

ALFA OCCIDENTALE

Issue 9, October 2017



1936 Alfa Romeo 6C 2300 Twin Supercharged Special

Dear Western Australian Alfisti,

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





A NEW AROCA WA COMMITTEE WAS ELECTED FOR 2018

| | | |
|-----------------|----------------------|--|
| Andrew Murray | President | presidentarocawa1@gmail.com |
| | Vice-President | vicepresidentarocawa1@gmail.com |
| | Past President | pastpresidentarocawa1@gmail.com |
| Nick Rahimtulla | Treasurer | treasurerarocawa1@gmail.com |
| Greg Smith | Secretary | secretaryarocawa1@gmail.com |
| Ian Glover | Member Secretary | memberlicarocawa1@gmail.com |
| Ivan Olsen | Comp. Secretary/CAMS | competitionsecarocawa1@gmail.com |
| Domenic Zito | Club Shop/CMC | clubshoparocawa1@gmail.com |
| Rod Quinn | Gen. Cttee Mbr. | generalcommiteearocawa1@gmail.com |
| Richard Peirce | Gen. Cttee Mbr. | generalcommiteearocawa2@gmail.com |
| Steve Sugden | Gen Cttee. Mbr. | general commiteearocawa3@gmail.com |
| Todd Quinn | Webmaster | webmasterarocawa1@gmail.com |
| Victor Lee | National Coordinator | national.coordinator@alfaclub.org.au |

CLUB NEWS AND UPCOMING EVENTS

Unfortunately, at this point, now well into the financial year, not everyone has renewed their membership subscriptions as yet for 2017-18.

We hope that all AROCA WA members will renew their memberships soon. At the end of this newsletter you will find a form that you can complete to update your membership details when you pay your subscription.

There is a series of near-term club events that all AROCA WA members should note:

- A mid-week run to New Norcia is planned for Thursday 19th October.
- The Rotary Italian Car Day will be held at Gloucester Park again this year on Sunday 5th November.
- The Annual Pasta Run is set down for Sunday 19th November. It is the AROCA WA club's turn to coordinate this event. Rod Quinn has set up the program for this day. Details concerning how to book tickets for this event appear later in this newsletter edition.
- The club's Christmas event is nearing its final stages of planning. Event details will appear shortly in a separate electronic mail-out to all AROCA WA club members.

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

The club committee also want to remind you again of the new capability for all members to register any intended trips in concessionally-licensed vehicles, prior to driving to a declared location. The "Drive My Car" Alfa club database provides a monthly summary report back to the club committee. It is also available for WA regulatory compliance purposes, should that be required.

A copy of the form you should use to request approval for a "Drive My Car" trip is included as a separate attachment to Alfa Occidentale. Formal trip logging, but only when used by a **current financial member** of the club, driving a concessionally-registered car, permits that



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club member to use the vehicle more frequently under the state's revised concessional registration rules.

When using this "Drive My Car" trip facility, please note that the recognized responsible person undertaking these occasional runs is the individual car owner, not the club. While the club's approval and data logging will provide you with compliant approval to drive, any issues thereafter are at the member's (i.e., not at the club's) risk.

Furthermore, you should recognize that having on hand your proof of current financial membership is an essential requirement for any concessional license holder, while driving the concessionally-registered vehicle.

ITALIAN CAR TRACK DAY AT BARBAGALLO RACEWAY 17th September 2017

A photographic essay by Richard Peirce



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COMO ROTARY CAR SHOW 1st October 2017

Photos of the Como Rotary Car event are also courtesy of Richard Peirce



Photos above: Some interesting “non-Alfas” on display at the Como Rotary Car Show



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Photos above: A few of the Alfas seen at the Como Rotary Car Show on October 1st: Richard Peirce's 105 Spider; Andrew Murray's 105 Zagato; Michael Berringer's GT.





JOHN REED VISITS "ALFAHOLICS"

On a recent visit to the UK, I managed to find an excuse to take a slight detour through an outer suburb of Bristol, in the south-west of England. Wouldn't you know, but there it was, the headquarters of Alfaholics. "Shock, horror", I hear you say; what a lucky coincidence. Nancy wasn't fooled, however, so while I was allowed inside, my credit card was temporarily confiscated.



Photos above: Top left, Jim Spackman in the warehouse; top right, early variant TZ in the shop; bottom left, Giulietta Spider on the hoist; bottom right, car is ready to go, with spare engines.

For those of you who don't know the company, Alfaholics is one of the largest suppliers of parts in the world for 105 series Alfas. It specialises in performance parts; many of which the company has developed itself for use in its own race cars.

In one iteration of a modified 105 GTA, for example, Alfaholics had a sequential gearbox with a pre-selection option. Unfortunately, the in-car video of that vehicle being tested on the local country lanes has since been taken down from the website, but it was pretty impressive to see.

The last time I had visited Alfaholics, which was ten years previously, they were operating their business from a remote farm in the middle of the Devonshire countryside, close to the town of Tiverton. Now, they are in much larger premises, based in an industrial estate outside Bristol. This is the price of success, I suppose.



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Alfaholics has been around for 20 years but, recently, it has expanded to supply a high percentage of the US and world-wide market. The founder, Richard Banks, started the company as a result of his lifelong passion for the marque. He has since been joined by his two sons, Max and Andrew. They regularly organise customer trips to some great European circuits, such as to the Nurburgring and Spa. There the cars can be driven to the limit.



Above: The Jochen Rindt GTA



I had contacted Jim Spackman, who manages the Alfaholics sales team, prior to travelling to Europe, in order to arrange this visit. Jim offered me a mini-tour of the operation. In particular, I wanted to see the workshop where they work on their own and various customers' cars. I have to say I wasn't disappointed.

Adjacent photo: Very clean engine bay

Aside from Alfaholics' own super-quick GTA-R, which claims to have 225 BHP, there were several other cars that would be show-stoppers at any Italian car day. There were 2 customer-owned, earlier variant, TZ's being worked on at the time I was there. I had never seen one in the flesh before, so to see two in one workshop was amazing. Also receiving the treatment was a competition Giulietta SZ. Again, a first for me. However, for me, the star of the show was undoubtedly their own ex-Jochen Rindt 105 GTA. This car was his 1966 ETCC car, not the rolled car he once drove at Sebring. It is a car that Richard Banks has owned for many years.

I only spent an hour at Alfaholics, but I could have spent a fortune. Do check out the Alfaholics website, <https://www.alfaholics.com>. Thanks to Alfaholics and Jim Spackman for spending the time to show me around their works.





AROCA WA EVENTS CALENDAR 2017-18

July 2017 Update

| Event | Event Date | Event Coordinator |
|--|--|--|
| WHEATFIELDS RUN <i>A run through the wheatfields country with an overnight stay in Northam for AROCA WA members.</i> | <i>Saturday, 19th Sunday 20th August, 2017</i> | Rod Quinn |
| AROCA WA ANNUAL GENERAL MEETING <i>AGM, pizza and beer night at the Light car Club of WA, Moojebing Street, Bayswater.</i> | <i>Tuesday, 5th September, 2017</i> | Andrew Murray |
| INFORMAL ALFA RUN <i>3rd Sunday informal run</i> | <i>Sunday, 17th September 2017</i> | <i>Trip replaced by the Italian car track day at Barbagallo and the club's show 'n'Shine for 2017.</i> |
| ITALIAN FESTIVAL TRACK DAY <i>Barbagallo Raceway, Wanneroo</i> | <i>Sunday, 17th September 2017</i> | <i>Details – see announcement below.</i> |
| COMO ROTARY CAR SHOW <i>Wesley College Grounds, South Perth</i> | <i>Sunday 1st October 2017</i> | Richard Peirce |
| MID WEEK RUN TO NEW NORCIA <i>Meet at the Midland Shopping Centre car park at 09:15. (See announcement on page below)</i> | <i>Thursday 19th October, 2017</i> | Richard Peirce |
| ROTARY ITALIAN CAR DAY <i>Gloucester Park</i> | <i>Sunday 5th November 2017</i> | Andrew Murray |
| ANNUAL PASTA RUN <i>AROCA WA is organizing this year's event</i> | <i>Sunday 19th November, 2017</i> | Rod Quinn |
| CLUB CHRISTMAS PARTY | <i>Sunday (TBD) mid-December 2017</i> | Rod Quinn |

Be sure to put these dates in your diary!





M i d - W e e k R u n t o N e w N o r c i a

T h u r s d a y 1 9 O c t o b e r 2 0 1 7

09:15 Meet at Midland Centrepoint carpark (off the Great Eastern Highway adjacent to Muzz Buzz)

09:30 sharp. Departure for Toodyay (Route Instructions to be provided)

Short stop in Toodyay for morning tea and a wander, before good driving roads through scenic, undulating countryside to New Norcia. (www.newnorcia.wa.edu.au).

We will lunch at the New Norcia Hotel. Hopefully, the wildflowers seen en route will be good.

Total return distance of the trip is around 330 km). Note that the return route is at your own discretion.

Please confirm your participation with Richard Peirce (0411.245.772 / 9246.3458 / ["rjpeirce@iinet.net.au"](mailto:rjpeirce@iinet.net.au))





SAM TRIMBOLI AND CO PRESENTS

ITALIAN CAR DAY

5th November 2017 AT GLOUCESTER PARK

20th Anniversary of Perth Branch

CARS, BIKES, SCOOTERS & MORE - 9:30AM - 3PM - ADULTS \$15 - KIDS FREE!

SAM TRIMBOLI & CO

Gloucester Park

NERO

Alfa Club of Australia



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EAT PASTA! DRIVE FASTA!
The pasta run is back!
Sunday 19th November 2017

**Come and enjoy a great car run
and pasta on the swan**

Hosted by Alfa Romeo Owner's Club



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2017 Pasta Run

Sunday 19th November 2017

Starting 10am at centre point Midland car park (at MuzzBuzz for a Coffee).
Heading off for a leisurely car run through the hills.

start here
MIDLAND
MuzzBuzz
HILLS
FINISH HERE
SWAN RIVER

Finishing at a lovely restaurant on the swan river for a delizioso 3 course pasta lunch.

To book your tickets for the Pasta Run event and lunch, please click on this link:

<https://www.eventbrite.com.au/e/the-2017-wa-italian-car-clubs-pasta-run-tickets-38649444529>

The Eventbrite per-person-cost for the 3-course Pasta lunch is \$37.83. Note that drinks are not included.





AROCA WA ANNUAL GENERAL MEETING 5^TH SEPTEMBER 2017

President's Report

The club has had a successful year in offering a wide range of events for members and we have attracted a number of new members throughout the year.

The highlights for the past year have included:

- Club participation in the Annual Pasta Run.
- A strong showing at the Rotary Italian Car Day at Gloucester Park (last November).
- A very well attended Xmas function at Domenic Zito's house in December.
- Rod Quinn led a run in January to Caversham House for a very enjoyable lunch on an otherwise very hot day.
- We held our first mid-week run in February,
- Ian Glover led a technical night at the clubrooms in March on aspects of Corrosion.
- We held the usual run to the British Car Day in May led by Richard Peirce.
- We held a club night at Barbagallos to view the new Giulia in May.
- We enjoyed a club dinner in Albany for the Round the Houses weekend in June.
- Nick Rahimtulla arranged a great Birthday dinner at Aqua Vitale in Nedlands on the foreshore. Perhaps our best yet.
- The July meeting featured a visit to Mio Amore Pizza in Maylands.
- The August meeting at the clubrooms featured a talk on car restoration arranged by Domenic Zito.
- Rod stepped up again to lead a great "Wheatbelt Run" weekend taking in Beverley, York, Northam and Bindoon in August.
- During the year some members accessed the informal run format to exercise their Alfas legally.

Throughout the year Ivan Olsen represented the club at CAMS meetings and Domenic Zito represented the club at CMC meetings. Thankyou to both for setting the time aside to do so.

Greg Smith produced the excellent "Alfa Occidentale" newsletter throughout the year.

All other committee members contributed to our year and I want to thank them all. Many completed tasks that I have not specifically mentioned but overall everyone made the year a success for the club.

Your committee for the last year included:

Andre Murray – President
Nick Rahimtulla – Vice President
Greg Smith – Secretary
Stephen Sugden – Treasurer
Rod Quinn- General Committee and Events
Ian Glover – Membership
Todd Quinn- Webmaster



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Domenic Zito – Club Shop and CMC
John Reed – Competition Secretary
Richard Peirce- General Committee
Ivan Olsen – Past President and CAMS Representative

Early in the year, I issued a membership survey, which was well responded to. Members' responses have shaped our priorities for the year.

As of today, our financial membership stands at 70, however there are a number of long-term members who have yet to renew and the figure is likely to settle at around 80 members. The club's 2018 target remains 100 members

At the end of August our total club funds stood at **\$16796.22**. The Club is in good shape.

Looking towards the later part of 2017, we have a range of events already in the planning including,

- o the Italian car Festival Track Day on the 17th September;
- o the Como Rotary Car day on October 1,
- o the Rotary Italian car day at Gloucester Park on 5th November,
- o the Christmas event on 10th December.

There will be a range of challenges to be faced by classic car owners in coming years, such as fuel restrictions, registration restrictions and environmental pressures. As a result, the club may need to be more proactive in providing a positive voice to the broader community.

Andrew Murray
Life Member; President 2016 2017





AROCA WA FINANCIAL REPORT END SEPT. 2017

Nick Rahimtulla

INCOME

| | |
|------------------------------|------------|
| Membership – Family | \$ 2560.00 |
| Mystery Weekend | \$ |
| Birthday Dinner | \$ |
| Social Events/ Pasta Run | \$ |
| Merchandise Sales/ Door sale | \$ 319.50 |
| Club Meeting Drinks/ Food | \$ |
| Advertising | \$ 30.00 |
| Bank Interest | \$ 0.38 |
| Transfer from Investment A/c | \$ |

SUB TOTAL \$ 2909.88

EXPENDITURE

| | |
|------------------------------|------------|
| CAMS- CMC Subscription | \$ |
| Pasta Run Deposit | \$ 1750.00 |
| Postage/Petties/Rental | \$ 44.70 |
| Birthday Dinner | \$ |
| Merchandise | \$ |
| Rent LCC 2016/2017 | \$ |
| Italian Car Day | \$ |
| Club Meeting Food/Drinks/AGM | \$ 382.50 |
| Website | \$ |
| Trophies | \$ 295.20 |
| Investment Account | \$ |
| Christmas Function | \$ 350.00 |

SUB TOTAL \$ 2822.40

EXCESS INCOME/EXPENDITURE \$ 87.48

BANK RECONCILIATION

| | |
|-----------------|-------------------|
| Opening Balance | \$ 1459.71 |
| Receipts | \$ 2909.88 |
| Payments | \$ 2822.40 |
| BALANCE | \$ 1547.19 |

INVESTMENT ACCOUNT

| | |
|----------------------------|--------------------|
| Opening Balance | \$ 15489.68 |
| Transfer from main account | \$ |
| Transfer to Main Account | \$ |
| Interest | \$ 23.17 |
| BALANCE | \$ 15512.85 |





J O H N S C H O E N A R O C A W A L i f e M e m b e r # 5

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



John Schoen was announced as the 2016 AROCA WA club champion at the club's annual birthday dinner last June, where AROCA WA President, Andrew Murray, presented John with the club's championship plate.

At first, John was very big fan of VWs. However, when he was posted to Germany in 1969, he looked at a Porsche 911, a BMW 2002 and an Alfa GTV while trying to choose a new car for his time in Europe. After discussions with his wife regarding the Porsche 911, it was decided that he couldn't afford a 911S, so he wrote a contract for a 911T (which was a 4-cylinder car, whereas the 911E and S were 6-cylinder vehicles). The Porsche salesman kept ringing John about the 911T sales contract until John finally advised the salesman that the 911 wouldn't fit a baby basket (nor would the GTV he also was interested in, of course). Meanwhile, he decided that the BMW 2002 did not appeal. So, in the end, instead of a GTV, he bought an Alfa Romeo Berlina, which was his first Alfa Romeo.

John intended to bring the Berlina back to Australia at the end of his expatriate assignment and with a sales discount, and a duty-free purchase, he bought a RHD Berlina for export to Australia. While driving in Europe, John needed his passenger to make an assessment of the space on the road ahead that was available for overtaking. He found that his wife was quite conservative about the distance required for overtaking, leaving nowhere to go when stuck behind a slower vehicle on a mountain road. On major roads though, John travelled everywhere at 185kph and ran the car at 5,000 rpm on the German Autobahns and French Autoroutes. Nonetheless, he found that he would still be very rapidly overtaken by large German cars and, especially, by very fast Porsches, travelling around 230kph.

Following his German assignment, John brought that Berlina back to Australia and eventually sold it to a dealer in Parramatta Road, Sydney; obtaining the same price that he had bought the car for in Europe some years previously.



From Germany, John was sent on a “cross-posting” to Argentina. This lasted from 1973 to 1976. There, he worked as a commercial attaché with the Australian embassy. Argentina was a very closed economy in those days. (It still is in many ways). Argentinians couldn't import anything much due to protectionism and the low value of Argentine currency.

However, while in Buenos Aires, John could access certain diplomatic privileges and so he bought another vehicle. Initially, he considered another Alfa, but after talking to locals, and recognising the poor quality of the fuel then available in Argentina, and the poor quality of vehicle service, he bought a Mercedes Benz - and an Argentine-built Fiat 600 with an 850cc engine, as well. He spent 3.5 years in Argentina and sold both cars before returning to Canberra in 1977.

In the ACT, he was then set to be reabsorbed into the Federal public service, but after a year living in the national capital, a very quiet place in the 1970s, he found that he disliked living in Canberra. Around that time, an opportunity came up to move back to WA and into his old job in the WA public service in Perth, which he took.

During the next 4 to 5 years in Western Australia, John worked with the interstate trade association. The group monitored trade between WA and the Eastern states, mainly concerning trade conducted on behalf of the WA state government. Given business confidentiality, however, the commercial side of this type of trade data really wasn't publishable as the companies involved would then become identifiable. Therefore, eventually, these interstate trade studies were discontinued. As a result, John moved to undertake population related surveys. Coincidentally, he then became the manager of “105” survey ladies who produced employment statistics. John worked for the WA state government in these roles between 1977 – 2005, when, ultimately, he left the Bureau of Statistics. During that period, John was involved in census data survey integrity, which

included him undertaking a lot of small plane travel into remote parts of the outback.



In the adjacent photo (reproduced from Al Volante magazine): John is extracting parts from a donor vehicle.

In 2005, after leaving the WA public service, John was persuaded by a family friend to join his mining venture. The friend wanted to develop a garnet mine in the Kimberley. However, 12 months later, without obtaining any new funds, they couldn't find the money required for a drilling program. At

that time, everyone in WA was more interested in working on gold recovery. John noted that the specifications for the industrial use of garnet were very particular and their Kimberley garnet source contained too much silica for some of the applications under consideration.

John was left with the question of what to do next. He became a driving instructor but, after a few months of working for the company that had trained him, he decided to branch out on his own. Soon, John had enough students to work full time, with up to 35 students per week. The last student who trained with John (when John was 67) became someone who, in the end, he sold the business to. John had spent 12 years in the role of instructing learner drivers. He says that he hasn't missed his driving instruction experiences. He found that it was quite a stressful role at times, requiring a lot of anticipation, especially during the early



training period with new learner drivers. However, on the other hand, it was quite satisfying to bring raw recruits up to the point where they were competent enough to obtain a license.

In the early 1980s, when John first came back to Perth from Canberra, he brought with him a Giulia Super into which he had inserted a 2,000cc engine before driving it back with the family. He has owned Giulias ever since – i.e., since the 1980s. The Super with the 2-litre motor was a 1969 model. He has owned two more Supers since, both with 2-litre motors and has also made various other Giulia acquisitions; all of them cars in various states of imperfection. John's wife claims that, if John sees an orphaned Alfa, he immediately has to take care of it.

In addition, around 1980, John bought another Berlina from a Perth academic who had looked after that car extremely well. The Berlina was a 1971 vintage, 1750 cc vehicle, which the previous owner had maintained since new, for over 8 years. John drove this Berlina purchase everywhere, including across Australia, with an AROCA WA group that was heading to an East Coast Alfesta. He tells the story of how the car had some intermittent starting problems out near Balladonia, but these were only temporary and they were never replicated after returning to Perth. John owned this Berlina for seven years. The car was coloured Dutch Blue. Eventually, he sold it, though he recalls it very fondly.

Interspersed in his Giulia and Berlina ownership, John became involved with Les Mitting (who now lives in Capel). At that time, Les was working for AutoClassics BMW. At one point, Les called John to say that he had a Berlina in his yard (a 1750cc car, about a 1972 model) which owed his company something like \$236.72. A client had bought the car in and said to AutoClassics that he wanted to know what needed to be worked on in the car. Afterwards, the client didn't want to pay for the time involved in assessing the necessary work. The client told AutoClassics that they could keep the car. Thereafter, via Les, John was able to pay the company the small amount owing and take over that Berlina.

This particular Berlina was beige coloured, but covered with pink primer colour in the various parts that had some signs of corrosion. John bought the car home, fully expecting some concerns from the family, but soon thereafter, this newly acquired Berlina became his wife's car. John had a panel beater give it an all-over paint job and later, he was able to sell it at considerable profit.

Johns "nearest-to-divorce" incident resulted from when he first met with Alfonso di Lanza, from whom he bought six coupes – all of which were 105 series cars. All were in various states of disrepair. These six cars included a Sprint GT, two GT juniors, one 1750 GTV, and two 2-litre GTVs. Four of these cars were already running, while it didn't take much to get the other two operational. John did some of them up, and three years later, only 3 of these Coupes were left in his possession. Interestingly, the 3 remaining cars were coloured Green (2-litres) White (the 1300 junior from 1965) and Red. The white GT junior was finally sold by John only last year, i.e., in 2016. John observed that, over time, most people had ditched the smaller motors in this type of car and had replaced them with 2-litre motors. However, the smaller motors are wonderful little high revving engines, he says.

Eventually, John sold the 1300, together with the pride of his collection, a GTC; one of only 99 right-hand drive GTCs ever built. John had acquired two GTCs in 1998. He had sold one (the better one) to a Melbourne-based buyer in 1995; while he was always going to refurbish the other one. However, eventually he sold that car in 2016. Originally, Peter Briggs had

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sold these cars to John. Now, AROCA WA club member, Mike Kinney, is restoring the GTC, previously owned for a long while by John.



From "Al Volante", the AROCA WA Magazine, May 2008 edition: "Not a grey hair among them! John Schoen (owner driver), Glen Phillips (video documentarist) and Les Mitting (co-driver and motorkhana specialist) line up at a venue during the epic 1992 Classic Rally"

John also did some competition driving, mostly in the 1990s.

Later, in 2007 and 2008, together with Tom Swanson, John undertook the role of official sweeper at the classic rally, where he had his first taste of the V6 Alfa – driving a 2.5 litre GTV6. Tom and John drove it quite hard around the south west and found that the car didn't drop off in performance under any conditions. Interestingly, Tom and John drove all over the South West during the rally, acting in their "sweeper" role, as they had one of the few phones that worked outside of towns during the tour. The only successful mobile communication in more remote areas came from John's old brick phone. After his GTV 6 experience, for the next 7 years John owned a 3-litre Alfa 75; a 1989 model. Today, he still owns a 3.2-litre 147 GTA, which he greatly enjoys.



Adjacent photo reproduced from Al Volante (March–April 2007 edition): At the Northam Round-the-Houses event, Andrew Murray in his 105 GTV leading John Schoen driving his Giulia Super.

John has also owned seven Alfettas, prior to owning the Alfa 75 (and he still owns 3 Alfettas!) John notes that one of these Alfettas is now permanently parked. He also sidelined the 75 and put that out to pasture too. However, this 75 was recently bought by the owner of the Garage Journal, Patrick Stirling, who is returning the car to full operation. Patrick intends that the story of this Alfa 75 restoration will feature in his magazine soon.

"Alfa Veloce" was a dealership in Burswood Road that only lasted about 2 years. At one time, the head salesman for the company, Alan Skinner, rang John and said that he had an Alfetta which he wasn't using. Alan also owned an Alfa 164 that he drove most of the time.



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The Alfetta was parked close to the sea at Mandurah and suffered from salt exposure, sitting in Alan's driveway. John found that the car was mechanically sound, but rusty. He spent about \$500-600 in 1998 repairing the Alfetta's faults, but thereafter, he hardly ever drove that car.

John still owns numerous cars many of which are on a property in the Perth hills. John's car barn is situated 21 kms from his house. He has 16 cars "resting" there, that is, if you also count those cars which are mostly rust. Included in this number, there are 9 Giulia sedans, all under cover, but in an open-sided shed. John admits that some of them are really beyond repair and are true basket cases, more useful for parts. There is one Giulia 1300 Super, but it was assembled in South Africa and so has a 1600cc engine. It was brought to WA by a South African couple when they migrated to Australia. The collection also includes a couple of quite old Tl's. John notes that, around 1965, the 1600cc Giulia changed from being called a Tl to be named the Super. Meanwhile, in Australia, Alfisti never saw the 1300 Supers, nor the "Super Nuova". The Australian sale of 1600 Supers was halted in 1972, when the Berlina came onto the market. However, John notes that the Giulia continued to be sold in Italy until 1978, with even a diesel version becoming available during the last 2 years of new Giulia car sales.

A number of Alfa fanatics have approached John from time-to-time with requests regarding components that might be available from his car parts supply. For example, Mike Kinney's ex-USA race car is being modified to become a club car and is being changed from left-hand to right-hand drive. Mike has found parts in John's collection needed for this transformation.

Tim Harris has also taken many photos of the range of parts that John owns. John has the aim of putting all of these photographed parts onto a website from which he can provide a database to enable Alfisti around the country to look for locally available parts first, before importing original or reproduction components internationally.

In closing, John mentioned that, while he loved the Berlina model, he still likes GTVs even better, due to their handling and performance.



Also from *Al Volante* (August 2007 edition): Seen on the July Tune-Up Run - L to R, Maureen & Leo Marzo, Sam, Eric, Glen Phillips, Ted & friend, Jack & Iris, Rosemary & John Schoen, Andrew Murray, Nancy & John Reed.





CLUB COMPETITION CHAMPIONSHIP

Dear WA Alfisti,

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

Twelve competition events are to be held during 2017, including a couple of new ones. The Meelup Hill-climb returns as part of the CAMS Speed Series. Additionally, the Windfarm Hill-climb at Albany is included this year and will be held on the same weekend as the Albany Classic.

Remember that qualifying for only 6 events will count for your AROCA WA club competition points score, so you don't need to do all the listed events in 2017 to be in with a shot at winning the trophy. For example, you should note that Rod Quinn only missed out on winning by one point last year, even though he competed in only 3 events!

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

Ciao,

John Reed
Club Competition Secretary

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

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

<http://speedeventseries.net>



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





AROCA WA MONTHLY INFORMAL RUN

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

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

PLAN:

The committee commenced an informal program of club runs in February 2017. The idea was that all members, but especially those with concessionally-licensed vehicles, would have an additional monthly informal run opportunity when they could legally exercise their "limited license" vehicles on the 3rd Sunday of each month.



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

These informal trips should depart soon after 10:00am on each 3rd Sunday. The run can commence as soon as participating members decide to depart from the starting point. Note that either individuals

or informal groups can do this as soon as they are ready after 10:00. The event may involve only an individual vehicle or club member drivers in small groups, who should feel free to decide upon an appropriate trip itinerary on the day.

INFORMAL CLUB RUN DATES:

~~Sunday, 17th September 2017.~~

(NOTE: No run due to Italian Car Track Day and AROCA show 'n' Shine.)

Sunday, 16th October 2017.

~~Sunday, 19th November 2017.~~

(NOTE: Informal run is replaced by the annual Pasta Run on this date.)

Sunday, 17th December 2017.

Put these dates in your diary



UPCOMING INTERSTATE AROCA ACTIVITIES



Motorclassica is Australasia's premier event for vintage, classic and exotic motoring enthusiasts and is the host of the Australian International Concours d'Elegance.

Motorclassica will feature more than 160 pristine, rare and desirable machines representing the best from collections around Australia and beyond, exhibited alongside displays from the World's greatest marques including Mercedes-Benz, Ferrari, BMW, Lamborghini, Alfa Romeo, Jaguar, Fiat, Abarth, Porsche and Maserati.

You are invited to join us for Australia's most elegant and stylish day out, to indulge your passions with over 20,000 fellow enthusiasts and enjoy fine food and wine either under the dome of the iconic, World Heritage-listed Royal Exhibition Building, or under Melbourne's Spring skies at the "Club Sandwich" on Museum Plaza.

This year Motorclassica will be paying special tribute to Ferrari, Holden, Lancia, Moto Guzzi and the golden years of vintage speedway.

For further details, check the MOTORCLASSICA website at www.motorclassica.com.au





S P E T T A C O L O C O N C O R S O

Entry Invitation for Saturday 2nd December

Planning for the AROCA Victorian Division's 2017 Spettacolo Concorso is underway with acceptance and judging of Concorso entries to be held on Saturday 2nd December with the presentation of trophies during the Spettacolo event on Sunday 3rd December.

This will provide a better experience for entrants, judges and the Concorso itself which is a premium part of AROCA Vic's major annual Spettacolo event.

Entry Acceptance & Pre-Judging

Entry acceptance and pre-judging of Concorso entries will be at 10am on Saturday 2nd December at Brighton Alfa Romeo's new Service Centre, Cnr Keys Road & Herald Streets, Cheltenham.

Final Judging

Final judging will take place during Sunday's 2017 Spettacolo at Wesley College, St Kilda Road Melbourne. All club members owning any Alfa Romeo over 25 years of age which has been restored, or is in showroom condition, are invited to enter their car/s in the 2017 Spettacolo Concorso, sponsored by Tiamo Coffee Restaurant. Concorso trophies will be presented during Sunday's Spettacolo. Concorso entry is \$60.00 per car.

Registration for the Concorso is essential: *Please contact:*

Gary Pearce – AROCA Vic. 105 Series Register Captain

M: 0417 365 929 E: 105register@alfaclubvic.org.au





S P E T T A C O L O 2 0 1 7 ALFA ROMEO GIULIA 105 SHOWCASE SUNDAY 3^RD DECEMBER 2017

The AROCA Victorian Division's "Spettacolo" will be held at the St Kilda Road campus of Wesley College in Melbourne from 9.30am until 2.30pm on Sunday December 3rd, 2017.

Alfa Romeo owners and fans of the iconic Italian marque are invited to attend the club's annual Spettacolo event. With the College's close to perfect manicured surface, the Wesley oval is the ideal venue for a display of classic Italian cars. More than 350 Alfa Romeo vehicles and other Italian car club marques are expected to be part of the display on the day. Alfa Romeo owners of all models are invited to display their vehicles and be part of the largest all-Alfa Romeo display in the southern hemisphere.

Food & Family

There will be plenty of delicious food and refreshments available on the day with some eating and shade tents also be provided. You are welcome to bring your own chairs and a picnic table, should you prefer. Children's amusement rides, face painting and ballooning activities will also be available at the event. Alfa Romeo club merchandise, trade stands and displays by the event's supporters; Zagame Automotive, Brighton Alfa Romeo and Tiamo Restaurant will be featured.

Alfa Romeo Giulia 105 Showcase

This year's Spettacolo will showcase the Alfa Romeo Giulia 105, in celebration of over 5 decades of the Giulia. Spettacolo will also include the recently released 2017 Alfa Romeo Giulia.

Show & Shine:

A feature of Spettacolo is the Show & Shine event.

Spettacolo Concorso:

Although preliminary judging of the Concorso entries will take place on Saturday 2nd of December, the final judging and presentation of trophies will occur during Sunday's Spettacolo.

Visit: [Spettacolo Concorso](#) for entry and location details.



Spettacolo Dinner:

All Club members, interstate guests, Spettacolo organisers and volunteers are most welcome to attend an informal dinner on the evening of Saturday 2nd December, prior to Spettacolo 2017.

Visit: [Spettacolo Dinner](#) for details.

Spettacolo Weekend Accommodation Package

A weekend accommodation package is available at the Park View Hotel with a Guest Rooms @ \$194 per room per night including 1 or 2 full buffet breakfasts.

Contact: The Melbourne Parkview Hotel

P: 03 9924 8145 E: jor@viewhotels.com.au

Please also check the AROCA Division links that are shown below for information regarding other upcoming interstate events:

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

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

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

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

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

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





AUSTRALIA TO HOST TARGA FLORIO TOUR



The Council for Australian Motor Sport (CAMS) has announced that, for the first time in its 101-year existence, the prestigious historical tour, the Targa Florio, will take place outside of Sicily. Running in a similar manner to the famous, original Sicilian event, the Targa Florio Australian Tribute will see over 200 historic cars driving in a four-day event in Victoria, with two main races being run over the same route with the same rules and trials:

- The Targa Florio Australian Tribute classic car regularity is open to cars produced between 1906 to 1976. It also contains 30 to 40 time trials that will be set along the route.
- The Ferrari Trophy is open to Ferrari cars from 1977 to the present.

Tour schedule:

- Thursday 30 November – registered vehicles will make their way from Melbourne CBD to Geelong via Torquay and then travel back to Geelong for an official opening ceremony.
- Friday 1 December – vehicles will drive from Geelong to Apollo Bay via Lorne and then back to Queenscliff. Vehicles will then be transported by ferry from the Bellarine Peninsula over to the Mornington Peninsula.
- Saturday 2 December – registrants will drive from the heart of Mornington's wine region through Red Hill to San Remo and then on to Healesville.
- Sunday 3 December – departing from Healesville, cars will travel via Marysville back to Melbourne, finishing the tour in Albert Park. The total tour distance is 1,175 kms.

To join the tour:

Participant tour spaces can be purchased by the general public. To enquire or to secure a space in the first ever Targa Florio Australian Tribute, visit www.targaflorioaustralia.com





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

ABN 75 478 073 135

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

www.alfadubwa.com.au

AROCA WA'S DRIVE FOR INCREASED CLUB MEMBERSHIP

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

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

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

The annual fee is \$80.00.

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

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

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

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

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

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

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

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





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

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

FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

STREET ADDRESS: _____

SUBURB: _____

STATE: _____ POSTCODE: _____

DAYTIME PHONE: _____ EVENING PHONE: _____

MOBILE: _____ EMAIL: _____

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

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO

PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

| Manufacturer | Type | Year | Colour | Registration OR Concession Plate # <i>(if applicable)</i> |
|--------------|------|------|--------|---|
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Please complete the above and email it to Ian Glover, the Membership Secretary of AROCA WA at ian.glover@corrotek.com.au

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

