her fellow students at the far end of one of the tables. Professor Vanvitelli had arisen, beaming and shaking my hand. He conducted me to a vacant place at his table.

‘Let me introduce Summers, our Tasmanian professor, to you,’ he called to a richly dressed grey-haired woman, with what looked like a dozen or more jewel-encrusted rings. He turned to me, ‘Professor Dalia Minardi teaches Australian Literature at the University of Messina. Therefore, also like you, a southerner and an islander!’

I slipped into my chair as the dinner recommenced and nodded to Professor Minardi, telling her that I had been delayed awaiting transport from my hotel. She was most amiable, but explained that, though she taught in Sicily, she was originally from the north and had been a lecturer at the university in Modena. As I was finishing off my *pasta al forno*, she placed one of her heavily decorated hands on my sleeve, smiled and inquired in kindly tone about my current research.

‘Actually,’ I mumbled, swallowing hurriedly, ‘I am preparing to write an historic song cycle of poems about the explorer John Edward Eyre. He was the first white man to cross the Great Australian Bight.’ Professor Minardi looked puzzled for a moment.

‘Ah, very appropriate to our dinner, then,’ she smiled again showing an excellently preserved set of teeth.



‘Actually,’ I said, swallowing hastily. ‘It was quite an epic journey,’ I added, trying to correct any suggestion that I had been flippant.

She laughed at my efforts and continued, ‘My dear boy, I spent two years at Sydney University for my doctorate in Australian Literature.’

I took a long draught of mineral water before venturing on another topic.

‘My fiancée is in Naples at the moment, Professor Minardi. Do they have a department of Australian Literature at the university there?’ I asked.

‘Unfortunately not,’ she answered. ‘But please call me Dalia. I always preferred the Australian traditions of informality when I was “down under”, as you say.’ She went on, in a tone of confidentiality, ‘Tell me, Alan, isn’t it? Where can I find your published works? And I do very much love the poems of Gwen Harwood. I seem to remember that she is also from Tasmania, isn’t she?’

‘Well, yes she is. But I’m not exactly in her class! Although recently I have had a poem in *Overland* and another was printed in *The Sydney Morning Herald*. I’m also hoping that some of the new poems I have written here in Italy will be accepted when I get back. Maybe I’ll try the *Meanjin Quarterly*.’

‘I would send them to *Hydrant*, I think it is called,’ she said looking thoughtfully into my face. ‘I really believe they are publishing some of the best work at the moment. I met poor Professor Jim McAuley in Australia. A very impressive scholar but a most tormented soul. Have you brought some copies of your own books? My students and I are always so desperate to get our hands on enough books for our courses.’

‘Actually, I’m still hoping to get a book published. Next year, possibly,’ I explained. ‘Although, I have been published in an anthology in Hobart.’

It was then Professor Minardi turned to speak to the bespectacled Australian PhD student sitting on the other side. Fortunately for me, the main course of roast pheasant and truffles, very aromatic, was served with a flourish and I devoted myself to it, surprised at how hungry I still was.

‘Your attention, my friends!’ called Professor Vanvitelli as the company were finally served coffee and highly potent *grappa*, ‘We shall commence our little *soiree* with some readings of poetry from Australia. First, we are fortunate to have with us Professor Alan Summers, a rising new voice in Australian literature.’ He nodded to me.

‘I’m afraid I lost the satchel with my poems on the way to the restaurant this evening,’ I apologised. ‘We came on a motorcycle,’ I added, by way of explanation, feeling both foolish and miserable at the same time.

Professor Vanvitelli covered for me with consummate skill, ‘Perhaps Alan will read for us at one of the intervals in the programme tomorrow?’ he maintained genially. ‘By chance I have my new translation into Italian of the great A. Paterson’s *The Man From Snowy River*, if our English guests will excuse a little excursion into another language for a few minutes?’

He began a most dramatic reading of the piece.

The rest of the evening passed with much jollity and the drinking of more and more potent liquors. I was squeezed into somebody’s Lancia and deposited at my hotel in a rather dazed state. I slept fully clothed.



There was a message for me at the desk when I went down in the morning to face the sporting concierge. It was from my fiancée, Samantha. Apparently, she'd had a minor accident at the Central Station in Naples. Her ankle was broken or twisted when she was trying to get down from a railway carriage with her heavy cases. Of course, there was no way she could carry on now without me. I must go to the rescue!

I made immediate travel inquiries of the concierge, who advised me to take the *corriera*, a local bus, across to Arezzo and from there I could catch a train to Rome and on to Naples. At the bus station, as I waited in light rain for my next Nuvolari to come, I noticed in a local paper lurid headlines and a photograph. It was a grisly crime scene with blood on the cobbled street. I began to read:

RED BRIGADE ASSASSINS.

POET MASSIMO SANZIO (37) DEAD.

My own age exactly! Only the day before he had seemed such a vital and eloquent leader. And almost a hero.

I lifted up my luggage as that familiar death-defying bus came around the corner to take me away.

To the rescue!

