

ALFA OCCIDENTALE

Issue 74, July 2023



This is the **74th 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.



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FY 2022/23 AROCA WA COMMITTEE

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RECENT & UPCOMING PROGRAM

There are two **upcoming track days** that may be of interest to AROCA WA club members. While these are not Alfa club events, club members have been invited to participate. If you are interested, please use the links immediately below to register.

- On **Tuesday 4th July**, a **Jaguar car club track day is on again at Wanneroo**. Cost is \$170. Check the following link: [JCCWA Sporting Event–Track Day, Wanneroo](#)
- On **Saturday 22nd July**, at **Midvale Speed Dome** the **Rally WRX club** has an event. Price is \$140 and a speed license is required. Check: [Midvale Speed Dome - WRX Club WA](#)

The club's annual **Alfa Romeo Birthday Dinner** is at '**Ristorante 1934**' at the Italian Club in Northbridge on **Saturday 24th June 2023**. A Trybooking link is included in the magazine below. The initial release of 70 dinner places was sold out, but the Italian club then released an additional 20 dinner places for this great annual event. **Do book by COB, Monday 19th June if you haven't done so already!**

AROCA WA's **July Club night** will be held at the **Barbagallo Alfa Romeo showroom in Osborne Park** on **WEDNESDAY 5th July** (i.e., not a Tuesday!) for your introduction to the newly launched **Alfa Tonale**.

Expressions of interest in a **winter weekend at the RAC Karri Valley Resort** for **28th – 30th July** resulted in an 16 attendees, including 4 from the WA Fiat Lancia club. However, if you are now interested, it is still possible to attend. Please see the notice below in this magazine. Email a reply urgently to secretary@alfaclubwa.com.au.

Do note that our regular monthly events continue into 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 join the committee at **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**. Look for details including topics, locations, etc. in mailed-out updates. ◆

NOTE THAT YOUR MEMBERSHIP RENEWAL IS DUE:

It is now well into the fourth quarter of the financial year. So it is now time for you to renew your club subscription. It is particularly important that you do so immediately, if you own a concessionally registered vehicle. Note that your club membership must remain continuous, year-on-year, for you to avoid the possibility of your concessional vehicle's registration lapsing.

If all of 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**. But please don't forget to add your name and member number in the EFT payment details.

However, if any of your personal details, or the cars that you own, have changed during FY22/23, please urgently complete the documents that were emailed to you recently by the club's concessions registrar, Steve Sugden, then email these completed forms back to him at concessions@alfaclubwa.com.au.

All club members should note that your annual subscription renewal date is **30th June 2023**.



AROCA WA'S JUNE '23 MEETING

By Glen Phillips



Minutes of June 2023 club meeting held at the Inglewood Hotel, North Perth

- 18:15 Meeting opens. Called to order.
- 18:30 - Meals and drinks ordered after members arrive.
- 19:00 Financial report – good.
- 19:10 Apologies: None received, but some absences noted.
- 20:30 Closure.



NEXT MEETING:

Note that AROCA WA's next club night is the July Club night. It will be held at the Barbagallo Alfa Romeo showroom at 350 Scarborough Beach Road, Osborne Park on **WEDNESDAY 5th JULY**, starting at 6pm. (Note that event is not a Tuesday - at least it isn't for this July meeting!)

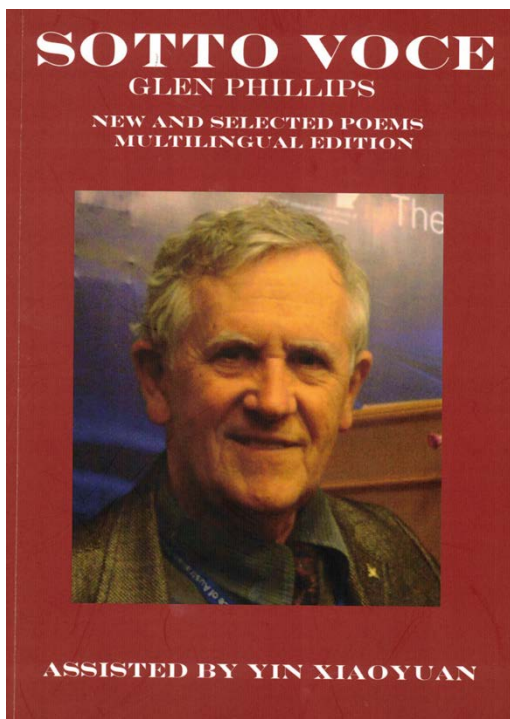


At this club meeting, you to be introduced to the newly launched Alfa Tonale models and hear a presentation regarding how the ICE or Hybrid drive mechanisms operate in the Tonale range.





BOOK LAUNCH HELD



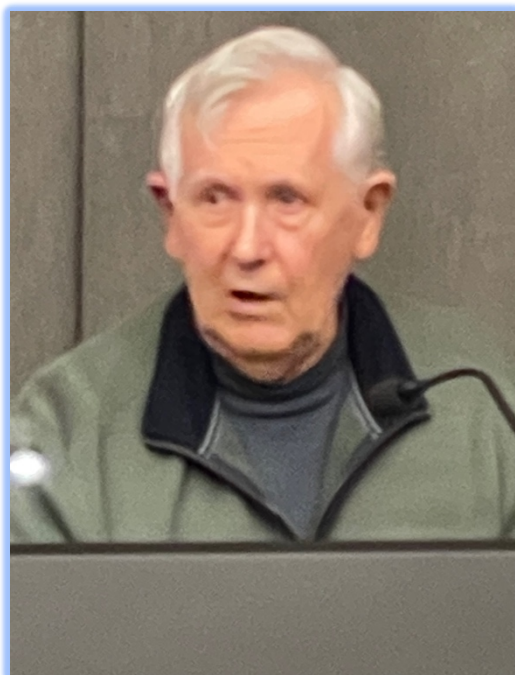
On Thursday 8th June, a book launch was held at the WA State Library to present Emeritus Professor Glen Phillips' latest book of poetry, 'Sotto Voce'.

This book of Glen's latest poems, presented in English, sits alongside various highly skilful translations, undertaken by 10 different translators, that transform his works into poems in various other languages. The end-result is a unique, multilingual volume of poetry.

Very impressively, Glen has written over 70 books of poetry and short stories. He also has published in more than fifty anthologies. His work has been translated into many languages.

Glen's latest book, 'Sotto Voce' reflects his renewed interest in bilingual writing. This has come about thanks to the encouragement he has received from Yin Xiaoyuan, a Beijing-based, multi-genre and multi-lingual writer and poet.

Rosemary and John Schoen, Penelope Mogridge and Greg Smith attended the event. They greatly enjoyed listening to Glen's readings of some of his poetry, and then hearing the translated versions of these works, spoken in Italian or French. Congratulations go to Glen for the publication of yet another collection of his highly regarded work. ♦





AT TARGA CLASSICA, 2023

By Aidan Daly.



As I indicated at the end of the article in last month's Alfa Occidentale issue (#73), I had just arrived at Tullamarine Airport and collected my navigator John after he flew in from Sydney. (Some may recall that John drove my Fiat 124 Spider when he was in Perth at the time of last year's Pasta Run.)

We both enjoyed a hearty breakfast in St Kilda. Then we were back in the 164 heading for Healesville. After a thorough car wash was completed, we parked the car at the RACV Resort which is located just outside town. It still was too early to check in, so we headed into Healesville. Finding an Uber in a country town just isn't a thing, at least not in Healesville, so we just walked.



Then, what a day we had! Our first stop on the way from the RACV resort into town was at a brewery, followed by a winery, then into the Four Pillars Gin distillery. Here I took part in my first tasting course in gin. After that we had a bite to eat and, perhaps, a few more gins. We finally managed to make it to the centre of town, where we also made a visit to what appeared to be Healesville's only pub.



However, there a slight issue arose when we eventually returned to the RACV resort – much, much later that night. At reception, we were told there was no booking for us. I then rang Linda, the Targa Classica organizer, who soon informed me that neither John nor I were booked into the RACV resort, but we had been placed at a motel in the town. I quickly apologized for not having read Linda's email before we found a late taxi to take us to our correct accommodation.

During the weeks leading up to this trip to Victoria and our arrival in Healesville, Linda had been the recipient of many emails from me in which I explained why I needed to register a different car than I had planned on initially for Targa Classica. There had been some shipping issues, auction issues, parts issues and even a fire on another ship that prevented the ship that was bringing my car from Perth from docking in the Port of Melbourne. All these matters had been relayed by me to poor Linda.

applied the Targa stickers and numbers we had been given onto the car, plus set up a time keeping gadget on the windscreen.

Targa Classica - Day 1 Day One started with us completing Targa registration at the hotel. Then we



A short briefing was then held that introduced us to the organizers. After that ended, we were off.

Navigator, John, had just 5 minutes to work out how to use my rally computer timing gear, which I had bought just for the event, but we had arrived with no clue about how to use it. I also offered John my iPad, together with a \$100 rally navigator app that I had been recommended. He took one look at it all and exclaimed, "No thanks - we have no clue how to use this!"

After our briefing that morning at the RACV Healesville, the Targa tour made a quick loop of the Yarra Valley. As part of this, we took part in our first ever 'PC' and 'PM'. Over the four days, there were 14 PC ('Prove Colometrate') time trials that tended to be over very short distances from 20 to 200 metres. In addition, there also were 10 PM's ('Prove di Media') average speed tests on open back-country roads, measured over several kms.

Day one concluded without drama. We ended back in Healesville that night, where we had a wonderful meal at the RACV resort. Each night, busses were organized to bring us back to the motel in town as, each night, some of the people on the tour had to stay in different accommodation due to the large number involved in Targa Classica. For me, the highlight of Day One was the opportunity to see Linda's family's Alfa Romeo 6C.

Day 2 After another breakfast at the RACV Resort, we set off. Lunch was at the famous Bonnie Doon Pub, near to Lake Eildon. After a further section, we then had a slow drive through the town of Bright. It consisted of a drive through the town, with our tour's MC providing commentary to the gathered crowd. A gift bag of local Ovens Valley food products was offered to the drivers.

At the end of the Ovens Valley, we headed up the Alpine Road to Mount Hotham. This drive was (not unusually) a very windy one, but it was also very foggy! At this stage of the tour, the 164 was still behaving admirably. When we arrived in the Mt Hotham ski village, we found that, while it was formally closed for the off-season, it had been reopened especially for the accommodation (and feeding) of the participants in Targa Classica.

Day 3 The morning of Day 3 still was quite foggy, with heavy cloud at the top of Mt. Hotham. I gave the 164 a bit longer to warm up on this cool mountain morning. However, this Alfa has spent most of its life in balmy Perth; to the point that it did not seem to appreciate the cold weather and, that morning, it was running very poorly!

Initially, an ABS brake light warning showed, but it then disappeared once the 164 was sufficiently warm. Nonetheless, for the rest of the Targa tour, the car's engine never seemed to run that well. My first





attempt at a diagnosis decided the problem may have been bad fuel and that the fuel injectors could need cleaning. However, the issue with the 164 continued intermittently. It also varied depending on engine revs.



The tour drove back down the mountain, heading for the Winton Raceway, which as readers of 'Cross & Serpent', the AROCA VIC club magazine, will know well is a regularly featured venue for that Division's competitive events.

With the 164 sounding and behaving as though it was not firing on all cylinders, the joy ride around the track wasn't as enjoyable as it otherwise might have been. The targeted average speed during our one 'hot lap' was 48kph.

That evening, our chosen accommodation offered one of the highlights of the trip; a night at Mitchelton Winery. This really is a Five Star establishment, and the winery and hotel had a wonderful team. Not for the first time on this trip, it turned out that we were the last to leave at the end of some after-dinner drinks.



Day 4 It was the final day of the Targa Classica. We headed out from the Mitchelton Winery towards Melbourne and to the finale of the event, held at the MCG. On the way into the city, there was another hot lap, this time at the Eastern Lions go-kart track. I had not visited the MCG before. It really is an amazing place. Seeing all the Targa cars lined up outside added to it all! Not to mention that, somehow, we had made it all the way to the end!



Over the next 3 days, we were fully engaged enjoying the pleasures of the Targa Classica Corporate Box, which was situated right at turn 13 of the Albert Park F1 circuit. This was great fun, we both thought. I also hoped that we weren't going to be present for the last year of an Alfa Romeo F1 team. Time is running out for that F1 team to find its way back in the sport.

Many Heinekens were consumed (as this was the only beer available at the Melbourne F1 race). The atmosphere was thoroughly enjoyed by all. Here we were, in a corporate box at Albert Park, while knowing that regular tickets for this GP had sold out months prior.

I thoroughly enjoyed the 4 days of Targa Classica as well as the next 3 days that we spent in the Targa Classica Corporate Box while viewing my first ever F1 GP.

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It was great fun to have the opportunity to spend a significant time with such a wonderful bunch of people who had been driving in all sorts of interesting cars. ♦





TRIP TO KALBARRI & SHARK BAY

By Penelope Mogridge & Greg Smith

Back in April 2021, a group from the WA Alfa Club was planning a multi-day road trip, driving up the west coast, northwards to Shark Bay, via Kalbarri, and then making the return drive to Perth. However, in the end, Cyclone Seroja of late April 2021 put paid to the idea of a convoy of Alfa Romeos travelling north, as the line of Alfas would have headed through two badly storm-damaged towns, Kalbarri and Northampton.

In place of this tour north, some of the intending Shark Bay Alfa drivers decided on an alternative trip south, heading to Esperance, which, very unfortunately, resulted in them enduring what is now a much-discussed overnight hotel stay from hell; a long, dark, electricity, hot-water, dinner and breakfast-free night in Lake Grace!

It turns out that Penelope and Greg had a near-encounter with Cyclone Seroja themselves, while on a rather longer road trip back to Perth after attending the 2021 Alfesta, held in McLaren Vale, SA. In fact, their return trip to WA had to be accelerated when they realized that Seroja, although expected to drop down from a cyclone to a tropical storm as it swept across WA, heading south-east, could well be the cause of some serious flooding that was forecast for the WA Goldfields region. As a result, they decided to start out very early on the day that the cyclone was due. After departing well before dawn, after a dreadfully ordinary overnight stay in the run-down motel at Madura Pass, they drove flat out, getting home to Swanbourne in about 14 hours, covering over 1,200 kms. The following day, the goldfields area reported serious overnight flooding and even highway closures, but, already, they were home.

With some friends from Melbourne visiting them in Perth in May this year, Penelope and Greg decided to take them on a tour of the coast north of Perth, eventually ending up in Shark Bay. This 10-day tour route was not designed to be all about the driving though; for example, it did include side trips to Dirk Hartog Island (on a fast Zodiac boat) and to the Abrolhos Islands (in a light plane).



The route on day one travelled along the Indian Ocean drive, then on to Geraldton, before a stop for a late lunch in Northampton. Following the 2021 cyclone, Northampton has recovered significantly, although what once was the best hotel in town is still closed as its repair continues, as does significant work at the catholic school. A few other Northampton buildings, though still operating, are looking much the worse for wear since Siroja hit. Our very ordinary lunch in that town is best forgotten.

We drove on, skirting the Pink Lake along the coast, towards the layered sandstone cliffs that form the coastal section of Kalbarri National Park (NP). There our guests were very impressed by the NP's boardwalks along the cliff tops and the vivid colours of the ocean on a cloudless blue-sky day.

Later, driving into Kalbarri itself, again we saw a few buildings still undergoing reconstruction or repair, although much of this town does seem to be functioning well and it is quite active. We stayed for 3 nights at the Kalbarri Edge Resort, where we comfortably shared a very large two-bedroom motel suite (really 2 one bedroom suites with an adjoining door). On our first night in Kalbarri, dinner was at the resort's restaurant, on the second night at the 'Upstairs' restaurant and on the third, at Finlay's rustic outdoor restaurant which includes a great microbrewery. All these meals were very good. One of our visitors, who is gluten intolerant, was well catered for each night.



Day Two was spent inland at the Kalbarri NP along the edge of the Murchison River Gorge. The last time we had visited there, about six years ago, the NP's roads were dusty gravel tracks, but all the roads there are now bitumen. Two newly built twin cantilevered viewing points sit out over the Murchison Gorge, but they do fit into the scenery very well. While anchoring these cantilevers into the cliff face, there much have been some serious excavation, but no sign of residual damage to the surrounding cliff-face or bushland is evident.



We also made a couple of near mandatory walking visits to the renowned viewing points at 'Nature's Window' and at the 'Z-Bend' section of the gorge.

For some time now, our friends, Andrew and Cathy, have maintained a tradition of photographing dramatic sunsets and then publishing their photos on Facebook and Instagram. Kalbarri certainly didn't let them down on 3 consecutive evenings.

After Kalbarri, we drove on northwards to Hamelin Pool to inspect the very ancient Stromatolite 'living fossils' that are clustered in shallow, very salty, waters at the southern end of Shark Bay. Sadly, the over-water walkway out to the Stromatolites is still waiting to be repaired since the cyclone and, unimpressively, the area in front of the stromatolites remains fenced off, even though it is now over two years since Seroja.

Disappointed, we decided to tour the old telegraph station located nearby, where we listened to a drawn-out talk from the caretaker, including a strange mixture of partially correct facts and possible fictions. The worst thing about Hamelin Pool was the huge number of bush flies present, even so late in Autumn.



We had booked overnight accommodation at the Hamelin Station, just a few gravel road kms from the stromatolites. This former sheep station has been fully restored by 'Bush Heritage Australia'. It now offers an outback station tourist experience, including accommodation or (unpowered) van sites. We booked a couple of rooms in the revamped shearers' quarters with access to the shared camp bathroom and kitchen. Bush Heritage Australia, founded by Bob Brown, has done a great job of re-inventing Hamelin Station. We enjoyed another dramatic evening sunset, this time near a small lake full of water birds.



In the morning, we drove the remaining 130 kms from Hamelin Station on to Shark Bay and the town of Denham.

Shark Bay is a designated UNESCO world heritage area. It has a long maritime history, unique geography and abundant animal life. Fishing, yachting and 4WD touring are major tourist activities. However, we observed that not too many people chose to swim at Denham's inviting beach front. Maybe that is due to the sizable ocean residents present in Shark Bay, including dugongs, dolphins, manta rays, various sea snakes, 10 species of sharks, hump-backed whales and the odd highly

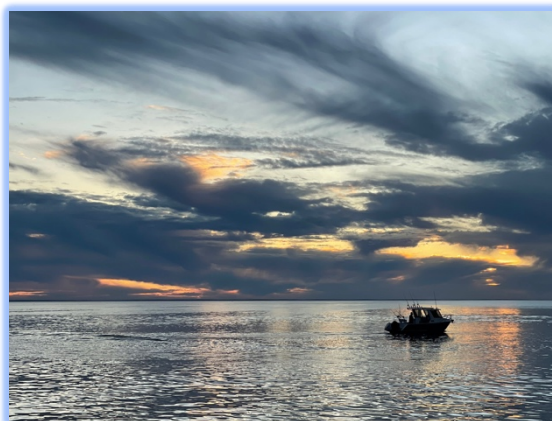
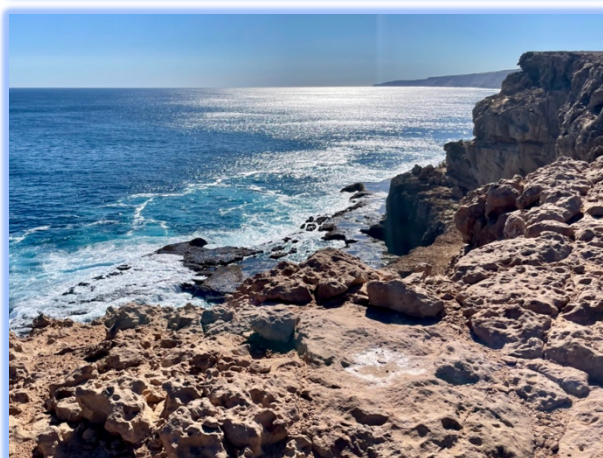
poisonous stone fish that buries itself in the sand.

After one or two challenges, we had managed to book Denham accommodation at Wildsights Motel, which had a strange layout with two double bedrooms upstairs, but with only one bathroom located downstairs, behind the staircase. Accommodation in the town did seem heavily booked, despite timing our visit to occur during the WA school term.

We joined a day boat trip that went over to Dirk Hartog Island, travelling on the 50-minute-long trip each way by fast zodiac. Out in the bay, we encountered pods of dolphins, but none of the hoped-for whales. Dirk Hartog Island is reasonably untouched, with a very small lodge, limited day accommodation, and a 4WD tour available around the island's very rough and sandy tracks. The tour group's lunch was excellent.

Afterwards, on the included Landcruiser 4WD tour, we visited some large blow holes in the ocean cliffs and took in views of Steep Point, Australia's western-most mainland point, as we viewed it from a great, but rocky, surf beach at the bottom end of the island.

The following day, our guests managed to obtain the last two seats on another 4WD tour, run by an indigenous group. It explored Cape Peron in the Francois Peron NP, above Denham.



Meanwhile, Penelope and Greg visited the former sheep station in that same NP, which now is set up as an historical museum. We enjoyed the artesian water-fed hot tub at the station, occasionally closely watched by a heavily muscled, large male kangaroo peering at us from

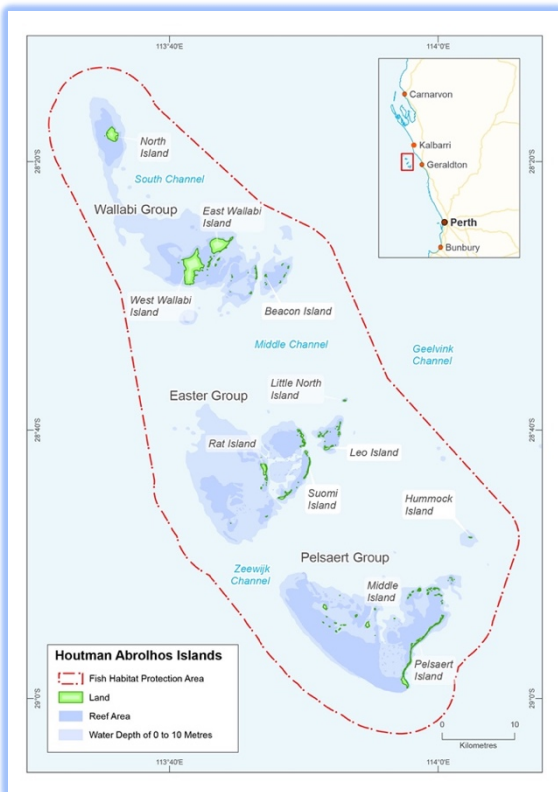
beyond the fence.

When Shark Bay sought to become a UNESCO world heritage site, it also attracted significant investment including the construction of the excellent 'Shark Bay World Heritage Discovery Centre'. Interesting exhibits and videos at this centre trace indigenous origins and the history of early European interactions, starting from Dirk Hartog's visit to the area in 1616, on to the various other Dutch visitors later in the 1600s, William Dampier's visit, and, at the start of the 1800s, to the French, including a visit to Shark Bay by Boudin's ships, then by Freycinet during an extended camp and exploration near the end of Cape Peron.



Later 1800s developments in the pearling industry, sheep breeding, fishing, etc., are also well-covered. An unexpected highlight of this museum visit was watching an underwater 3D-video made following the discovery of the badly damaged wrecks of HMAS Sydney and MV Kormoran, which following a WW2 naval battle off the coast, were both lost and had sunk to the bottom of the Indian Ocean.

After 3 nights in Denham, we turned back southwards to Geraldton, where we stayed for another two nights at the excellent Mantra hotel overlooking this town's yachting marina. We viewed two more intense sunsets from our hotel suite and from the very good 'Skeeter's' restaurant located downstairs.



From Geraldton airport, we flew west by light plane on a day trip out to the Houtman Abrolhos Islands, 70 odd kms out to sea. Our small single-engined plane barely contained its six passengers and pilot; who, while flying, also provided an excellent tour of the entire archipelago, even circling low over some of the islands, wreck sites, and other features.

The Houtman Abrolhos archipelago includes 122 islands, some very small, stretching north to south, across 100 km of Indian Ocean. It includes three distinct groups, the Wallabi, Easter and Pelsaert islands, as seen in the adjacent chart.

About 10,000 years ago, these islands all were part of the Australian mainland, until their separation due to rising sea waters as the last ice age ended. Today, at the highest point on these islands, the land only rises 14 metres above sea level.

The Abrolhos Islands are home to a wide variety of fauna including two million sea birds from 35 species. Tamar Wallabies remain common. This was the first Australian marsupial ever recorded by early Europeans visiting the west coast.



City Beach.

The islands are home to sea lions, dolphins and migratory whales, plus over 140 species of protected native flora. Twenty-two of the islands are occupied by rock lobster fishermen and their families. Although many of the fishermen's huts are only semi-permanent, given the low height of the islands above sea level and the cyclone threat, many do have long piers running out to reach sufficient ocean depth for them to moor sizable boats. Some of the fishermen's buildings are quite large; a few even appearing more like the sort of beach houses you might find at Perth's

Other islands are flat, treeless and deserted. One of these, West Wallabi Island, was where we landed. This island was the site of the mutiny and massacre after the Dutch East India Company's ship, Batavia, hit the reef there.

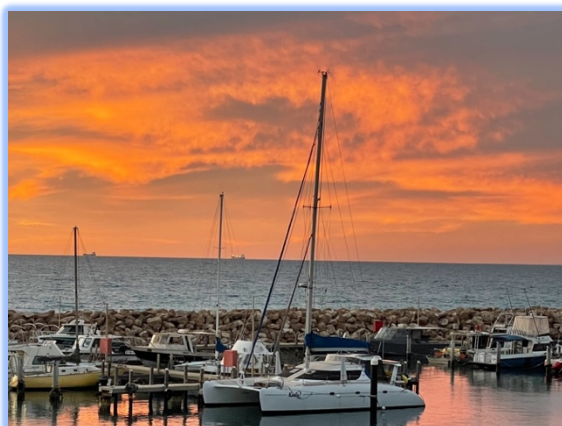


Just before our plane landed, we saw the original small stone fort that the Batavia's soldiers had constructed in 1629 to provide some sort of defence against the mutineers. This little fort is the easily visible remains of the first European-built construction in Australia.



After circling the point in the coral reef at West Wallabi Island where the Batavia had grounded and later had broken up in 1629 - and seeing still visible evidence of the damaged reef - we landed on the island's short and stony dirt runway. The plane's pilot then became our guide as he led us out to the ocean beach where, after a short walking tour, we enjoyed a picnic lunch and then some of us chose to try snorkling over part of the coral reef.

We viewed an Osprey's very large six-metre-high nest that had been dislodged from its rock base during another cyclone and also watched Ospreys and Sea Eagles cruising overhead. The light plane flights and the day on the Abrolhos certainly were significant highlights of our tour.



The following day, we left Geraldton to return to Perth. However, along the way, 11 kms south of Cervantes, we detoured into the Nambung National Park to drive along the sandy track past the unusual Pinnacles rock formations. The many rocky spears, all bedded in this park's very yellow sand, create a unique environment. The Pinnacles greatly impressed our two interstate visitors.



The tour to Kalbarri and Shark Bay that we recently enjoyed lasted for ten days. Since our return, we now are thinking as much about some of the sights we missed (due to insufficient time to visit everything), as we are about those locations that we did get to enjoy. Even more time could easily have been spent on this tour.

Contrast this with the Alfa club's 2021 planned 5-day return trip, including 2 days up (with a deviation into the Kalbarri NP), a 1-day boat cruise on Shark Bay and then 2 days heading back south.

The drive between Perth and Denham is about 840 kms, but with local travel and side tours, the total for our was a little over 2,200kms. We strongly recommend the road trip via Kalbarri to Shark Bay, but do consider taking enough time to enjoy the tourism opportunities as well as the driving. Except for approximately 300kms of the Indian Ocean Drive that finally ends near Dongara, plus a winding, hilly highway section around Northampton, much of the rest of the route is long and straight with relatively little change of scenery until you reach the Shark Bay UNESCO World Heritage zone.

Photos used in this article were provided by Penelope Mogridge.





ALFAS OF THE 1970s & 1980s

Part Three of a Four Part Series. Part 3: AlfaSuds and 33s.

By David Wright, Patron, AROCA VIC & AROCA National Coordinator



Has any automotive engineer in history ever been tasked with the design of a completely new car and factory at the same time?

This is what Austrian born Ing. Rudolf Hruska (1905-1995), photo shown adjacent, faced when he was appointed to head the highly ambitious Alfasud project in 1968.

This massive undertaking involved the design and construction of a huge factory at Pomliano d'Arco, near Naples, that was to produce lower-priced Alfas

in unprecedented volumes. The name 'Alfasud' was chosen to identify the cars from this new factory in the South of Italy. As a result, in 1972, the word 'Milano' was dropped from the famous Alfa badge.

Alfasud was a policy directive of the Italian government. Something of this magnitude could not have been undertaken on its own by Alfa Romeo while it was in private ownership. However, while addressing the government's needs, the Pomliano d'Arco factory also opened completely new horizons for Alfa Romeo.

Returning to Alfa Romeo after periods at Porsche and Fiat, Ing. Hruska had a very impressive CV. In the mid-1950's he had worked on the development of the 750 series Giulietta and so understood Alfa's DNA. His brief for a lower price Alfa certainly did not mean lower technical specifications to Ing Hruska. Regardless of increased production volumes, he could not see how cost reduction was possible with the existing 105 series Giulia platform. Therefore, he designed the Alfasud starting with a clean sheet of paper.

With the objective of compact overall dimensions and optimal passenger space, Hruska settled on a highly efficient, small capacity, 4-cylinder horizontally opposed engine, together with front wheel drive.

Ing. Hruska would have been familiar with the Lancia Flavia which had pioneered this layout.

Progress with the Alfasud design was a team effort. Giorgetto Giugiaro commenced body styling, while the mechanicals were still being developed by Hruska's team. This work was carried-out in Milan.



Purposefully, the horizontally opposed engine provided a low bonnet height, which Giugiaro used to aerodynamic advantage, while the body was created around the evolving mechanical layout. Twenty years later, the styling and mechanical design of this car were still modern.

Efficient production was clearly essential for the success of new Alfasud. The problem was that skilled car manufacturing workers did not exist in the South of Italy. The only way to overcome this

shortfall was to install completely automated production equipment. The equipment chosen was state-



of-the-art. The fully self-contained Pomliano factory, covering more than 8 million m², was completed in 1971; three years after its construction was begun. The first left-hand-drive cars were produced in late 1971 and the first deliveries to European buyers commenced in 1972.

The initial opportunity for Australian Alfa dealers and motoring journalists to inspect the Pomliano d'Arco factory and to sample Alfasuds took place in November 1973. After marvelling at this highly automated manufacturing plant, a visiting group of Australians was driven flat-out around the banked test track sited alongside the factory. This really was shock and awe!

Alfa's factory test drivers showed their terrified passengers how Alfasuds can be thrown into corners at insane speeds, without as much as a tyre squeal. The visitors returned to Australia with rave reports confirming that this car lived up to the very best of Alfa tradition. Very quickly, the Alfasud received its due recognition.



In 1975 it won the Modern Motor Readers Poll and at the end of the 1970s, the Alfasud was voted 'Car of the Decade'. With more than 1 million sold between 1972 and 1983, Alfasuds became Alfa Romeo's best-selling models. Most importantly, they introduced new standards of motoring performance and enjoyment to untold numbers of first-time Alfa Romeo buyers.

In Australia, the 1.2L Alfasud 4-door was first shown at the Melbourne Motor Show in March 1974, with dealer deliveries commencing three months later. The following year, a TI (Turismo Internazionale) version of the Alfasud was introduced to attract sports-coupé buyers; traditionally a very strong market for Alfa Romeo.



Increased engine power and the addition of 5th gear improved the original 1.2L Alfasud's performance considerably. The Australian launch of the 1.2 TI took place at the Adelaide Motor Show in April 1975.

The later 1.5 Alfasud TIs brought even higher levels of performance, prompting Alfa Romeo Australia to sponsor a very successful motor racing series for TI Suds in 1983 and 1984.

Alfasud 901 and 902 series. General Specifications

- Engine: 4-cylinders- horizontally opposed (boxer engine), with belt driven overhead camshafts, a cast iron block with aluminium cylinder heads, 3-main bearing crankshaft.
- Transmission: Front wheel drive, 4 speed gearbox in first 1.2 models, 5 speed in all later models.
- Suspension Front: McPherson struts, coil springs, lower wishbones with stabiliser bar.
Rear: rigid axle with Watts linkage, Panhard bar, coil springs, telescopic shock absorbers.
- Steering: Rack and pinion.
- Brakes: 4 -wheels discs, front in-board.



Despite these impressive technical specifications and an attractive launch price of AU\$3,690 (i.e., about \$2,000 less than Alfa's previous entry model, the 1.6GT), Alfasud sales were severely restricted by the Australian government's import quotas. These quotas were in force during the entire Australian import period for the Alfasud.

Nonetheless, an extremely comprehensive range of 2-door, 3-, 4- and 5-door Alfasud models was available in Australia between 1974 and 1983. The 1982-1983 3rd series Alfasuds brought with them mechanical upgrades, additional standard equipment items and new interiors.

Alfasud Specifications – All Models available in Australia

Model	I.D.	Import Years	Engine
1.2L 4-door	901.01	1974-76	80x59, 1186cc, single carburettor, 63bhp @ 6,000rpm
1.2 L 4-door	901.03	1976-77	80x59, 1186cc, single carburettor, 63bhp @ 6,000rpm
1.2 TI 2-door	901.31	1975-79	80x59, 1186cc, single carburettor, 68bhp @ 6,000rpm
1.5TI 2-door	901.63	1979-80	84x67, 1490cc single carburettor, 84bhp @ 5,800rpm
Nouva 1.5 TI	901.83	1981-82	84x67, 1490cc single carburettor, 84bhp @ 5,800rpm
1.5 4-door	901.75	1982-83	84x67, 1490cc single carburettor, 84bhp @ 5,800rpm
1.5 3-door	901.99	1982-83	84x67, 1490cc single carburettor, 84bhp @ 5,800rpm
1.5 5-door	901.19	1982-83	84x67, 1490cc single carburettor, 84bhp @ 5,800rpm
1.5 TI twin carb, 3-door	901.29	1982-83	84x67, 1490cc dual carburettor, 105bhp @ 6,000rpm

Alfasud Sprints

Also designed by Giugiaro, the attractive Sprint body was a complete re-work of the 1.5. Alfasud TI. Alfasud Sprints were released in Australia with the 1490cc engine in 1979. Apart from the 1986 unleaded QV, all Sprint models were mechanically identical to the TI.

Alfasud Sprint Models

Model	I.D.	Import Years	Engine
Sprint Veloce	902.09	1979-83	84x67 1490cc single carburettor, 84bhp @ 5,800rpm
Sprint Twin Carb	902.15	1984-85	84x67 1490cc dual carburettor, 95bhp @ 5,800rpm
Sprint QV	902.37	1985-86	84x67 1490cc dual carburettor, 105bhp @ 6,000rpm
QV Unleaded	902.43	1986-87	84x67 1490cc dual carburettor, 105bhp @ 6,000rpm

The Sprint Trophy.



These Alfasud Sprint Veloces with minor cosmetic changes were sold in limited volume during 1982 and 1983 and marketed as the Sprint Trophy.

Final Note: One 904 series 1.2 Sud Giardinetta (wagon) was imported by Alfa Romeo Australia in 1978. This was a most important vehicle as, amongst other lesser duties, it was used to fetch supplies for Alfa Romeo Australia's legendary canteen at Matraville!

Also view this YouTube video on the AlfaSud: <https://youtu.be/aMYhBfoAvFA>

THE ALFA 33

It was bound to happen. Following Alfetta and Giulietta, the third new model chosen to capitalise on a legendary name was the Alfa 33.



The Tipo 33, from which this new production car had gained its name, was the winner of the World Championship for Sports Cars in 1975 and 1977. Alfa really hoped this would be a good omen for the car which was chosen to replace the extremely successful Alfasud.

There was much riding on the introduction of the new Alfa 33. With the installation of computer-controlled robots and additional high-precision equipment, large investments had been made at the Pomliano factory in readiness for the Alfa 33.

However, disturbingly, Alfa Romeo's owners, Finmeccanica, a division of the Italian government, then announced that, without a substantial payback, Alfa's future would be uncertain. After 50 years of government ownership, could Alfa Romeo actually be on the blocks?



The in-house designed body of the Alfa 33 was a 5-door notch back.

Many changes were made to the Alfasud platform and the mechanical components on which the new model was based. The rationale for this was underpinned by the need to broaden the market appeal of the 33. It was believed that softer suspension and enhanced creature comforts would be the answer. The main mechanical changes included removal of the front anti-roll bar, softer springs and shock absorbers, plus the replacement of the rear brake

discs with drums. In addition, the front disc brakes were moved outboard.

Although these changes were criticised by motoring journalists and by Alfisti when they were announced, the Alfa 33 actually handled extremely-well, and its brakes were excellent. Fortunately, the critics were better satisfied with the performance of the 105 bhp 33 TI 1.5 when it was introduced.

Alfa 33 General Specifications

Engine: Alfasud carry over, 4 cylinders horizontally opposed.
Transmission: Another Alfasud carry over, 5-speed gearbox, front wheel drive.
Steering: Yet another, rack & pinion.
Brakes: Outboard front discs, rear drums.

Suspension:

Another carryover, with front anti-roll bar deleted.

The first shipment of 250 Alfa 33s arrived in Australia in July 1984. These were U.K. specification SL models. The Australian GCL (gold clover leaf) models were received 5 months later.

The GCL was more lavishly equipped than the SL with headlight wipers, central locking, electric windows, sports steering wheel and gear lever knob, adjustable steering column & instrument binnacle and a very futuristic dashboard.

The 33SL developed a modest 86bhp, but increasing levels of engine power was a strong focus of the Alfa 33 development program. As a result, and despite increasingly strict emission regulations, the 4 valve 1,712cc engine in the final 33 model boasted an extremely healthy 132bhp.



The 33 Quattro wagon was a very worthy addition and featured a novel four-wheel drive system. Lacking a centre differential, this basic 4x4 design added little weight and it introduced new levels of road holding to the Alfa 33.

Model changes and updates were frequent occurrences with the Alfa 33 as this was a period of intense competition amongst 'hot hatches' and Alfa Romeo was not going to be left behind.

The introduction of unleaded fuel and stricter emissions in 1986 became an additional challenge and, unlike some other makers, Alfa was determined that engine output would not be sacrificed.

Alfa 33 Specifications – All Models Available in Australia

Model	I.D.	Import Years	Engine
1.5 SL	905.05	1984	1490cc, single carburettor, 86bhp @ 5,800rpm
1.5 GCL	905.31	1984-86	1490cc, dual carburettors, 95bhp @ 5,800rpm
1.5 TI	905.09	1985-86	1490cc, dual carburettors, 105bhp @ 6,000rpm
Quattro Wagon	905.17	1985-86	1490cc, dual carburettors, 95bhp @ 5,800rpm
33 Boxer	905.43	1985-87	1490cc, unleaded dual carbs, 95bhp @ 5,800rpm
33 Super	905.43.1	1987-88	1490cc, unleaded dual carbs, 95bhp @ 5,800rpm
33 1.7 TI	905.47.1	1987-88	1712cc, dual carburettors, 118bhp @ 6,000rpm
33 1.7 IE	908.15	1988-90	1712cc, dual carbs, fuel injection 105bhp @ 6,000rpm
Boxer 16V QV	907.51	1990-91	1712cc, dual carbs, 16 valve fuel injection 132bhp @ 6,000rpm
16V Permanent 4	907.51	1990-91	1712cc, dual carbs, 16 valve fuel injection 132bhp @ 6,000rpm

The increase to 105bhp that was achieved by the 1.5 TI in February 1985 was extremely welcome along with its sporty appearance which included clover leaf alloy wheels and a distinctive rear spoiler.

The first unleaded fuel engine arrived in the 1.5 Boxer in August 1986. With dual carburettors, its 95bhp was a creditable achievement, considering the new fuel and emission standards.



While David Wright's table above indicates that this particular model didn't make it to Australia, from 1986-88, Greg Smith owned an Alfa 33 1.5L 16V QV while he was living in Brussels. It is shown adjacent.

As the Alfa 33 models evolved, with additional equipment and increased weight, the 1.7 litre engine was introduced with electronically controlled Bosch Jetronic fuel injection. Increased mid-range torque and improved flexibility were strong gains thanks to the fuel injection.

The ultimate development of this extremely responsive engine was the 16-valve, 132bhp version which was fitted to the Boxer 16V and Permanent 4 models.



The Quattro 4x4 wagon was the third and most versatile Alfa 33 model marketed in Australia. While it was based on the 33 sedan, its attractive body was styled by Pininfarina. It was hard to believe that the panels on the 4x4 wagon were the same from the bonnet to the rear doors. The boot floor was modified to accept the 4x4 rear axle components and the propeller shaft that was driven from the gearbox. An excellent feature of this system was that four-wheel drive could be selected while moving and also be used at the vehicle's maximum speed. The Quattro

4x4 raised the high road holding abilities of the Alfa 33 to even greater levels.

Alfa 33 Monte Carlo.

The 33 Monte Carlo, introduced in the 1st quarter of 1986, was a special version of the Quattro 4x4 wagon that was prepared by Alfa Romeo Australia. While the addition of an Alfasud anti-roll bar was the only mechanical change, there were extensive cosmetic upgrades.



These changes included 33 TI interior trim, leather steering wheel & gear lever knob, a 4-speaker sound system, the change of black 'paint-out' panels to body colour (metallic silver only), 33 TI grille assembly and Speedline alloy wheels with low profile tyres. The Monte Carlo was sold in limited numbers, but its appearance was so popular that it was copied on standard 33 Quattros by some owners.

The Boxer 16 valve QV and 16V Permanent 4 reached Australia during 1990. Despite that, for this article, they have been included with Alfas of the Seventies & Eighties as they are products of that period.



While very few of these models were sold in Australia, with 16 valves, Motronic fuel injection and, with the Permanent 4's more sophisticated 4x4 system, they represented the peak of the technical development for the 33 series.

Standard equipment items included power steering, air conditioning, body skirts, rear spoiler, alloy wheels, tinted glass, rear window wiper/washer and high-quality stereo cassette. Metallic paint and a glass sliding roof were the only options.

The 16V engine pushed these models to 200km/h. And remember, all this started with the 1.2 Alfasud's 63bhp and a maximum speed of 150kph!

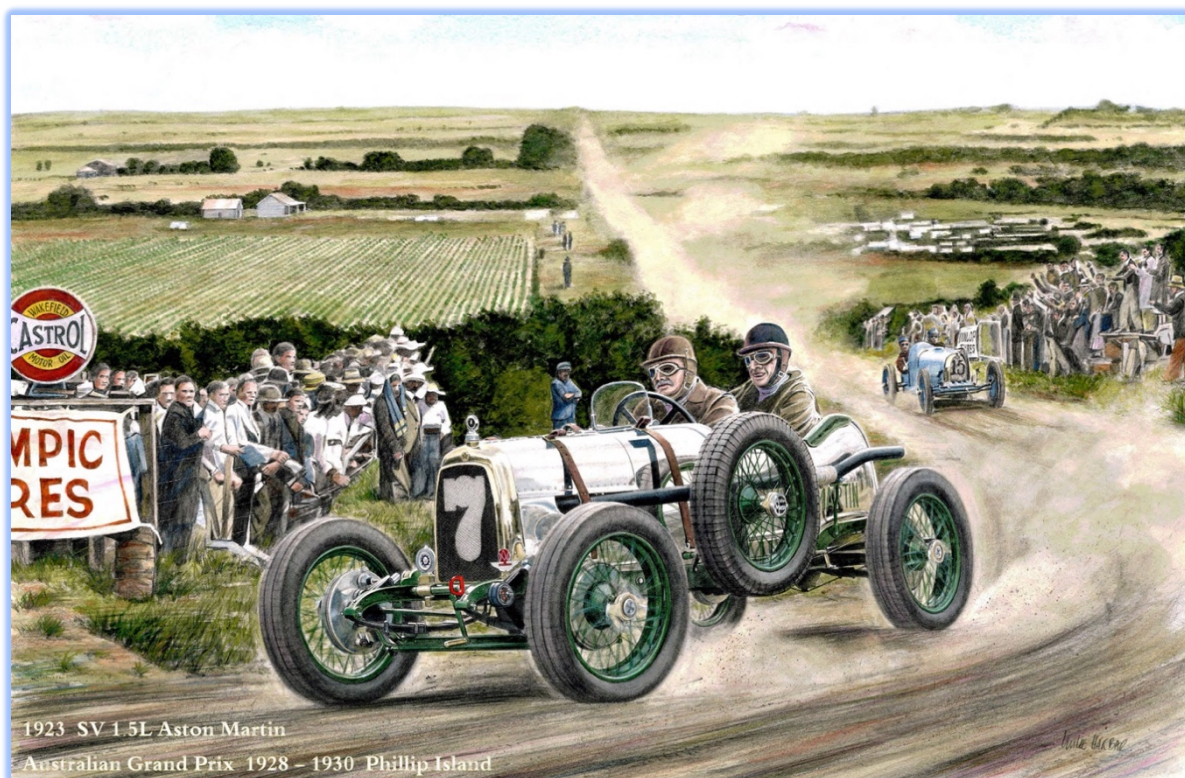




PHILLIP IS. CLASSIC - PRE-WAR

Story and photos by Vince Johnson.

Edited from an article in www.VeloceToday.com on 27th March, 2023, and republished with approval.



1923 SV 1.5L Aston Martin
Australian Grand Prix 1928 - 1930 Phillip Island

Painting by the artist Mike Harbar of the 1923 Aston Martin SV2S at Heaven corner, 1928 AGP, Phillip Island.

Formula 1 cars weren't the only Grand Prix cars driving at Phillip Island this year.



In 1928, six and a half miles of open roads, not far from today's track were used for a 16 lap, 100-mile race, which subsequently became known as the 'Australian Grand Prix'. The event was held annually at Phillip Island until 1935 and these roads were last used for racing in 1940. Today, they still exist - but, as expected, they are no longer the dusty gravel with which the original racers had to cope.

Same place, different time. This 1923 Aston Martin SV2S, owned by Peter Saglietti is seen negotiating Heaven Corner, 2023 Phillip Island.

This year, Peter Saglietti had his 1923 Aston Martin 'Green Pea' entered in the event's Regularity category. The Aston Martin is a short chassis SV2S (side-valve, two-seater) sports racer which was manufactured in late 1923 by Bamford and Martin of Kensington, London and then delivered to Australia in early 1924 for Mr John Goodall of Melbourne.



Records indicate that chassis #1927 is the ninth oldest surviving Aston Martin anywhere and the oldest in Australia. Peter Saglietti is the car's fourth owner. He has discovered its extensive racing history starting from April 1924, and the car had competed in the Australian Grand Prix at Phillip Island from 1928 to 1930.

1926 Bugatti Type 37A, with Nicholas & Kent Patrick on board, seen at Hell Corner, Phillip Island.

Type 37A owned by Kent Patrick. In 1930 and 1932, Bill Thompson won the Australian Grand Prix in a similar model. Kent notes that, from around 1932,



in order that the Bugatti remained competitive, parts from Bill's 37A were replaced, resulting in its front suspension, clutch, gearbox and some engine and other components surviving today in this car, along with several parts that came from the 1929 AGP-winning 37A then driven by Arthur Terdich.

1934 MG NA Magnette with Peter Cundy & Ian Buckley rounding Hell Corner, Phillip Island.

chassis form, with John Snow and then passed through the hands of several owners. It is thought that it was driven by Len Golding in the 1947 Australian Grand Prix.

Also with Australian Grand Prix history is the 1934 MG NA Magnette of Peter Cundy. It arrived in the country that year, likely in



Fred Elbourne drove it at Bathurst in the 1948 "New South Wales 100", although it was not listed as one of the 11 finishers. Photographic evidence exists of it racing just ahead of Kent Patrick's Bugatti 37A at Bathurst in April 1949.

1928 Alfa Romeo 6C 1500, driven by Trevor Montgomery, is at 'Gentle Anne Corner' on the Heaven Corner Straight.

0111522, arrived in the country in October 1928 for Mr A.A. Davison¹. In 1936, the 6C 1500 was rebodied after covering 130,000 road miles.

Possibly the first Jano Alfa Romeo in Australia, Trevor Montgomery's 6C 1500 chassis

Ten years later, the same Alfa was driven to Bathurst by Mr. Davisons' son Lex (who later became a 4-time AGP winner) for the NSW GP meeting, where it finished 6th in a handicap race, while driving

¹ Readers of this magazine will recall that this Alfa was featured among the 'Famous Nine' pre-war Alfa Romeos that David Wright discussed in his article on pre-war Alfas based in Australia that appeared a few issues ago.



on bald tyres. The Davisons also owned a 1750cc Alfa and, since then, their 6C 1500 had always been known as “The Little Alfa”.

These four gems, which were seen side-by-side in the Regularity paddock, had many visitors all weekend, including with small children being lifted into the drivers’ seats for photographs.

After Friday afternoon’s track run, the drivers of these famous old cars were not going to let an opportunity like this slip by. Kent, ‘Monty’, the two Peters, plus their passengers, headed out through the tunnel under the Phillip Island track’s start-finish straight to drive those 10.5 kms out on the open roads. Today these roads on Phillip Island are limited to 80kph. However, the drivers’ expressions on their return clearly suggested that their cars must have believed they had entered a time warp and were back motoring in those heady early days, almost a century ago.

Article written with thanks to Kent Patrick, ‘Monty’, Peter Cundy and Peter Saglietti. ◆

AROC NZ’S 50TH ANNIVERSARY

Be there in Wellington, New Zealand, in October 2024



Kia Ora!

This year, 2023, AROCA NZ’s national event, ‘Festa Annuale,’ is scheduled for Christchurch, New Zealand on 13-15th October.

As always, international Alfisti are welcome.

Even more importantly, in **October 2024**, the **50th Anniversary Celebration of AROC NZ** will be held in **Wellington, NZ**.

This Jubilee event includes Alfa tours starting from both the top of the North Island and the bottom of the South. After arrival in Wellington, we will celebrate AROC NZ’s 50th Anniversary.

Anyone from Australia interested in joining AROC NZ for this important event is welcome. ◆



ALFA CARABO AT OPENING OF A NEW BOUTIQUE IN MILAN

Edited from an article by Jan Daedeker appearing in www.ClassicDriver.com on 19 April 2023



A new Larusmiani boutique opened in Milan this week. It is an innovative experiential space dedicated to the contemporary gentleman. The boutique celebrates elegance and craftsmanship, all set alongside a passion for cars.

The first car to star in Larusmiani's 'Automotive Gallery' is the legendary Alfa Romeo Carabo prototype.

'R/EVOLUTION 101'

Once again turning Milan into the world's design capital during this April's 'Salone del Mobile' week, car and design enthusiasts were given good reason to stroll through *Via Montenapoleone*, in the city's high-end fashion district.

Now 101 years since the foundation of the Italian luxury brand 'Larusmiani', the business had the doors open at a much anticipated, new boutique at *Via Verri 10*, where the mythical Alfa Romeo Carabo starred as the first car displayed at this new location. Over time, an ever-changing selection of blue-chip cars and design prototypes have appeared in the store windows of Larusmiani, a Milanese institution. This approach made it the most photographed storefront in Milan.



But now a *green UFO* has appeared – and, for this type of display, the Alfa Carabo may be one of the most relevant concept cars ever built. The Carabo was designed by Marcello Gandini for Bertone. First unveiled at the Paris Motor Show in 1968, its scissor-like doors enhance the Alfa Romeo Carabo's archetypical wedge design; originally designed early in a movement of the era. In fact, the Alfa Carabo preceded the somewhat later arrival of the renowned Lamborghini Countach.

The Automotive Gallery

As a brand, Larusmiani is closely linked to the automotive world. Larusmiani's president Guglielmo Miani is an avid car collector and he has been a trend-setter in the collector car scene with his *FuoriConcorso*

event series.

It is no surprise that the new Larusmiani boutique is not only a temple dedicated to a gentleman's lifestyle, selling the finest clothing and accessories, all "Handmade in Italy"; the store also features a permanent exhibition space called 'The Automotive Gallery' where the Carabo is on-show.



This gallery promises to feature other exciting cars in future, while paying tribute to automotive culture in new and surprising ways.

As a retail concept, the approach was conceived by long-time collaborator Sirio Barillaro. The store interior was designed by Benedetto Camerana, a renowned architect from Turin, responsible for renovations that include the Alfa Romeo headquarters and museum, the exhibition layout of the Ferrari Museum and the hanging gardens that are on top of the Fiat Lingotto test track.

Driven by a passion for excellence

"I am excited about this project, which represents a new stage in the history of Larusmiani", Guglielmo Miani told his guests at the recent grand opening. "This new boutique has been conceived as a place to meet and exchange experiences, activated by a single engine: the passion for excellence."

Speaking in a very Italian way, he continued, "Starting from tradition, our imagination has expanded in a constant search towards a style capable of combining heritage and innovation in the sign of absolute quality and savoir faire 'of the handmade' inspired by distinctiveness: a world that embraces clothing and accessories, up to an exhibition space dedicated to very rare or unique cars".

Inspiration from the automotive world

Project architect Benedetto Camerana added "I also am thrilled to have worked with Guglielmo Miani on the project for the new Larusmiani boutique. This is a first time for me in the fashion retail." Continuing, he said: "The conversation with a different world and with Sirio Barillaro also brings an absolute innovation into the Milan retail scene. The Automotive Gallery and its display approach characterizes a new boutique that can take ideas and solutions from design culture, importing materials, technologies and details from the exhibit and automotive world to then rework them and create a completely new aesthetic."

'Handmade in Italy'



Coinciding with the exhibition of the Alfa Romeo Carabo, is the launch of a bespoke 'Handmade in Italy' collection, inspired by the concept car. Displayed items included such things as a hand-painted coin tray, various shirts and outerwear.

The Carabo was on display until early May. It then moved to the headquarters of Larusmiani for a special collaboration between Alfa Romeo and the photographic artist, Riocam.

Other cars may well appear at the new store in the future, but their identity currently remains a secret.

However, if you are visiting Milan for the Salone del Mobile, or at any other time, consider adding Larusmiani boutique to the list. Otherwise, you might just browse the Larusmiani on-line selection. ♦



MY LIFE WITH ALFA ROMEO S

By Motoring Writer, Peter Robinson.

Edited from a longer article found at <https://motorheritage.org.au/>. This article is based on a talk to AROCA NSW's 2022 AGM; also reported on in *Amatori Alfa*, No. 393, Pp.44-49.



Peter Robinson prefaced his talk to those assembled for the AROCA NSW 2022 AGM by saying; "Good evening and thank you for inviting me to this Alfa Romeo Club gathering." Then he said: "Perhaps now is the moment when I should confess that I have never owned an Alfa Romeo...." (*What?*)

Your editor can easily imagine a suddenly stunned audience of NSW Alfisti who then heard from Robinson, "Despite this obvious failing, I DO still consider myself an authentic Alfista." (*Phew!! But why?*)

"Let me explain", he said, "I am still not sure which comes first: do great drives make great cars, or do great cars make great drives? Either way, these are drives that transcend objectivity and frequently become fountains of motoring inspiration. This is a talent that seems to be the natural extension of time spent at the wheel of so many Alfas."

Peter Robinson continued with a discussion of his most memorable Alfa drives, all made during his career in the world of automotive publications. Except that, after a few moments of thought, he realised that he had in mind too long a list of unforgettable highlights, but all needed discussion.

Robinson presented these highlights in no particular order; including describing taking the 'long-cut' route for an overnight drive from Melbourne to Sydney in a 2000 GTV. He notes that the 'Bell's Line of Road'² proved that by 1974 the 105's technology was already old. Yet, on the other hand, Robinson decided that there was nothing that could detract from the Alfa's spirit, its class, or the flexibility and enthusiasm of its twin-cam four, the gear lever as an extension of his arm, the steering taut, the rear end jiggling over the road's uneven surface; all of it communicating the car's character and engineering. "Car and I were in this together", Peter explained, "two partners in an adventure".

One year later Robinson took an original Alfetta GT from Rome to Barcelona and return, while en route to his first World Championship Grand Prix. He mentions that as the Alfetta was a LHD car



² Not being from NSW, I wondered what "Bells Line of Road" actually meant. It turns out that this road in NSW is 59-kms long and that it provides an alternative crossing of the [Blue Mountains](#) to the [Great Western Highway](#).



and, rightly, the tacho took pride of place as the only instrument in front of the driver. This positioning is unachievable in Australian RHD vehicles, of course. His 705km run back from Monaco to Rome was covered in 4 hours and 40 minutes at an average speed of 151 kph. "It was", as he then wrote, "the right way to drive, and the safe way."

Peter continues: "The GT also spent time at Balocco, Alfa's famous test track in the rice fields of northern Italy where, appropriately, corners duplicate those from famous Grand Prix circuits: Curva Grande and Lesmo from Monza, Tarzan from the old Zandvoort circuit in The Netherlands, etc. It was here I learned that cornering hard in the Alfetta required early steering lock to combat inherent understeer. Apparently, this was a function of the De Dion rear suspension." Once understood, Peter quickly came to appreciate the Alfetta GT's driver appeal and, swiftly, he learned not to hurry the gear changes, especially into second.

He spent a morning in the Alfa Museum close to the company HQ in Arese, soaking up the wonderful cars, admiring many beautiful racing and sports cars.

In the early 1950s, Alfa realised it needed a high-volume car for it to be viable. That meant going smaller and, inevitably, confronting Fiat. However, once Fiat became aware of this project it began lobbying the Italian Government (seemingly at every level including the Pope) to abandon it. (Remember that Alfa was then state owned). This Fiat lobbying push was so effective that Alfa was forced to cancel the program. Later, Fiat also tried that same tactic to stop the Sud. But this time, the government resisted Fiat's pressure because the Sud was to be built in Italy's depressed south.

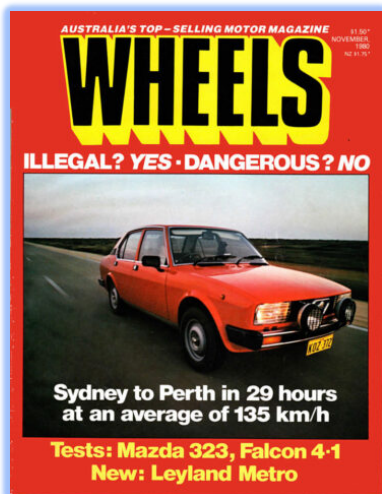


Robinson remembered that Alfa had assembled the Renault Dauphine in the old Portello plant, so he wasn't too surprised to see the car adjacent while at the Museo Storico. Except that, on a closer look, he saw that this was a 1954 prototype of an Alfa small car, the Tipo 103; that didn't reach production.



Alongside the car was a lovely little twin overhead camshaft 896cc engine, obviously designed to be mounted transversely to drive the front wheels. All of this was years before the Mini.

In 1980, Robinson and his colleague and friend Steve Copley both famously drove an Alfetta sedan from Sydney to Perth, stopping only for fuel and to debug the windscreen. They first had driven from the Pacific to the Indian Ocean in 1977, only months after the final section of the road across the Nullarbor Plain was sealed. This drive was for a magazine story in *Wheels*. "I'll admit we really did it for no-other reason than because we wanted to," Peter reported to his listeners.



“It was a giant self-indulgence of the very best kind. Our wheels were a specifically built Falcon XC 4.9-litre V8 with the long range 125-litre fuel tank and tall gearing. On that occasion, we took 32 hours 58 minutes, averaged 123.9km/h, with the Falcon returning a hideous 23.5l/100km.

Three years later, Robinson learnt that Alfa dealer and former racer, Brian Foley, wanted to prove you could comfortably drive over a weekend from Sydney to Perth in an Alfa in 40 hours. After much discussion with Brian - and with much support from Alfa Australia - an Alfetta 2-litre sedan was prepared for this record attempt. The totally inadequate 49-litre fuel tank was upgraded with a 70-litre auxiliary tank, plus driving lights and Koni dampers.

Cropley flew out from England where he worked on ‘Car Magazine’, to reunite with the team. Alfa insisted that its mechanics meet the car at two key points along the route – Broken Hill and Port Augusta – just in case there was a problem. This was nothing less than a full works drive. No pressure then. It worked, too, with Cropley playing the hero driver, Robinson and he successfully reduced the time to 29 hours 14 minutes and five seconds, establishing what must still be a record for the cross-continent journey.

The Alfetta averaged 137.5km/h and 16.6 litres/100km. It caught only seven red lights along the entirety of its 4,020 km route.



In 1978, Peter Robinson was hoping to spend three weeks in Europe with the new Alfasud Coupe. Instead, he wound up with a 1.3-litre 5-speed Sud Super sedan, which proved far more than just an adequate substitute.

“I experienced again the steering, brakes, agility, space and, above all, the brilliant handling and roadholding that placed the Sud in the very highest bracket of small cars. But with the Alfasud’s intrinsic qualities, it never had a chance,” Peter notes.

In 1990 when living in Italy, (years later) he interviewed Rudi Hruska, ‘father of the Sud’. Back in the mid-1970s, Hruska was the managing director of the Pomigliano d’Arco plant, near Naples, where the Sud was built. He was preoccupied with union problems, a level of absenteeism that sometimes reached 100% a week, plus clashes with Alfa management in both Rome and Milan.

But his biggest problem, the one leading to the Sud’s reputation, was poor paintwork and lousy resistance to corrosion, claimed to be created by the use of cheap Russian-sourced steel. (Elsewhere, in an article that appeared in Alfa Occidentale #73, David Wright noted that the issue wasn’t so much the poor quality of the steel as it was the fact that the bodies of these cars were left outside totally unpainted for significant periods. A change to protective treatment significantly eased this nasty issue.)

Robinson observes: “There was also a planned production rate existing on paper, but which was never achieved in reality. The Naples plant stopped and started chaotically, while mostly running at half capacity.” The car’s mechanicals achieved a fine reputation nonetheless. The Sud’s engine was



later fitted into the Alfas 33 and 145/146, surviving until January 1997. In addition, the handling of the Sud remained peerless throughout its 12-year life span, but, sadly, Alfa only built 900,000 units before the Sud was replaced by the Alfa 33.

Attempting to run Pomigliano was a “terrible” time in Rudi Hruska’s life too, he told Robinson, but then, despite that bad experience, he did create a flawed masterpiece.



Changing topics a little, Robinson notes that his most memorable drive involved the Alfa SZ... ‘Il Mostro’, a couple of which did make it to Australia. Thirty years ago, he drove the SZ (the so ugly it’s fabulous, Zagato-built, coupe based on the RWD V6 75 platform) from Italy’s north to Palermo. A day later, he set off in it with Nino Vaccarella to do a lap of Sicily’s Piccolo Madonie Targa Florio circuit and to bathe in the mystique of that unique and

wonderful motor race. “If there was ever a better day as a motoring journalist, I don’t remember it”, he says.



Nino Vaccarella told Robinson: “I have driven the course a thousand times, I know every corner, every tree, every stone tells me whether a corner is narrow or wide, if it goes up or goes down. Every centimetre I know.”

“How many corners? Five, six hundred...the Targa Florio is all corners.” Nino laughed as the Busso V6 sang in soaring, romantic Italian arias as if Verdi himself had composed its engine note. It was fifteen years after Nino Vaccarella had last raced around that 72km circuit of public roads, where he had won three

times, but clearly, he still had total recall.

Back then, the flying headmaster from Palermo had taken on the world’s best drivers; beating them in his own backyard, using his knowledge and not a little driving skill. Ultimately, his name became synonymous with Sicily’s great race. If you ever heard about the Targa Florio, you soon thought of Nino Vaccarella.

Concluding his comments about the SZ, Robinson notes that: “Ignoring unobtainable greats like the 1750 Zagato or the 8C 2300 Monza, if I could have only one Alfa, I suspect that the SZ would have to be close to topping the list.”

The first Alfas to arrive in Australia came in the 1920s and a small number continued to be imported after their first distributor went broke, including a 6C 1500 chassis that was raced by Lex Davison’s father. Briefly from 1963 Harold Lightburn, based in SA, imported and sold them. Then, until 1971, came Mildrens in Sydney and MW Motors in Melbourne as the Australian Alfa distributors.



But, with sales expanding, the Alfa factory took over. From 1971, it operated Alfa Australia in a small facility in Artarmon under Doctor Messi. At this point, Robinson notes: "What made Alfa special was not just the cars, but the people!"

A few years later the urbane Dr. Silvano Tagini took over. Tagini quickly understood how the motoring press worked and took advantage of its enthusiasm for Alfas. Soon, road test cars were always available. Tagini also liked talking to the motoring press.



In 1975 Tagini hosted Carlo Chiti and his son Arturo, on an 'almost holiday' in Sydney. The Typo 33 Alfa sports racing car was created under Chiti's leadership and he later headed Alfa's Autodelta racing team.

Tagini and Chiti braved snowstorms as they flew to Bathurst to view the Mount Panorama circuit. "It's okay for touring cars, but the Grand Prix drivers would never race on it!

Some of the corners are too dangerous," Chiti told Robinson the following day while they were cruising on Sydney Harbour.



Tagini arranged for Steve Cropley to borrow a 2000 GTV for his 1975 holiday. In this farewell 105 test, Steve drove to Cairns, his old stamping ground. The odometer reading quickly grew from about 100 kms to 7,000 kms until a broken-hearted Steve reluctantly returned the car. It is believed that this Giallo Piper car now belongs to AROCA NSW's own Bill McGoffin.

Robinson says that he was not surprised when Cropley returned from his driving vacation besotted with the Alfa. Nor was he surprised that this tiny Alfa Romeo, with its Australian quota restricted sales of just 1,184 cars in 1975, so frequently occupied a disproportionate share of the motoring pages. The Italians at Alfa Australia had realised that, right here, was some potential for growth.

Tagini next opened an impressive new Matraville HQ for Alfa Romeo in 1976, complete with a professionally run cafeteria for staff. Tagini also persuaded engineer Ruggero Rotondo to come out to Australia to be Alfa's chief technical officer. When Tagini eventually departed in 1981, Rotondo took over as the MD. Enthusiastic, charming, jovial and certainly the most well-loved MD in the Australian motor industry, Ruggero Rotondo always ran Alfa Romeo very professionally.

Yet it seemed to the Australian motoring writers that Matraville was also an unofficial branch of Italy's tourism office. The auto journos called Rotondo 'Roger Round'. A term of endearment, although maybe Ruggero never got to hear the phrase.

Alfa's new model launches were spectacular affairs in those days. Only Alfa Romeo could launch a new car (e.g., the 33) in Venice - and include invitees' partners on the invitation. Alfa trips to Italy were as much a cultural event as an opportunity to drive the latest models, but they achieved legendary status in the 1970s.



An invitation to lunch at Alfa's Matraville headquarters was accepted with pleasure. If you ate with Enrico Zanarini, Alfa's super smooth, Armani-clothed, PR boss, the staff canteen was the location. This was no ordinary canteen. Under Ruggero, it became a proper Italian restaurant down to the chequered red tablecloths, the al dente pasta and the balsamic vinegar. Motoring journalists were convinced that this was Sydney's best Italian restaurant.



But you knew when you were favoured if you ever were asked to dine alone with Ruggero in the board room. There was pasta, of course, salad, a choice of fish or meat for the main course – accompanied by wine (Italian, of course) - followed by an espresso. A visit to the famous present cupboard followed. Ruggero would select something from a collection of Alfa jackets, Alfa briefcases, Alfa model cars, Alfa novelty tool kits and books about Alfa Romeo. He embodied the Italian cultural tradition of gifts which served to connect journalists with Alfa and Italy – and also with his infectious spirit.

Ruggero's agile mind always worked at a 100mph, darting from one subject to another. He drove as fast as his mind worked, as a suspended licence confirmed. Ruggero took his CEO job seriously, buying quota from other importers to get around import restrictions. In 1985, he lifted Alfa's Australian annual sales to a peak of 2,400.

Ruggero took Alfa out racing with the Australian Alfasud Trophy. He persuaded world champion Alan Jones to drive a GTV in Group A, tripling that model's sales. Jones went racing and rallying himself, often with Enrico Zanarini.

To Ruggero, the saddest thing that could happen was for a journalist to write a critical story about a new model Alfa. When Robinson published a road test evaluation in *Wheels*, it included a complaint about the driving position of the 33. Ruggero, took that personally. He thumped his chest, saying; "You stab me in the heart. I thought you were a friend of Alfa Romeo." It was only when I lived in Italy that I finally came to realise that to Italian car makers and to most Italian journalists too, being a "friend" meant never being critical. Very few of them understood the concept of objective assessment from a 'friend'. Without exception, Italian manufacturers took critical assessment personally, even if it was factual. Immediately you were perceived to be the enemy.

Slowly, during the 2000s a more professional relationship developed. Robertson observed that his love for Alfas – and for Ferraris – was gradually accepted, even though they didn't prevent his criticism. In 1988, 18-months after Fiat took over Alfa, aware of inevitable cultural change then underway, and that sports cars and coupés wouldn't figure in Alfa's mid-term future, Ruggero decided to resign his position and so left the motor industry. After retiring, each year Ruggero spent six months in Naples and six months in Sydney. He loved the outdoors, but, sadly, his love of hunting eventually led to his death in a road accident while on a hunting trip in Estonia in 2016. ♦

Writer and speaker, Peter Robinson, has enjoyed a 54-year long career as a motoring journalist, including as editor of 'Wheels' and in the UK of 'Autocar'.





RECENT OVERSEAS ALFA SALES

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

ONLINE ROUNDUP



#103749-1949 ALFA ROMEO 6C 2500 Super Sport cabriolet. S/N 915692. Dark blue/black cloth/Spanish Red leather. RHD. Odometer: 433 km. 2.5-L I6, 2x1-bbl, 4-speed. A top-level concours restoration was completed in 2005, and it is one of 63 SS Pininfarina cabriolets produced. Awarded the Most Elegant Convertible Award at Pebble Beach and Best of Show at Hillsborough, both in 2008. This car has seen little use since, but the restoration is no longer fresh, as evidenced by a few paint flaws and a slightly sagging top. It is powered by a correct replacement Super Sport motor.

The 433 km likely represents post-restoration use. The car features include chrome wire wheels, hydraulic drum brakes and four-wheel independent suspension. Cond: 2+.

SOLD AT US\$330,888. Bring a Trailer, 17 April 2023. *This sale was a quick flip after the car was purchased from the Rick Grant Collection offered by Mecum at Kissimmee this past January (SCM# 6956697) for \$308k. (You may recall seeing this and a similar car a few months ago in other reports in Alfa Occidentale.) The dealer made a modest profit, but it seems likely that he had his sights set somewhat higher after noting a \$434k result against a \$550k–\$650k estimate for a similar, but slightly fresher, example at Gooding’s Amelia Island sale in March (SCM# 6957326). With two recent underperforming sales, there is a risk of this car being viewed as shop-worn, but a profiteer might consider another auction, but held at a proper European venue, to realize the upside that this car seems capable of achieving.* ♦

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, carburettors, brake boosters and an assortment of parts.

This 105-series 2000 GTV has been run as a competition car since 1997. It 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





2000 Alfa Romeo Spider Twin Spark



2 litre twin spark engine.

Odo: 132,000 km.

10-mo. WA rego.

Good condition.
Colour: silver.

Price:

\$12,500, ono.



Note that this car also appears on www.carsales.com.

Contact Club Member: **Stephen Chojnowski**

Email: choj@westerfeld.com.au

Mob: 0419 914 730.

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





2023 CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
<i>Jag car club track day</i>	<i>Tuesday 21st March 2023</i>	<i>Andrew Murray & John Reed</i>	<i>At Wanneroo—AROCA WA members are invited to join Jag club's track day. Announcement appears below. Note no Alfa group space booked in 2023.</i>
<i>Shannons Classic Car Show at Ascot</i>	<i>Sunday 26th March 2023</i>		<i>Fiat 124s will be there to celebrate Fiat's 124th anniversary.</i>
<i>Motorsport Festival in Northam / Sunday visit</i>	<i>Sunday 2nd April 2023</i>	<i>Steve Sugden</i>	<i>Sunday morning run and breakfast while en route to Northam. Steve is finalising a run plan and tour group breakfast for the 2nd April morning. Further details will be advised.</i>
<i>Classic Cars & Coffee (UWA)</i>	<i>Sunday 2nd April 2023</i>		<i>Monthly CC&C meeting, but note that the Alfa club has a run to Northam.</i>
<i>Alfesta 2023 in Toowoomba, Qld.</i>	<i>6th to 10th April 2023</i>	<i>AROCA QLD.</i>	<i>Easter event in Qld still short on attendees apparently.</i>
<i>Busso Day 2023</i>	<i>Sunday 30th April 2023</i>	<i>Aidan Daly</i>	<i>Busso-engined cars (including Nords) meet for a Sunday run to a lunch</i>
<i>May club night at WA Light Car Club Bayswater</i>	<i>Tuesday 2nd May 2023</i>	<i>Aidan Daly / Sam Calabro</i>	<i>Club-sponsored wine beer and pizza served. Meeting topic to be finalised.</i>
<i>Classic Cars and Coffee (UWA).</i>	<i>Sunday 7th May 2023</i>	<i>Aidan Daly</i>	<i>An Alfa club day at CC&C?</i>
<i>British Car Day Gin Gin. Date is National</i>	<i>Sunday 21st May 2023</i>	<i>Richard Peirce</i>	<i>Morning run out to GinGin via a coffee stop in Bindoon.</i>
<i>Motoring Heritage Day. Albany 'Classic' long weekend</i>	<i>3rd & 4th June 2023</i>	<i>Aidan Daly, Andrew Murray</i>	<i>Notification details below. Sunday group dinner is planned</i>
<i>June club night at Inglewood Hotel</i>	<i>Tuesday 6th June 2023</i>	<i>Greg Smith / Aidan Daly</i>	<i>Club will book for 20 attendees in the dining room, if possible</i>
<i>Classic Cars & Coffee (UWA)</i>	<i>Sunday 2nd July 2023</i>	<i>Aidan Daly</i>	<i>CC&C Alfas meeting for 3Q23.</i>
<i>July club night at Barbagallo Showroom.</i>	<i><u>Wednesday</u> 5th July</i>	<i>Greg Smith</i>	<i>Introduction to the new Alfa Tonale. See event brochure below.</i>
<i>Winter weekend away. RAC Karri Valley Resort</i>	<i>Fri 28th to Sun 30th July 2023</i>	<i>Greg Smith</i>	<i>Karri Valley bookings arrangements are shown in an announcement below</i>
<i>New members night at Italian Club, Northbridge</i>	<i>Thursday 17th August</i>	<i>Aidan & Greg</i>	<i>New Members to meet at Italian club in West Perth for Pizza night</i>
<i>Sept club night and AGM at Light car club of WA</i>	<i>Tuesday 5th September</i>	<i>Aidan Daly</i>	<i>Club AGM at Bayswater – pizza, beer and wine served. 7PM start time.</i>
<i>Bindoon Historical vehicle day</i>	<i>Sunday 17th Sept. '23</i>	<i>TBD</i>	<i>Exhibition day at Bindoon oval</i>
<i>October club night at South St. Alehouse, Sth. Fremantle, 7PM</i>	<i>Tuesday 3rd October 2023</i>	<i>Steve Sugden</i>	<i>Evening at the South St. Alehouse, White Gum Valley, South Fremantle. Details to be provided.</i>
<i>Como Classic Car Show, 2023 at Wesley College</i>	<i>Sunday 8th October '23</i>	<i>TBD</i>	<i>Alfa Club to have a formal display?</i>
<i>Annual Pasta Run and lunch</i>	<i>Saturday 14th October</i>	<i>Aidan Daly / Andrew Murray</i>	<i>Pasta lunch at 'Pasta in the Valley'. Note Saturday 14th event as Ferrari nationals in WA from 15/10/23.</i>
<i>Italian Car Day</i>	<i>Sunday 5th November '23</i>	<i>Andrew Murray</i>	<i>Mulberry Estate in the Swan Valley</i>

ALFA OCCIDENTALE

Issue 74, July 2023



Christmas run and Lunch	Sunday 10 th December '23	Greg Smith	Sunday morning run preceding Christmas lunch. New location TBD. Events still to be notified.
Technical nights and other events	TBD	TBD	
Alfesta 2024 at Lakes Entrance, Victoria	28 th March til 1 st April '24	AROCA VIC	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

Car Entry \$10 **Motorbikes \$5** **Spectators FREE!**

Proceeds to Prostate Cancer Foundation of Australia

- 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
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NEXT EVENT: SUNDAY 2nd JULY 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!



ALFA ROMEO BIRTHDAY DINNER

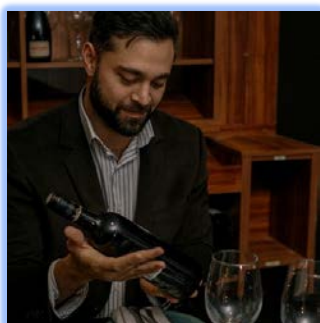


**At 'Ristorante 1934',
located in the Northbridge Italian Club.**

217/225 Fitzgerald Street, West Perth, WA, 6005

On Saturday 24th June 2023.

The WA Alfa Club has booked 'Ristorante 1934' at the Northbridge Italian Club for this year's annual Alfa Romeo Birthday Dinner.



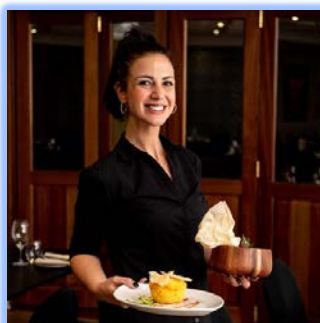
This year, the dinner will be held on the anniversary of the birth of Alfa Romeo, i.e., on Saturday 24th June 2023.

The Alfa Romeo Annual Birthday Dinner is one of the great annual events in the WA Alfa Club's calendar.



For club members and their partners, the dinner price is \$50.00 per head. This price comes after provision by the WA Alfa Club of a \$15.00 per head discount for all WA Alfa Club members and partners. Guests are also welcome to attend, but only at the full non-member price of \$65.00 per head.

After a welcoming Prosecco is served from 18:00, attendees at the dinner will sit down at 18:30 to enjoy a three-course meal.



A cash bar is available for the purchase of wines, beer, cocktails, spirits, etc., throughout the evening.

Note that bookings for this dinner are limited. Do book early to be sure of securing your place.

Make your dinner booking now, for either member and partner tickets or for non-member tickets, via Trybooking:

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



Note that an additional 20 seating tickets were recently released by the Italian Club for our birthday celebration event!



JULY 2023 CLUB NIGHT

Is at Barbagallo Motors, Alfa Romeo Showrooms

350 Scarborough Beach Road, Osborne Park, WA, 6017.

Wednesday 5th July 2023 (i.e., not a Tuesday), 6:00PM.

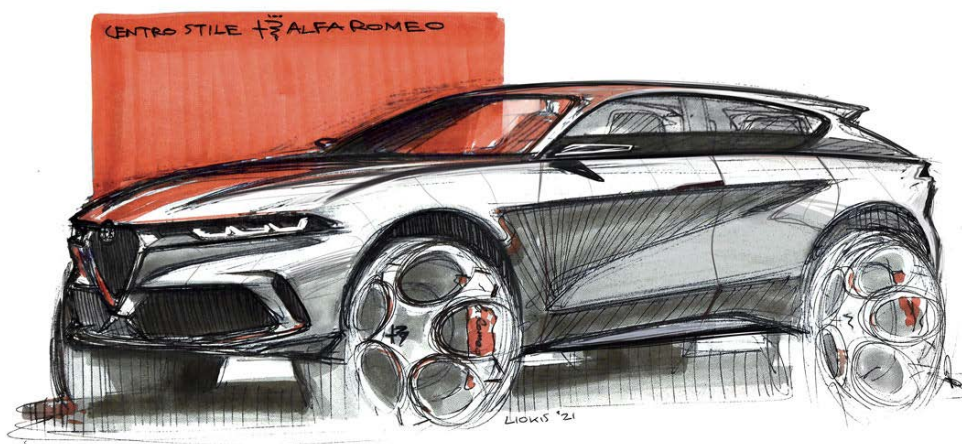


For its Wednesday 5th July 2023 club night, the WA Alfa Club will visit Barbagallo's Perth Alfa Romeo showrooms to view the new Tonale models on display and to hear a presentation about these cars.

The meeting will start at 6PM in the Barbagallo Showroom. Depending on the time taken while at Barbagallos, club members may visit a nearby hotel afterwards for an informal club dinner.

Parking will be available in the Richard's Tyrepower car park nearby, or behind the Alfa and Volvo showrooms and workshop which is off Frobisher Street, just near to the Scarborough Beach Road intersection. You may find that limited parking is available directly in front of the Barbagallo Alfa Showrooms on Scarborough Beach Road after they have cleared as much space as they can while also accommodating vehicles to be driven out for test drive purposes.

The WA Alfa Club looks forward to seeing you at the Barbagallo Alfa Romeo showrooms for this presentation of new Alfa Romeo Tonale models.



DON'T MISS IT!



KARRI VALLEY RESORT MID - WINTER WEEKEND RUN

Friday 28th to Sunday 30th July 2023



- Friday morning run from Perth down to Karri Valley resort near Pemberton (*Trip details to be provided later*);
- Accommodation in lakeside rooms at the Karri Valley resort (*for those who book early enough – others booking later may be offered hillside accommodation*);
- Friday night club dinner in the resort's restaurant;
- Saturday morning mountain run to the tree-top walk at 'Valley of the Giants' then via Walpole to Denmark;
- Lunch in Denmark or Walpole;
- Dinner at Karri Valley
- Sunday morning run to Nannup, including a works visit to Vee Two Ducati Engineering before informal

lunch in Nannup;. See UTube video of Vee Two at <http://www.youtube.com/watch?v=2q6BPgLc4JM&t=17s>

- Sunday afternoon return to Perth, or return to Karri Valley for another night.

If interested in attending, please contact Greg Smith at secretary@alfaclubwa.com.au



BINDOON HISTORIC VEHICLE DAY



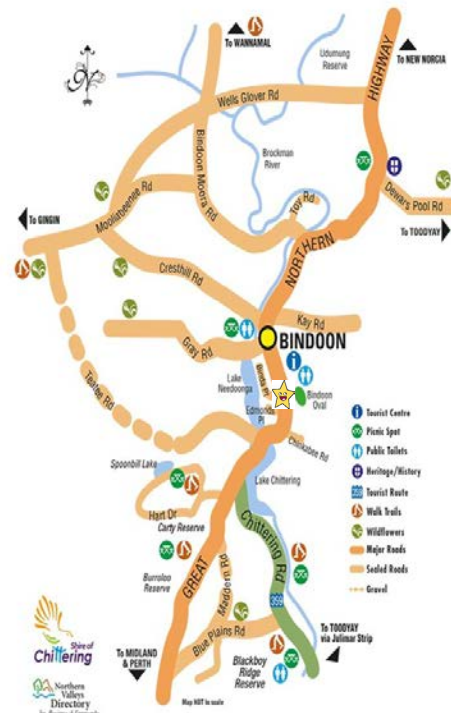
SUN 17TH SEPT 2023
9am to 3pm
Bindoon Oval
6182 Great Northern Hwy



*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



DUNNING'S
Your Local Fuel Distributor



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



Of course, next year, these photos could include you travelling in your Alfa to Alfesta 2024!



TREASURER'S REPORT

As of 15th June 2023

Opening Balance b/f 19/05/2023

\$6,163.89

INCOME

Memberships

19/05/2023	Van Der Waarden	80.00	
22/05/2023	B.Teoh	80.00	
	T.Quinn	80.00	
	P.Ahern	80.00	
	P.Blyth	80.00	
	T.Davies	80.00	
23/05/2023	M.Okeby	80.00	
	F.Jefferson-Cope	80.00	
	W.Ozich	80.00	
	R.Cecchele	80.00	
	S.Calabro	80.00	
	C.Ricciardello	80.00	
	M.Trowell	80.00	
24/05/2023	S.Tornatore	80.00	
	S.Gliosca	80.00	
26/05/2023	C.Reuben	80.00	
	A.Buck	80.00	
	A.Lamond	80.00	
31/05/2023	M.Barrenger	80.00	
1/06/2023	J.Court	80.00	
2/06/2023	N.Whitehorn	80.00	
5/06/2023	A.Daly	80.00	
	D.Hamlyn	80.00	
	D.Zito	80.00	
	L.Chojnowski	80.00	
8/06/2023	E.Cromie	80.00	
	N.Rahimtulla	80.00	
12/06/2023	I.Townsend	80.00	2,240.00
TOTAL INCOME			\$2,240.00

PAYMENTS			
14/06/2023	G.Smith	Reim Dinner Ticket P.Pagano	\$101.00
	A.Daly	Reim Stringy Bark Lunch	\$138.00
	C of Motoring		\$75.00
	Defibs WA	Defibrillator	\$2,495.00
TOTAL PAYMENTS			\$2,809.00

Net Movement **-\$569.00**

Closing Cash Book Balance		\$5,594.89
Closing Balance Westpac 15/06/2023		\$5,594.89
Reconciliation Variance		\$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 19/05/2023		\$14,292.12
Interest Received 31/05/2023		\$18.18
Closing Balance c/f 15/6/2023		\$14,310.30
TOTAL FUNDS AVAILABLE		\$19,905.19



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 74, July 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 # <i>(if applicable)</i>
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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>
Someone you know ?			<i>Alfa Occidentale is very keen to interview more WA Alfa Club members as this series of profiles is continued.</i>

