



1938 Alfa Romeo 8C 2900 B Le Mans Speciale by Touring.



This is the 69th edition of **ALFA OCCIDENTALE**, the e-Magazine of AROCA WA.

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

The Alfa Club's Christmas Event included a morning club run followed by a lunch at Brookside Vineyard on Sunday 11th December 2022. 60 attendees enjoyed a great club run and an excellent lunch.

The first event of 2023 was the **WA Alfa Club's evening fish & chip picnic** held beside the Swan River in South Perth on **Tuesday 10th January 2023**. Forty-odd members and partners attended. A report on the event appears below.

The Italian car display planned for the Fremantle Fishing Boat Harbour on Sunday 22nd January 2023 has been cancelled. In its place, we will meet for **coffee in East Fremantle on Sunday morning, 22nd January 2023** before driving to **Mandoon Estate for lunch**. Details appear below in the magazine.

A **weekend in the Ferguson Valley** is being planned for mid-February. Further details published soon.

A **'Nautical Drive tour' from Perth to Busselton** is scheduled over the weekend of **25/26 February 2023**. See details of this event in the brochure later in this magazine.

The WA Jaguar Car Club invites AROCA WA to join it for a **Track Day at Wanneroo on 21st March '23**.

Our regular monthly events also continue into 2023:

AROCA WA's committee meets every 3rd Thursday of the month at 18:00 in the Northbridge Italian club. Join the committee for an informal pizza dinner held after 7PM following their meetings.

Monthly WA Alfa Club meetings are scheduled for the first Tuesday in the month. Look for details including topics, locations, etc. in future magazines and in mailed-out updates. ◆

Dear Alfa club members,

Unfortunately, the Italian car and bike day at the Fremantle harbour on Sunday 22nd January has been cancelled for 2023. Instead, a trip from East Fremantle to the Swan Valley has been set up for the same date. You can find the details for this 22nd January drive and lunch later in the magazine.

Should you know of any fellow WA-based Alfa owners who might be interested in joining our club, please let us know how we can best contact these people. The committee is very keen to provide them with club information in the hope that it leads to applications for new memberships. You might also know of past club members who had let their memberships lapse, for whatever reason. The club is very happy to receive their applications to resume membership.

This month, please also note that, in addition to the usual magazine content, a 12-page supplement is included at the end of this edition. This supplement is a republished article by David Wright, titled "The Famous Nine". It retraces the private importation into Australia of some very impressive Alfa Romeos between the wars - and into the post WWII period. You should note that this history all occurred well before AROCA itself was formed. I hope that you find David's article makes for very interesting reading.

Wishing all AROCA WA members a very happy and successful New Year for 2023.

Greg Smith

secretary@alfaclubwa.com.au ◆



P R E S I D E N T ' S N O T E

Happy New Year to all members of the WA Alfa Club.

This is a quick note to wish you a Happy New Year. Hopefully, we all will have a peaceful and prosperous year in 2023.

The mid-December 2022 event was a Christmas lunch, held at the Vineyard Kitchen Restaurant in the Bickley Valley. It was great success. We were blessed with the weather too. An exciting drive route was put together by John Reed, while Greg Smith organized a top-class venue with superb food. It was a wonderful day out for club members and their partners.

The Committee has been working hard on the calendar of events for 2023. We plan on many more events in 2023, some like the recent Christmas Lunch. We hope to see you at an event soon.

Kind Regards,

Aidan Daly
president@alfclubwa.com.au

PS: Adjacent photo taken at the NYE Classic Cars & Coffee where it was very hard to decide which was the more practical vehicle. Was it Aidan's 4C, or the kit car that parked right behind his Alfa? ♦



N Y E ' 2 2 C L A S S I C C A R S & C O F F E E

New Year's Eve 2022 saw the largest Classic Cars & Coffee event of the year take place. As usual it was held in the carparks of UWA.

A huge variety of marques was present. Representatives from the WA Alfa Club included Neil and Ryoko (GTV), Michael (Ferrari 308), Sam (105) and Aidan (4C). ♦

Aidan Daly





'23 PICNIC NIGHT IN SOUTH PERTH BESIDE THE SWAN RIVER

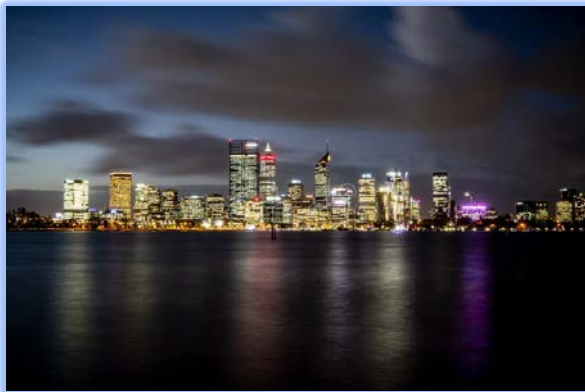
On Tuesday 10th January 2023, 46 club members and their partners had booked to meet at the Swan River foreshore in South Perth at a picnic site near to the Boatshed Restaurant.

However, during the day, the weather changed from hot, warm and sunny to become quite cloudy in the evening - and with a strong cool breeze. Attendees quickly broke out the jackets that hadn't been required until the evening weather changed.

In the end, about 40 people attended as a few had to drop out late due to illness. This led to a small excess of available fish and chips servings, which even Sam Calabro couldn't induce someone with the heartiest appetite to consume.

Nonetheless, all those present had a great time with many conversations continuing as, due to the heavy cloudiness, night-time darkness quickly descended across the site. Unfortunately, this year, there wasn't the long gleaming sunset similar to those we have experienced in previous years at the club's Swan River-side summer picnic.

Everyone attending had pre-ordered either battered or grilled fish, both with chips, after Sam Calabro and Greg Smith set up the ordering system for this year. The club committee is very grateful to Sam Calabro who arranged the fish and chips supply and undertook all the work necessary to collect and distribute fish dinners to picnic attendees.



While it was a dull evening that darkened early, Greg Smith had brought not one but two cameras with him in order to record the annual Swan River picnic evening for this edition of the magazine. However, perhaps due to the dull skies and the coolness, neither camera left its carry bag. The end result was that no photos of this evening picnic gathering were taken this year. Nevertheless, in the park we did enjoy that great view across the Swan to the background of Perth's city towers as the evening drew in. ♦

Photo above of city from Google search. Below – some Alfas parked near the picnic. (Courtesy, Aidan Daly.)





'BEYOND EXPECTATION'

53 years with my Alfa Romeo 1300 GT Junior.

By Bruce Thomas, AROCA WA Life Member.



Recent photo of car and author.

There is a personal anniversary that I would like to celebrate. I now have owned my dark green Alfa Romeo 1300 GT Junior for 53 years since new. Over this time numerous other cars have come and gone including two Porsches, a BMW, an MG and three other Alfas, as well as various less interesting vehicles. Some were faster, others better built, but none has offered me the overall satisfaction of my original Junior.

While this GT Junior has had several different registration numbers over the years, it now bears a very appropriate '1300-AR' registration plate. These days, the Junior has retired, undertaking only light duties, but every so often on a Sunday morning, we go for a spirited run over well-known roads in the hills, while the GT and I recall those times long-gone when we motored together in the Alps.

This story begins in 1969, when a friend and I finally arrived in London after driving 14,500 miles overland across Asia and Europe from Colombo (Sri Lanka) in a strange little Fiat 600 Multipla. The Multipla is an unusual forward-control minivan which, at the time, was much favoured as a taxi in Italy. It had only cost us AU\$175, and with a top speed around 50 mph, it gave us 45 mpg on the open road, when fully laden.

Our plan was to spend the winter in London and then to tour Europe again in the summer of 1970. However, the Multipla had barely survived our overland journey and after an accident in London, it was sold to a scrap dealer for just £5. (He wasn't very keen to buy it).

My original hope was to purchase a duty-free Porsche. Therefore, on the way to London, I had called into the factory in Stuttgart to enquire. Unhappily, there were insufficient funds left for me to purchase a



Porsche as well as covering the cost of touring Europe for three months as intended. Looking downmarket a little, my short list of new cars became an MG, a BMW, or an Alfa Romeo.

After reading a highly complementary, 10,000 mile long-term test in *Autocar* magazine (9th October, 1969), I ordered an Alfa Romeo 1300 GT Junior. It was delivered to me on 28th January, 1970 at a cost of £996 sterling, ex-factory. This was equivalent to about AU\$2,150 then, even though the same car would have cost me AU\$4,450 if bought in Australia.

Although I had asked for a red one (of course), the only car available immediately and at the 1969 price was a dark green one. However, I have never regretted accepting this green car which still looks handsome today, unlike, for example, the ochre-coloured Alfas, very much in vogue at that time. Today, every second classic Alfa seems to be red. I think that may be many more than originally left the factory in that colour.

Many years later, I discovered from the Alfa Romeo Centro Documentazione Storica records in Milan that the official date of manufacture of my car was 28th January, 1969, i.e., exactly a year before its delivery date to me. It was sold to Alfa Romeo GB on 7th February 1969. Apparently, it had been held in a bonded store in Calais until my order was received. If it had entered Great Britain any sooner, then duty would

have to be paid immediately. My car was first registered as 'QL 8079', the letter Q indicating it was a duty-free car which had to leave Great Britain within a year. I still have those plates.



New Alfa Romeos arriving in Dover, UK, 1970.

My 1300 GT Junior has an interesting combination of features that were only available on the model for the two years, 1969 and 1970. The dashboard was that of the then current 1750 GT Veloce, but the body was in the classic step-nose style that is so desirable today. Other 1750 GTV parts inherited were a hydraulic

clutch (previous Juniors had a cable clutch), a rear anti-sway bar and 14-inch wheels (whereas earlier Juniors had 15-inch wheels).

My choice of a GT Junior over the 1750 GTV was not entirely based on cost, although the 1300 coupé was something of a bargain. It was available for about the same price as a tax-free MGB GT, which I thought was not in the same league in terms of refinement and technical specification. I also preferred the early 105 coupé step-nose body style (which reminded me of the Alec Mildren 1600 GTA racers) and there was a more traditional interior without a console.

I had road tested both the 1300 and 1750 coupés, back-to-back, before deciding. I discovered that I was delighted by the free-revving, turbine-smooth 1300 engine. It contrasted with the gruff, torquey 1750 engine, which did seem to suffer from a 'flat spot' low in its rev range. Perhaps this was a general problem at the time, as it is also mentioned by *Motor* magazine in their 1969 road test of a 1750 GTV.

In 1970, a period of 'running-in' was still required for new Alfas, although this was not much of a problem as 70 mph was allowed in 5th gear. Therefore, my 'running in' of the little Junior included a pilgrimage to Lord Montagu's motor museum at Beaulieu and another to the pre-war Brooklands racing circuit near Weybridge, just to put some miles on the 'clock'. The Brooklands site was not open to the public then, as it was owned and used by Vickers Armstrong. However, after an impassioned plea at the Vickers office, I was escorted into the facility and allowed to photograph the car near the remains of the old banked track.



At Brooklands race track, UK, 1970.

In June 1970, an old school friend and I finally set off for a three-month long tour on the continent; this was the maximum time possible on a British Green Card third party insurance policy.



The itinerary was designed around the summer motor racing calendar; first to Spa-Francorchamps for the Belgian Grand Prix, then to Le Mans for the 24-hour race, where we saw the first outright victory for Porsche with their new 917 model. Alfa Romeo was there too with its 3-litre Tipo 33 prototypes, but they were no match for the 5-litre 'production' 917s.

Later came the German Grand Prix, unfortunately at Hockenheim rather than at Nurburgring, plus midweek visits to the Monza and Salzburgring circuits.

At Le Mans, France, 1970.



As I already had seen the Mercedes-Benz Museum in Stuttgart in 1969, we took a tour of the Porsche factory instead, where we were surprised to see how hand-made the cars still were then - no production line was in sight; the Porsche bodies were simply wheeled around the factory on trolleys as necessary.

In the Pyrenees Mountains, France, 1970.



At this time, an Alfa Romeo new car warranty was only 6 months, but with unlimited mileage. Therefore, our travel plan involved a visit to the factory in Milan, just one week before the warranty expired, for a final check-up. A factory mechanic inspected the car before taking it out onto an adjacent Autostrada where he literally thrashed it through the gears (my first experience of the 'Italian tune-up') before declaring it *molto bene*. Unfortunately, while in Milan, we also found that the Alfa Romeo factory and museum then were not open to visitors.

Entrance to Futa Pass (of Mille Miglia fame), Italy, 1970.

In this fashion, the 'new' GT Junior covered 13,000 trouble-free miles in 13 weeks, while visiting 16 countries as diverse as Norway and Sweden in the north, Austria and Yugoslavia in the east, Spain and Portugal in the south. The low octane fuel in Spain and the cobblestones in France did not please my little car, but it was very much at home in the high Alpine parts of Switzerland, Austria and, of course, Italy.



It would cruise happily at 90 mph on the Autobahns and Autostradas, although this was not remarkable, while flocks of Mercedes and big Citroens (so-called 'basking sharks') would routinely glide past. I recall chasing a car-load of grey-haired Germans who were in a Mercedes in Italy, but they soon left me far behind despite the 100 mph indicated on my speedometer. However, I did catch up with them again at the next toll booth, where the mystery was solved: the script on the Mercedes boot read '6.3 SEL'.



1750 GT Am, Brands Hatch, UK, 1970.

Once back in Britain, every weekend there would be motor racing somewhere within reach of this keen Alfa Romeo owner. As winter set in, I attended a memorable meeting at Brands Hatch where the very successful 1750 GT Ams and 1300 GTA Juniors competed, although on this occasion, they had difficulty keeping up with the 250 bhp Ford Escort 1800 BDAs from Broadspeed. A pair of Autodelta cars was also on display at the Racing Car Show that year at Olympia (in London). But, to see them up close was quite disappointing. The standard of finish was amazingly poor on these factory-sponsored cars and the flares over the wheel arches were simply attached by exposed pop rivets.



Arrival in Fremantle, 1971.

Eventually, after one year and 22,400 miles driving in the UK and Europe, the little green Junior was shipped from Southampton to Perth, where I had been offered a job. In WA, it was re-registered 'UZK-938' and then the car and I participated in the formation of the Western Australian Division of AROCA in 1972.

At the end of 1972, the Junior made its first crossing of the dreaded Nullarbor Plain which, at that time, featured 250 miles of rough gravel. (In fact, often that was exposed limestone bedrock.) On a 7,000 mile return journey from Perth to my family home in Brisbane, my co-pilot was Norm Craven-Kelly, a foundation member of the Victorian Division of AROCA and the first President of the Western Australian Division.

The Junior subsequently competed in just about every event that the WA Alfa Club could organise, whether it be a motorkhana, an economy run, a hill climb or a Concours d'Elegance. In 1976, it crossed the Nullarbor once again, this time to attend the second ever Alfesta, held in the Barossa Valley. By 1978, the car had covered 112,000 miles of mostly brisk driving.

As a low mileage motor from a written-off 1600 GT Junior became available, an engine swap was undertaken, which also provided the additional benefit of some welcome torque and an extra 20HP. The original 1300 engine still resides in my garage, along with a spare gearbox from a 1600 GT Junior. Another 'modification' made in the mid-1970s was the fitting of a pair of seats from a 1750 GTV (Series I), which I found more comfortable, but the original seats do remain in storage too.

The GT Junior was my principal 'daily driver' for 20 years, from 1970 until 1990, except for a three-year period when I lived in Norway. It was finally reserved for weekend duties, being replaced for weekday use,



first by a 2000 Spider Veloce and then by a 1600 GT Junior. However, my original 1300 GT Junior remains my sentimental favourite.



Nullarbor Plain, 1972.

Today, the car continues in this configuration with a total of 191,000 mls (304,000 km) recorded and a lot of fond memories. Every service and repair is recorded in a little notebook, now almost full. The car was never restored - just used, regularly serviced and not overly abused. It is largely original, although it did have a back to bare metal respray in 1987, refreshing the original dark green colour. To be honest, the standard of the factory paint work was not high. Over the years, there has been

little rust in the car, no doubt due to regularly spraying fish oil into all accessible cavities of the body.

It is gratifying that, even today, this car still attracts very favourable comments when displayed at car shows. It remains a delight to drive, with its free-revving engine, butter-smooth gearbox and wonderful feedback through its precise and sensitive steering. After all, isn't this what it is all about?

When I bought the car, my intention was to sell it after two or three years to capitalise on the duty-free purchase before the car's highly strung little engine failed. Of course, that hasn't happened and I have become increasingly impressed with the basic strength of the 1300 GT Junior's design.

When I recall my early fears that this would be a fun but fragile little Alfa, I must concede that it has performed considerably 'Beyond Expectation'. I wonder how many of today's electronically enhanced, computerised cars will provide similar satisfactory long-term service and still be on the road 50 years from now?

Happy Birthday, Junior!



ALFA GIULIA SWB ZAGATO - DESIGN DETAILS

Edited from an article by Adrian Padeanu in www.motor1.com on 19th December 2022.

A lot of green – and a lot of carbon fibre.

Near the end of the FCA era, one business plan called for an Alfa Romeo Giulia Coupé. The Italian brand even announced the revival of the "GTV" name, but then that didn't happen either.

However, it seems a two-door version of the Alfa sports sedan is likely to arrive in 2023 - with the help of the Italian coachbuilder, Zagato. Recently, on *Instagram* a series of teasers related to Zagato appeared that depict a lean and very green (coloured) machine, as is shown in the attached photos. This car is planned to arrive in 2023, as a special edition that will appear in all-new bodywork.

The publicity indicates that this new coupé will be much more than just a reskinned Giulia and, as the "SWB" in the car's name suggests, the wheelbase will be shorter.



It is unclear whether Zagato's creation will have only two front seats with a carbon fibre shell, or whether it will adopt a 2+2 layout. The article writer, Padeanu, leaned towards the former because it seems that a roll cage will end up occupying the rear.

Outside the vehicle, there is the corporate scudetto (of course), but with a honeycomb pattern, on top of which the Alfa logo has been applied. A carbon fibre front splitter is also noticeable, along with Tonale-like headlights and a vented hood.

There are side gills in the front fenders which recall the stunning Alfa 8C Competizione.

In a previous teaser, a Kamm-tail rear design was suggested that is similar to the shape of the 1960s Giulia TZs. Based on Zagato's well-known *modus operandi*, there is also the subtle suggestion of the Zagato double bubble roof as well.

As the photos show, the demonstration car is painted in

the same Montreal Green that has been used for both the Giulia GTA and the two-seat GTAm.

Apparently, this high performance coupe also will borrow the GTA's twin-turbo V6. One Zagato press release shows this 2.9-litre engine, producing 533HP and 600 Newton-meters of torque.

It may be too soon to say whether Alfa Romeo's engineers have found a way to bump up the engine's output even further, although, with the same engine carried over, performance could still improve a little since Zagato's creation will be a lighter car due to body shortening as well as the removed rear doors.



Considering that Alfa Romeo has charged €181,500 for its [GTAm](#) in the UK, this next Zagato version might cost an even larger percentage of your remaining fortune, as it seems that car is likely to be even more exclusive than was either the Giulia GTA or the GTAm. As the marketing campaign for this commemorative Alfa intensifies in the New Year, more of the wraps will be shed. However, as these photos show, we already have a reasonable idea about how this Coupé Zagato will look.

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Generally, it is believed that this car could be the swan song for pure ICE-powered Alfas, given that Stellantis has expressed an intention of becoming purely electric from 2027.

See a video of the new Giulia Coupé Zagato SWB here:

<https://youtu.be/tITqFQj-RHc>

Back in 2010/11, an earlier prototype TZ3 by Zagato appeared (photos below); the Alfa TZ3 Corsa Zagato 4.2 L. 90° V8, 420HP@ 6000RPM, 32V, DOHC, 6-Speed Sequential, weighing in at 850 kg. ♦



AT MOTORCLASSICA 2022



Photos by Peter Melna & Paul Blank

The wonderful concours car show 'Motorclassica' was held again in October 2022 after a hiatus of a couple of years caused by rampant Covid 19 pandemic conditions experienced in Melbourne in 2020 and 2021.

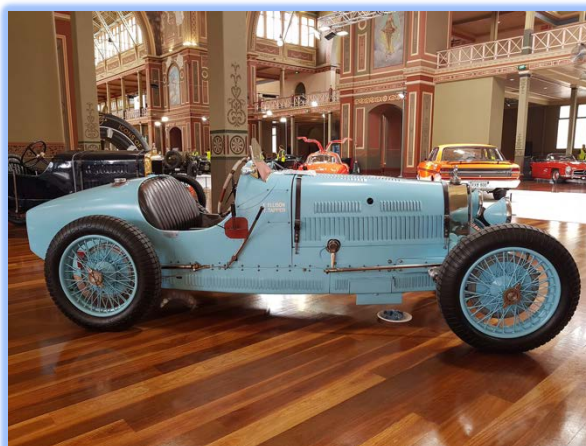
It was great to see the very historic (UNESCO world heritage listed) Exhibition Building surrounded by wonderful classic cars, both inside on the polished floors and in the surrounding park.

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The photographic essay of the Alfas seen at this show comes from MotorClassica attendee, Peter Melna. Paul Blank took the Bugatti photo and the above wide view of the Exhibition building display.



While Peter Melna is not an Alfa club member, nonetheless he does have impressive credentials as the father of your editor's daughter-in-law.

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Incidentally, AROCA WA member, Paul Blank, was an invited attendee at Motorclassica last October where he acted as an honorary member of the judging panel. ♦



THE ARTISTRY OF BERTONE

Written by David Wright, Patron, AROCA VIC.

Republished text from an article originally appearing in 'Cross & Serpent', Vol. 50 (4) P.30, 2022.

To celebrate the wonderful fruits of the Alfa – Bertone 'marriage', a display of Bertone designed Alfas (and of some other marques too) was a special feature at the 2022 AROCA VIC 'Spettacolo', held in Melbourne on Sunday 27th November.

It is 110 years since Carrozzeria Bertone was founded. However, this legend in automotive styling and design unfortunately was lost when the company ceased activities in 2014. This event was an extremely significant loss to Alfa Romeo. To quote a recent article by Matteo Licata, "The union between Bertone's style and Alfa Romeo's performance has produced a long streak of unforgettable cars and, like the best marriages, it lasted until death".

The Alfa 1900 derived BAT aerodynamic concept cars, the Giulietta Sprint of the 1950's and the EXPO 67 Montreal ideas car all offer a flavour of the distinctive designs that became Bertone hallmarks.



Also consider the 2600 and the 105 series 1600, 1750 and 2000 coupés, Giulietta/Giulia SS Sprints, 1750/2000 Berlins, the Alfa 90 and, finally, the 937 series Alfa GT, in order to fully understand the importance of the relationship between Bertone and Alfa Romeo.

Unfortunately, too little was known of the extent of Bertone's contribution to production models from Alfa Romeo's own design division,

Alfa Stile, which also lasted for many years.

Founded by Giovanni and, post-WWII, later managed by his son, Nuccio Bertone, this Carrozzeria became famous for the stylists who worked there, namely Franco Scaglione, Marcello Gandini and Giorgetto Giugiaro. Giugiaro, who styled the Alfa 2000 / 2600 Sprint, which later morphed into the 105 series coupé models, was voted the premier car designer of the 20th Century by a panel of 130 experts from 30 countries. In addition, Scaglione's superb Tipo 33 Stradale has been voted 'The Most Beautiful Car of all-time,' while Gandini's Lamborghini Muira is an all-time stand-out.

The very different designs for individual cars from Scaglione, Giugiaro and Gandini were unique to Bertone. By contrast, consider other famous design houses, such as Pinin Farina, which was renowned for the continuity of its recognisable shapes.

The downfall of Bertone came as a result of its reliance on revenue from vehicle manufacturing at its Giugliasco factory near Turin, rather than to any loss of inspired auto design.



Production of the Alfa GT bodies at that factory from 2003 to 2010 was crucial to its survival, but this project was discontinued by Alfa Romeo and contracts from other makers also dried up. This left continuing operations at Bertone unviable.

Interestingly, the GT was the last Alfa Romeo model built with the legendary 'Busso' V6 engine.



Production to the end of the GT model run was only possible due to the availability of stockpiled engines.

This final Alfa, designed by Bertone, was also the last with the 'Busso' V6 engine. The GT is destined to be yet another classic Alfa. ♦

Different photos appear in this republished article: Top, Alfa 105 coupé, mid, Alfa 2600 Coupé, lower, Alfa Romeo GT.

AROCA WA'S CERTIFICATE OF INCORPORATION IS RECOVERED

Update on the WA DOT's Audit of your Club's Concessional Registration Process.

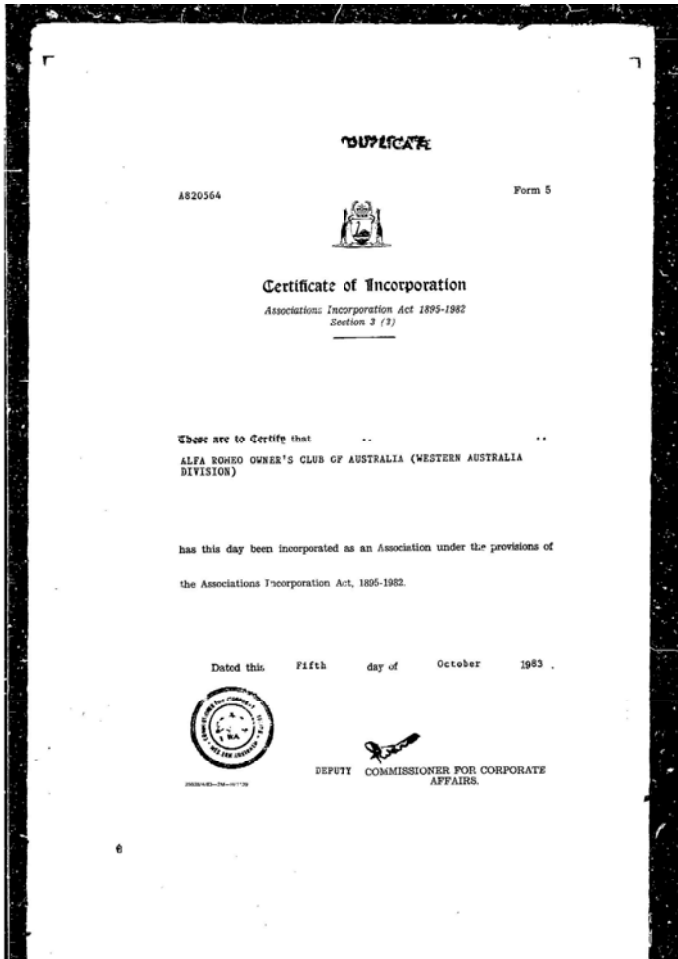
In November 2022, the club was advised by the WA DOT that the committee needed to prepare for an audit of AROCA WA's concessional licensing documentation and associated trip registration details for those club members who own concessionally licensed vehicles.

The committee was already aware of other WA Auto Clubs being audited in a similar manner. Therefore, it 'half-expected' the audit email it received in November. Concessional registrar, Steve Sugden, already had fully sorted the needed concessional licensing database and had trip records in good order.



However, we also needed to provide the DOT with a few other items; one of which was a copy of the club's Certificate of Incorporation. Unfortunately, after searching through various archived club records, no evidence of it resulted.

A request and pre-payment sent to the Associations Branch of the WA government led to the club eventually receiving a scanned copy of this certificate, that dates back to 5th October 1983. Evidently, it was first recorded around the time that certified incorporation of WA clubs and associations first became mandatory.



It did take some work to obtain this replica from the Associations Branch - but here it is for all to see – an interesting historical record produced on an early 1980s typewriter. It is easy to forget how different things were working in an office 30 or 40 years ago.

As yet, the club hasn't been advised of the final outcome of the DOT's audit of the club's concessional licensing records and their maintenance.

However, your club secretary did receive some encouraging news in December when he was advised that no obvious problems had been noted during the DOT's first reading of our audit submission.

The committee anticipates that more DOT audits covering various aspects of the WA Alfa Club's business are likely at regular intervals in the future – not just for AROCA WA, but for all WA auto clubs. ♦

GRSmith



Out on the road in a glorious pre-war great. Perhaps this 1935 Long Chassis Alfa Romeo 8C-2300 deserves to step out of the illustrious shadows that were created by its racier siblings.



S H A N N O N S A D E L A I D E R A L L Y ' 2 2

Edited from an article by Vince Johnson in www.VeloceToday.com, dated 2nd January 2023.

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Local and interstate crews and their cars were back in the South Australian capital between 24th and 27th November 2022 for the Shannons Adelaide Rally. Along with untimed Tour groups, all were looking forward to three days of closed road stages, hill-climbs, an auto-test and a circuit sprint.

Mike Lowe & Lindsay Lyons in their 1959 Fiat Abarth 750 Zagato, Tour, Vic Park, turn 5.

Pending the outcome of a review into tarmac rallying by Australia's governing body Motorsport Australia (MSA), this year there

was a single competition 'Trophy' category, with speed limited to 130kph and all cars requiring a mandatory six-point cage.

The roads in the Adelaide hills had been selected to include many tight and technical stages, rewarding strategic as well as driving skills. Training and driver briefings for the Trophy crews began on Thursday in Parc Ferme at the Showgrounds, south of the CBD.

One hairpin after another on Friday's first stage 'Beaumont', high above suburban Glen Osmond near the golf course, gave drivers' arms and navigators' notes a baptism of fire. Stages had been classified as Platinum (Tarmac Rally), Gold (Hillclimb), Silver or Bronze, with awards within each classification.

On this first morning, the longest stage of the weekend was held; the 20km of 'Cherryville'. Following a lunch stop, stage 6 saw entrants heading uphill on the Norton Summit Road, which remained closed all weekend as it later also became the downhill stage 10 'Teringie'.



After Friday's stages, rally entrants headed to the Gouger Street Party. This has been popular with the public ever since the inception of the event in 1997.

The Gouger Street Adelaide Rally Party

Spectators also had a close-up view of the action at the daily lunch stops in hill towns, at a special 1km stage 'Wairoa' on Saturday between the villages of Aldgate and Stirling, and again during Sunday's final Victoria Park circuit sprint stage.

The finale and presentations were held on part of Adelaide's 1985-95 Formula 1 track. The Aussie V8 Supercars were due to race around the city's streets the following weekend, so the grandstand on the start-finish straight was the place to be.

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Various Tour groups were first out each day with an official Tour Leader setting a spirited pace using both sides of the closed roads and a Tour Follower between groups. Classics as well as modern cars were represented, in mixed groups and in single marque packets.

Roger Buratto & Jeremy Browne in the 1982 Fiat 131 Abarth, Trophy, Vic Park turn 5.

Four Italian cars competed in the Trophy pre-1986 'Heritage' category. Guy Standen and Steven Hiser returned in Guy's 1962 Alfa Romeo 2600 Sprint, though the

Cherryville stage took its toll. Following a timing chain pre-tensioner failure, valves and pistons occupied the same space, and the inevitable resulted.



Guy Standen & Steven Hiser, 1962 Alfa Romeo 2600 Sprint, Trophy, Beaumont.

Also from Milan, the **1973 2000 GTV of West Australians Nick Rahimtulla and Lisa White** did see more stages, before retiring on Saturday afternoon. Nick's GTV was mobile again on Sunday, in time for a lap during the final stage at the 2.2km Victoria Park circuit.

The two Fiats had more success. From New South Wales, David Currow and Kate O'Donnell were in David's dependable 1969 124 AC coupe, completing the event and earning their finishers' medallions.



Last year, locals Roger and Georgia Buratto's Lancia Delta Integrale had started this event, only to retire with a blown head gasket, so they had rejoined in the Tour group this year with their 1982 Fiat 131 Abarth.

WA's Nick Rahimtulla & Lisa White in Nick's 1973 Alfa Romeo 2000GTV, Trophy, Vic Park turn 5.

In the Trophy Modern section, newly-weds, Mike Lowe and Kerry Chevis, returned in a Yamaha R1-powered 1990 FSM Nikiha (a Fiat 126-based Polish Niki).

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After running strongly in mid-field all morning, some clutch issues surfaced on Friday, but they were back into the action on Saturday, having replaced it. The day saw them remaining in mid-field, even with Kerry losing her voice and resorting to hand signals. Then, among other troubles, the water pump drive sheared, and being inside the engine, their competition was over.

However, always thinking laterally while on this certainly different motoring honeymoon, they went home to wake up their 1959 Fiat Abarth 750 Zagato. Kerry gratefully gave the passenger seat to Lindsay Lyons



and the 'Double Bubble' had great fun chasing modern Porsches and others on Sunday in the Tour group.

Honeymooners Mike Lowe & Kerry Chevis 1990 FSM Nikiha, Trophy, Beaumont.

The presentations were made alongside the Victoria Park grandstand on Sunday afternoon. Outright winners were Richard Lovell and Karl Radziszewski (2007 Subaru STi Spec C) by 21 seconds from Matt Selley and Hamish McKendrick (2003 Mitsubishi Evo 8RS). In third place were Ben Auld and Lucy Barker in a 2010 Porsche 997 GT3 CS.

In the pre-1986 Heritage section, the winner was the 1970 Ford Escort Mk1 of Lachlan Cox and Sam Martin, which also came home 6th outright. Roger Buratto and Jeremy Browne in the Fiat 131 Abarth took a well-deserved 2nd place, from the 3rd placed Porsche 911 of Queenslanders Zach Hegde and Samuel Kenney.



Daniel & Tony Trasente in a 2020 Alfa Romeo Giulia Q, Daniel Dello Iacovo & Yves Defossez in the 2018 Giulia, Richard Zanchetta & Dean Ambrosini in a 2021 Giulia Q, Tour, Vic Park straight

Further funding from the South Australian government was announced during the meeting. This will secure the Adelaide Rally for the next four years.

Future competition will be held under new MSA guidelines. In 2023, the Adelaide Rally

again will be held in November, on the weekend before the V8 Supercars race again on the city streets in the 'Adelaide 500.'



An Alfa Romeo Tipo 33 Stradale is dramatically pictured in a stormy San Marco square in Venice.



ERRATA & ADDENDA

Additional info regarding two Items that appeared in Alfa Occidentale #68

1. Misidentified personality at a WA AROCA dinner is Maurie Ogden.



Recall that this photo appeared in the last issue of Alfa Occidentale #68. An email message from Andrew Stevens and Kelly LaVelle in the UK pointed out that there was a misidentified person in the adjacent Alfesta dinner photo.

Sitting with John Schoen is the late WA club member and actor, Maurie Ogden – not Ron d’Raine as was incorrectly noted.

2. More about what happened to King Michael of Romania’s 1938 Alfa Romeo 8C2900 B.



In the article in Alfa Occidentale #68, on the history of the 8C2900B Lungo, first owned by King Michael of Romania (written by Marius Pop), it was noted that this 2900B eventually was sold to a German Count Von Wildenburg who then restored the Alfa in the UK. However, instead of a nuts-

and-bolts restoration back to the original, he chose to fit the body of a 1938 6C2300 Mille Miglia (Pescara) Spider. Apparently, the Count had decided on this transplant to the 2900B to enable him to drive the car in historic races without fearing damage to its original bodywork.

Marius Pop stated that while the Count had kept the car, since his acquisition no additional photos or other information had ever reached the public concerning it. Pop also wrote that he had managed to contact the Count, who had confirmed that he still owns the car, as well as its original body.

Since this article was published in Alfa Occidentale #68, an interesting comment has appeared on the Facebook group “Pre-war Alfa Romeo 8Cs: Production, Race-cars, Specials and Inspiration”, including a photo claimed to be of the car, in its current Pescara Spider bodywork. With this photo, appearing above, the frequent 8C Facebook Group correspondent, Enric G. Guillamot, had written (translated from his Spanish): “Originally as the Touring Coupé, I belonged to the King of Romania.” ♦



A N U N R E D E E M A B L E J A C K P O T ?

Edited from an article by John Draneas in SCM's Feb 2023 on-line edition.



The Dillon County Sheriff's Office in South Carolina (SC) announced that a 1938 Alfa Romeo 8C 2900B Lungo Spider, valued at US\$23 million, had been stolen during the early morning hours of 25th July, 2022. Detective Sara Albarri said that the Alfa 8C was inside a 2009 Haulmark rental trailer, pulled by a white 2002 Ford dual cab pickup and that both were parked in the lot behind the Holiday Inn Express motel in Latta, SC.

Interestingly, AROCA WA club president, Aidan Daly, had discovered a few Facebook comments (but dating well after 25th July 2022) regarding this alleged historic Alfa heist. However, these entries from SC did seem just a little bit like more fake news. As a result, your editor chose not to place them into an earlier edition of Alfa Occidentale.

However, in a recent SCM edition (dated February 2023), that magazine's legal correspondent, John Draneas, wrote an article about this apparent serious car theft. You will note, if you do get to the end of this article, that we still do not know if the Alfa 2900B has been or ever will be recovered, or even if it is undeniably true that it was stolen! However, despite an amazing US\$23M level of inconclusiveness, this article certainly does make some interesting points that might well be worth further consideration.

Draneas comments that, according to the Alfa owner's car-collection manager, this car had been restored by the previous owner several decades ago and then it had won Best-in-Show at the 2000 Amelia Island Concours. Although still in the same general condition in 2022, it was showing its age. Therefore, the car was on its way to Florida for another restoration.

The driver stopped overnight at a Holiday Inn. However, when he awoke, he discovered that his truck, the trailer and the Alfa, presumably still in it, were all gone. Hotel security footage showed that, at about 2AM, two men had crawled through the bushes to reach the passenger side of the truck. After unlocking the door, they hotwired the truck and quickly took off. Although their faces were obscured, it seemed obvious that they were experienced at such misdoings. In the space of a few seconds, they had opened the truck, wired it, then drove away.

Local South Carolina TV news mentioned that some personal items from the truck were later located in a ditch behind a convenience store in Lumberton, in the adjacent state of North Carolina (NC). Investigators considered that the vehicle may still be in NC, but as of the date of the Draneas article's submission to SCM, nothing more had been recovered.

According to Detective Albarri, at least three other incidents of vehicles and trailers being stolen at or near that same Holiday Inn Express have occurred in recent months. In addition, a string of similar trailer thefts also occurred in the area, although most of those involved go-karts and other smaller vehicles.

AlG Insurance, the 8C 2900B's insurer, also offered a \$50,000 reward for any information leading to the recovery of the historic Alfa.



Big surprize

Both the collection manager and the sheriff's department thought that the thieves may have had no idea that there was an historic Alfa inside the trailer - and that the likely theft target was just the truck and trailer. "Only three people in the world knew what was inside the trailer, and the thieves had no time to get inside and have a look," the collection manager told Draneas. "The truck and trailer are prime theft targets and are quite easy to fence."

In his SCM article, legal eagle, John Draneas next set up a hypothetical for us to consider: Picture yourself as one of the thieves. You have just made a clean escape with a valuable truck and trailer combination. Whatever there is inside the trailer is just a bonus. Once you get to a safe place in another state, you break into the trailer to see what your (sur)prize is. Since the hotel is located near a racetrack, you suspect that you may find a race car inside. Such a find would be relatively easy to break down into parts and sell. Instead, you find an old Alfa Romeo of a type that you have never seen before. What now?

Draneas thinks that the thieves have very few viable options. The Alfa is one of nine such cars in existence, and one of only five in the long-wheelbase version. Anyone interested in buying such a car is going to know exactly where it came from, so you will certainly be arrested. You really can't dismantle it into parts, as there are only a handful of potential parts buyers in the world. Each of them will also know exactly where the parts came from, so, again, you will get arrested. Your best bet to make any money from this theft might be to find an accomplice who can then miraculously "find" the car and claim the insurance reward. But, of course, that approach can easily go sideways in any number of ways. So, again, you will likely be arrested. Converting this car into money isn't going to be easy. Just getting rid of it might be the best course.

The insurance settlement

The collection manager advised Draneas that AIG had already paid the claim and now owns the car. But the insurance company also has given the owner the right to re-acquire the Alfa, that is if it is ever recovered. Just thinking about that, says Draneas, the buy-back would be pretty straight-forward, especially if the Alfa was to be recovered without damage. But arriving at any buy-back price would soon become very complicated if there was significant damage.

In any event, the owner does want his car back, regardless of its condition, given that it is an intact, all-original, \$23M price-tag example; already restored once and, when stolen, on the way to be restored yet again. As a new restoration would bring this Alfa back to full value, any net loss would only be the increased cost of the restoration attributable to any damage caused by the thieves. Even if the thieves disposed of this Alfa over a cliff, it might still be restorable, just at a much higher cost.

Protecting your cars

While that result may be acceptable for an Alfa 8C 2900B Lungo, things might not go as well if a more common car was stolen. Generally, we are much better off recovering the car intact than by having a big insurance claim with its attendant uncertainty.

Without doubt, an owner should maintain adequate security measures to prevent theft as an appropriate first step. But as no security system is infallible, the owner should also consider modern high-tech approaches that can track the car in the event it is stolen.

The simplest approach might be to hide an Apple AirTag in the car. The AirTag is small and has location tracking capabilities. It costs about US\$25 in USA - or AU\$165 for 4 here in Perth. The "Find my iPhone" app can track the device to find the car. As AirTags run off a replaceable battery, each should last about a year, but, while this is a simple system, it does have its limitations.



A more sophisticated approach is the use of a GPS-enabled tracker, such as one manufactured by LandAirSea Asset Protection. This device looks like an ice-hockey puck. A magnet allows it to be positioned anywhere in a car. Then, using LandAirSea's phone app, you can find where the tracker is via its GPS connection.

As with everything else, tracking technology continues to improve. Nonetheless, it has already developed to the point that it may make very good sense to buy a tracking device for your car to help in its recovery, if stolen. While the expense of a tracking device is minimal, the recovery of your car is a much better alternative than having to deal with a complicated insurance claim.

Meanwhile, we are still none the wiser about the outcome of the supposed theft of that Alfa 8C 2900B Lungo. Here at Alfa Occidentale, our online watching brief continues as we await further news. ♦

JOHN DRANEAS is an attorney, based in Oregon, USA. He has been SCM's "Legal Files" columnist since 2003. Draneas recently published the book, 'The Best of Legal Files' which is purchasable on the SCM website. He can be contacted at john@draneaslaw.com. Note that these comments are general in nature and not intended to substitute for legal consultation.

AROCA NATIONAL COORDINATOR (SECOND NOTICE)

By Peter Mathews.

Over the past 3 years it has been my privilege to hold the position of AROCA's National Coordinator, Peter Mathews writes. Peter's key objectives during this period were to establish a working relationship with Stellantis, which has been achieved, to address any issues of national significance, and to work hard with Stellantis to promote the need for a Queensland dealership, based in Brisbane, which also has occurred.

Peter continues: "I thank you all for your support in achieving these goals, with special thanks to AROCA VIC Patron, David Wright, for his invaluable assistance in the establishment of AROCA's relationship with Stellantis. Now, due to business and other commitments, I have decided that it is time to step down from this role. I will do so following Alfesta 2023 in Toowoomba."

What does a National Coordinator (NC) for AROCA do?

It first should be noted that this role has no executive powers. As the title indicates, it purely is a coordinating role. Each of the five state divisions is a separate incorporated entity, with each having the undisputed right to make its own decisions. As such, the NC has no role to instruct any division to do anything, although via diplomacy and friendship, activities of national interest can be quietly achieved.

Primarily, the role of NC is to provide a conduit between the state divisions that enables coordination of anything of national interest, or of significance to other divisions. Good examples have been the annual state rotation of Alfesta, advising other states of any executive role changes in any state (or other relevant news), and pursuing projects like the Club Shop or a national AROCA website. Basically, it can include anything that is deemed of interest to the state Divisions.

The process for finding and appointing a replacement NC will commence very soon.

Qualifications required:

1. A candidate must be a person of high repute who is well known in his or her home club.
2. Preference to be given to candidates who previously served in senior Executive Committee roles, such as Division President, Vice President, Secretary, or Treasurer in their home Division. Should no nominated candidate meet these criteria, consideration may be given to candidates who have served in other roles in their home Division.



3. Candidates for NC should not continue to serve in an Executive Committee role (during the term of the NC.)
4. Candidates must be current, fully financial, members (and not associate members or Life Members) in their home Division.
5. At the time of nomination, candidates must have been an AROCA member for at least five years.
6. Candidates must be able to attend the annual national Alfesta event.

The selection process is as follows:

1. Publication of this notice.
2. The name of any interested persons who meet the above qualifications to be submitted to the home state's Division President by 28th February 2023.
3. Each state division committee will then vet any candidates at the Division committee meeting held in March 2023. Should there be more than one candidate in any state, then that state should select its preferred candidate as its state nominee.
4. By 31st March 2023, or before, the list of candidates will be made available to all Divisions.
5. If there is more than one candidate standing, a short-listing process may be conducted by a panel, comprised of Victor Lee and Peter Mathews who then will put their recommendations forward for each State Committee's consideration. Thereafter, by a majority vote of the five Division Committees, a new National Coordinator will be elected with commencement in the role anticipated to start on 1st May 2023.
6. Peter Mathews intends to retain a Deciding Vote should that be required. However, as there are 5 divisions, the use of a Deciding Vote to select a new NC seems unlikely to be needed.

Peter Mathews says that has enjoyed his time as National Coordinator immensely. He thanks everyone in AROCA for the support he has received and for the many new friends he has made while in the role. ♦

R E C E N T A L F A S A L E S

Edited from the February 2023 online edition of Sports Car Market.

BROAD ARROW AUCTIONS GLOVERSVILLE, NY

In keeping with the Alfa 6C and 8C theme found in this edition of Alfa Occidentale, an auction report that had appeared in the last magazine issue is reprinted here, also given that the March online issue of SCM is yet to appear.



#866-1947 ALFA ROMEO 6C 2500 Sport cabriolet.
S/N 915417. Eng. # 926235. Metallic light blue/black cloth/red leather. RHD. Odometer: 26,733 km. 2.5-L I6, 1-bbl, 4-speed. Full restoration sometime prior to 2000, then purchased by Taylor in 2001. Body and paint have maintained their excellent appearance. Various types of bumpers appear on 6C 2500s, and, in some cases, no bumpers. Minimal chrome pieces are all in good order. The unusual and likely unobtainable

headlight glass is good. Painted wire wheels in excellent condition. The luxurious Italian interior also is in excellent condition, with some typical flaws in the Bakelite steering-wheel hub, and imperfections in the painted wood on the doors. The seats appear barely used, but restoration quality is not top-level, with some waviness in seat-back tops. Engine in fine condition, no leaks or flaws visible. Undercarriage reflects some of the time since restoration, but still in fine condition. Cond: 2+. **SOLD AT US\$235,200.** 6C 2500s were produced in a number of different iterations between 1938 to 1952. Today, they are fairly rare and remain quite stunning Alfas. This is the Sport model, with one carburettor, producing 95 hp. The Super Sport models, with three carbs (perhaps sometimes with two) are listed as making 110 hp. It is hard to say how that may affect value, as in this case the Sport was produced in fewer numbers than was the SS. In the big picture, condition and history most likely are more important. Despite the age of the restoration, this 6C was still in beautiful condition, reflecting both a fine restoration and Taylor's level of care. Fairly well bought. ♦

*Alfa Occidentale is the electronic magazine of the
Alfa Romeo Owners Club of Australia (Western Australian Division)*



LATEST CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
<i>Cars & Coffee (UWA) then run to Swan Valley for lunch</i>	<i>Sunday 2nd October '22</i>	<i>Aidan Daly</i>	<i>After Classic Cars & Coffee drive out to a brewery lunch in Swan Valley. Note: This run is booked out.</i>
<i>October Club night Italian club, North-bridge. (Thurs. not Tues. for this month)</i>	<i>Thursday 6th October '22</i>	<i>Greg Smith</i>	<i>Starts 7pm. Enjoy Italian club's reduced-price Thursday night Pizza event with fellow Alfisti.</i>
<i>Pasta Run</i>	<i>Sunday 16th October '22</i>	<i>Andrew Murray</i>	<i>Details of the event and a free Trybooking link are provided below</i>
<i>Joondalup Festival of Motoring</i>	<i>26—28th Oct. 2022</i>	<i>Greg Smith</i>	<i>Car displays, motor racing events, etc. See brochure in this magazine.</i>
<i>Perth—Sydney marathon rally</i>	<i>Thursday 27th October 2022.</i>	<i>Aidan Daly</i>	<i>Meet at the WA Motor Museum on 27th at 09:30 to see cars inspected—onto lunch at Mindarie from 12:30.</i>
<i>November club night (Melb. Cup Night)</i>	<i>Tuesday 1st Nov. 2022</i>	<i>Andrew Murray</i>	<i>Meet at WA Light Car Club, Bayswater for Beer, Wine & Pizza.</i>
<i>“Colours of Italy”, Stirling Civic Gardens</i>	<i>5th & 6th Nov. 2022</i>	<i>Greg Smith</i>	<i>2-day festival of Italian culture and heritage. Club endorsed event.</i>
<i>Italian Car Day at Mulberry Estate</i>	<i>Sunday 13th Nov. '22</i>	<i>Andrew Murray</i>	<i>See announcement below with Trybooking link for display cars.</i>
<i>Spettacolo at Wesley College (Vic.)</i>	<i>26th and 27th Nov. 2022</i>	<i>Greg Smith</i>	<i>Some in AROCA WA may like to attend this great AROCA VIC event.</i>
<i>Collie Vintage Stampede</i>	<i>3rd and 4th Dec. 2022</i>	<i>Aidan Daly</i>	<i>Collie raceway. Alfa club dinner on Saturday night in Collie for attendees.</i>
<i>December club night</i>	<i>Tuesday 6th Dec. 2022</i>	—	<i>Committee decision made not to hold this Dec 6 event</i>
<i>Christmas Lunch at Brookside Vineyard</i>	<i>Sunday 11th Dec '22</i>	<i>Greg Smith</i>	<i>Sunday morning run to Christmas lunch at Brookside. Bookings sold out.</i>
<i>Club Picnic Evening</i>	<i>Tuesday 10th January 2023</i>	<i>Sam Calabro</i>	<i>Meet at Swan River, South Perth for fish & chips club night. Details below.</i>
Coffee in East Freo then to Mandoon Estate for lunch	Sunday 22nd January 2023	Aidan Daly	Morning coffee followed by drive to Swan Valley and lunch at Mandoon Estate. See details below in magazine,
'Nautical Drive Festival' 2023	Sat & Sun 25 /26 Feb 2023		Weekend drive to Busselton – need to book using details appearing below.
Weekend run to Ferguson Valley	Mid-Feb. 2023	Enzo Simeone & Sam Tornatore	Weekend road trip to Ferguson valley. For details see the next issue.
JCCWA Track Day	Tuesday 21st March 2023	Jag Car Club	Jag club invites AROCA WA to join it at Wanneroo – see announcement below.
Shannons Classic Car Show	Sunday 26th March 2023	TBD	Look for booking announcement in upcoming issues of the magazine.
Alfesta 2023 in Toowoomba, Qld	6th to 10th April 2023	AROCA QLD.	See booking details below in this magazine edition. Almost booked out.
Melbourne F1 GP	May 2023	Aidan Daly	Watch this GP in a pub? Aidan will set up a plan.
British Car Day Raid to GinGin	Mid-May 2023	TBD	Repeat past event with a run + coffee in Bindoon.
Albany Classic	3rd & 4th June 2023		June long weekend at Hill Climb and Round the Houses in Albany – see below



3RD 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.

CLASSIC CARS & COFFEE

It's about classic cars, motorcycles and the people who love them

Not just **CLASSIC CARS & COFFEE**

classiccarsandcoffee.com.au

EVENT TIMES
8:30AM - 10:30AM

FEBRUARY 5

Special JDM area

University of Western Australia, Carparks 3 & 4, Hackett Drive, Crawley

Prostate Cancer Foundation of Australia / **\$10 Entry per car** / \$5 Motorbikes & Spectators **FREE** / supporting The Prostate Cancer Foundation of Australia

f i

Next Classic Cars & Coffee is on Sunday 5th February 2023.

At the University of Western Australia, Carparks 3 & 4, starting at 08:30 (but do get there earlier to avoid the long line of cars entering the carpark!)



COFFEE, DRIVE + LUNCH AT MANDOON ESTATE

Sunday 22nd January, 2023



Dôme Café, 25 Riverside Drive, East Fremantle

Mandoon Estate

10 Harris Road, Caversham, WA 6055.

At Mandoon Estate, there are 2 options for lunch:

The Llawn (which Mandoon Estate spells with two "L"s)

- There are no bookings for the outside area, but there are tables - or you can bring your own picnic rug.
- A sample menu is attached, or picnic hampers may be ordered directly from Maldoon. See: [Picnic Hamper - Mandoon Estate Reservations \(rezdy.com\)](https://www.rezdy.com)



Homestead Brewery

This is an alternative for lunch. It is indoors with table service. If you want to dine here, you need to book a table directly with Maldoon on 08 6279 0500

From the Maldoon website: Llawn FAQs

The relaxed picnic style menu is constantly changing. However, it always includes a selection of cheeses, meats, salads and other snacks, including options for children. Pizzas are served year-round, plus spit roast meats on the weekend.

[Can I bring my own food or drinks?](#)

Sorry, it's strictly NO BYO food or drinks. Relax and enjoy the view. Let us take care of the catering and drinks. We have plenty of delicious options for you to enjoy.

[Can I bring my own chairs/picnic rugs to use?](#)

Sure. We want you to be comfortable. Feel free to set up your own chairs and rugs in the Llawn's garden. You can also borrow picnic rugs from the Llawn garden bar.

Before departure from Dôme Café, a route map is available for the drive to Maldoon Estate.



NAUTICAL DRIVE FESTIVAL 2023

Cruise from Perth to Busselton • Show & Shine • Competitions • Outdoor Movie • Treasure Hunt • Food Vans & More



FEBRUARY 25TH-26TH
2023

📍 Barnard Park, Busselton

Proudly Supported by



The Nautical Drive Festival will take place over the weekend of 25-26th February 2023.

Tickets are available to the general public. You do not need to be a member of a Car Club in order to attend.

It is expected that 100-150 cars will be present and 5 or 6 Alfas have already booked.

Tickets for the event are \$55.00. Also note that you will need to arrange your own overnight accommodation in Busselton on the Saturday night.

Date and time: Sat, Feb 25, 2023, from 11:00 AM until Sun, Feb 26, 2023, at 3:00 PM

Location: Barnard Park, Busselton, WA 6280

To obtain tickets for the Nautical Drive, book using this link:

[Nautical Drive Festival Tickets, Sat, Feb 25, 2023 at 11:00 AM | Eventbrite](#)





JAGUAR CAR CLUB TRACK DAY

Tuesday 21st March 2023

JCCWA invites members of the WA Alfa Romeo Club to join this event at Carco Wanneroo Raceway. The format is a Super Sprint with timing based on Regularity.

- Gates open shortly after 7AM.
- Scrutineering/registration at 7.30AM. Driver briefing at 8.15AM.
- Familiarisation laps start at 8.30AM (depends on number of first time participants.)
- Sessions comprise 1 warm up lap, 3 timed laps, plus one cool down lap.
- Cars in small groups are signalled onto the circuit, one group at a time at regular intervals. This gives drivers a clear circuit for the timed laps and allows them to focus on consistency.
- Sessions continue until drivers or cars are worn out or available track time expires.



Registration.

All entrants should register very soon. Numbers are limited to 30 participants - register early to avoid disappointment. Register and pay using the Green Register Button below. The entry form, day licence application and disclaimer must be downloaded, completed, signed and ready to hand in on the day.

Click on [Track Documents](#) to download these forms. This will assist the organisers in commencing track activity on time. Also click on [Information](#) to download other **important reminders** for the track day.

Driver's apparel –

- Long sleeved shirt and long trousers (or slacks for the ladies) – preferably cotton. Closed shoes.
- Helmets are available for hire at the track at a cost of **\$22 per helmet** and hair cover.

Car checks

All cars will be scrutineered prior to the event. It is the driver's responsibility to present cars in roadworthy condition. All loose items must be removed from the car. Licenced or unlicenced cars not deemed safe will not be permitted to participate.

Timing

No timing devices of any kind are allowed in the vehicle other than the Dorian timers which are supplied on the day. No pit wall, radio or phone communications to or from the driver are permitted.

Cost.

Entry cost per driver is **\$130.00 for JCCWA members and \$170.00 for non JCCWA members**. There are no ATM facilities available at the track. **Payment should be made online after registering.**

Lunch.

A light lunch is available at no cost to participants and officials. This will be served from midday.

Licences and cost.

Compulsory AASA day licences are available for **\$25** if you don't have a valid CAMS or AASA licence.

DON'T FORGET TO BRING ALL COMPLETED FORMS & LICENCE TO PRESENT ON THE DAY.

[Register](#)

[Not attending](#)

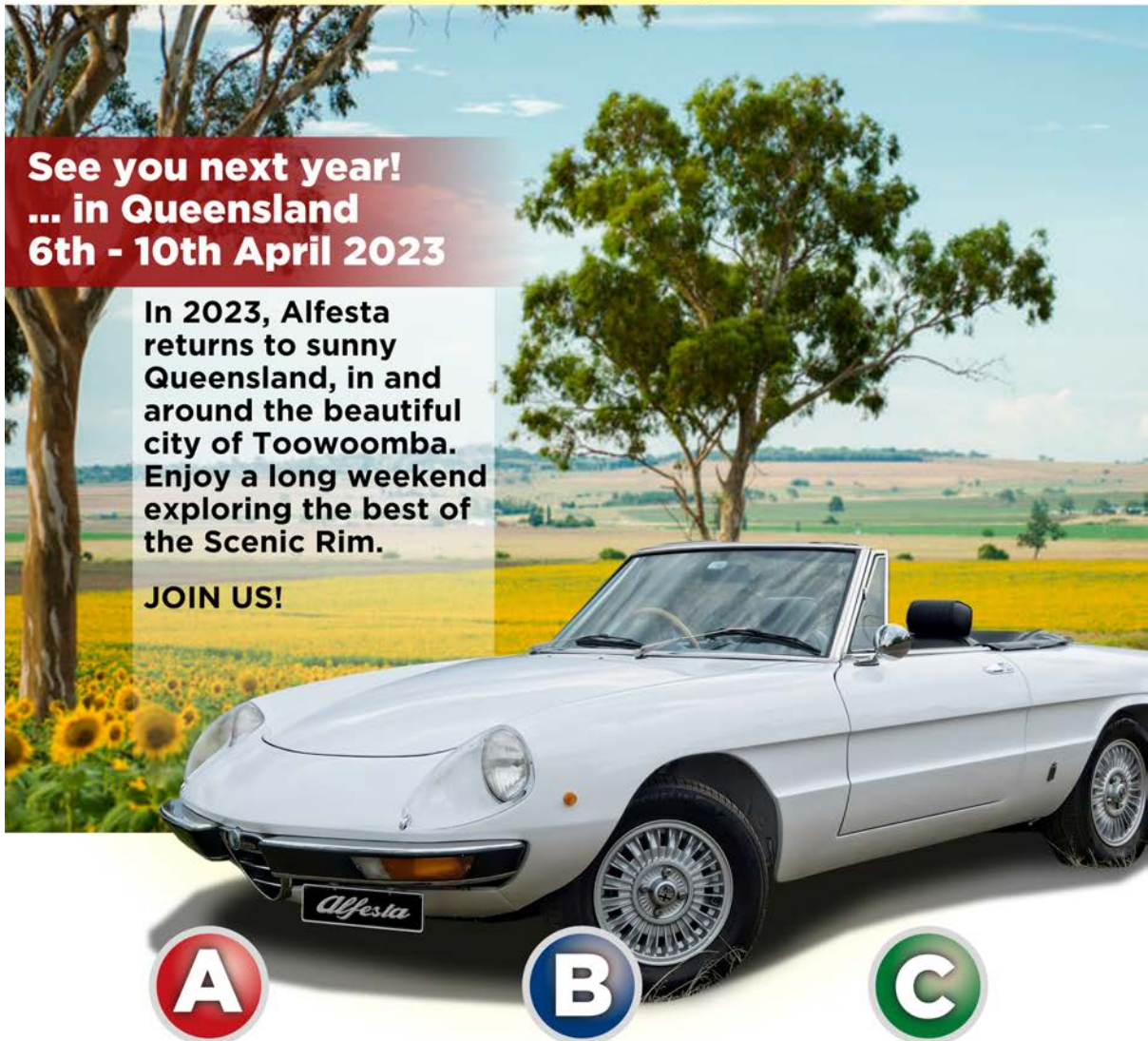


Alfesta
TOOWOOMBA **2023**

**See you next year!
... in Queensland
6th - 10th April 2023**

In 2023, Alfesta returns to sunny Queensland, in and around the beautiful city of Toowoomba. Enjoy a long weekend exploring the best of the Scenic Rim.

JOIN US!



Create an account on the Alfesta 2023 website and register your interest



Select and pay for your accommodation directly with the hotel



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

<https://www.alfesta2023.net>
email: admin@alfesta2023.net





ALBANY CLASSIC WEEKEND 2023



June Long Weekend - Sat. & Sun. 3rd & 4th June 2023

Mount Clarence Hill Climb will be held on **Saturday 3rd June**.

Albany Classic "Round the Houses" is on **Sunday 4th June**.

Visit: <https://albanyclassic.com/> for details and registration.

Note that a group from the WA Alfa club will be in Albany over this long weekend; some to compete in events, others to watch the racing and/or attend social activities.

As in past years, an informal dinner will be held for WA Alfa club attendees at Albany Classic.

Accommodation in Albany

Should you be planning to visit Albany over this year's June long weekend, please be aware that it is highly advisable for you to book your Albany accommodation ASAP !

Historically, the town books out its accommodation for this weekend with many very early reservations from keen Albany Classic competitors and spectators.

Check this link to book your accommodation in Albany:

<https://www.amazingalbany.com.au/accommodation/>



AROC NZ'S 50TH ANNIVERSARY

Be there - Wellington, New Zealand, October 2024

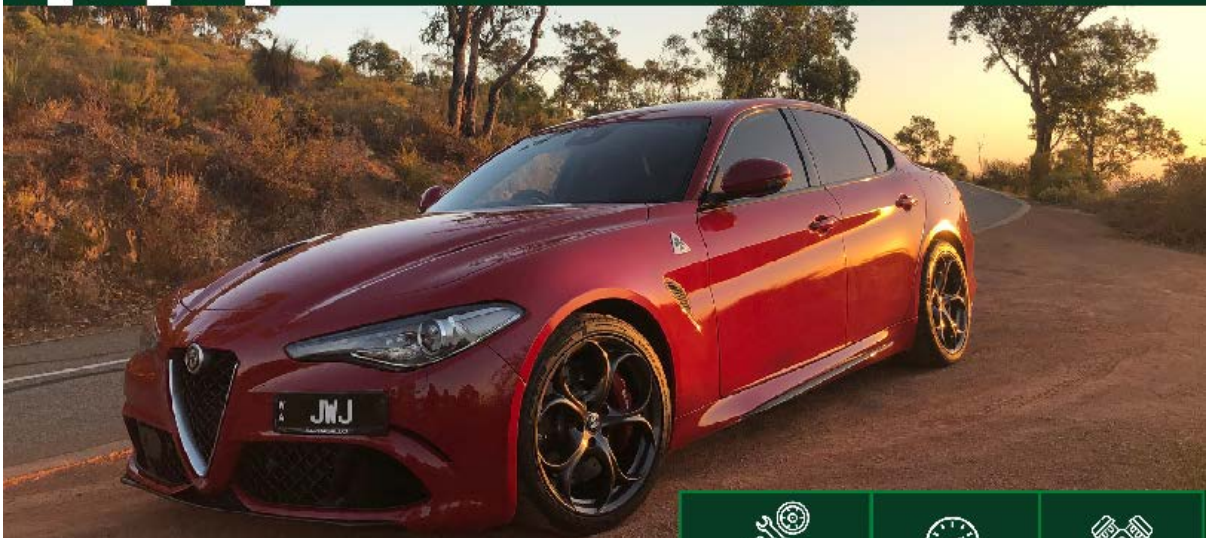


This year, AROCA NZ's 'Festa Annuale' is scheduled for Christchurch, New Zealand on 13-15th October 2023. International Alfisti are welcome.

More importantly, however, the **50th Anniversary Celebration of AROC NZ** will be held in **Wellington, NZ in October 2024**. This important event includes Alfa tours starting from both the top of the North Island and the bottom of the South. Eventually both tour groups will arrive in Wellington for the NZ Club's 50th Anniversary Celebration. Anyone from Australia interested in joining with AROC NZ at this important event is very welcome.

GIULIA QV FOR SALE IN PERTH

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DIANELLA, WA, 6059

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EURO TOUR IN A CLASSIC ALFA?

Letter to the Editor of Alfa Occidentale

Dear Greg,

While the entire automotive world is facing huge changes, some things will remain for eternity. One of these is people's desire to drive a vintage open-top Alfa Romeo on its own home turf. Could you imagine anything more authentic than flying to Italy and getting behind the wheel of a 1950's Giulietta Spider? The sensation of turning the key and taking on seemingly endless Tuscan country roads? We can't.



When it comes to a truly emotional driving experience that touches the soul, with a vintage Alfa Romeo, nothing could be more perfect. Alfa Romeo is one of the most iconic brands in historic motoring and epitomizes the Italian way of living, unlike any other. If you love all things Italian - and all things Alfa Romeo - then don't look any further. Your adventure of a lifetime is just a click away. Or, as an article in TIME Magazine put it after travelling with us, 'La Dolce Veloce, I've never seen Italy looking that good.'

First let's rewind: your Alfa Romeo Club has likely been offering driving days for members. Therefore, you may know how much it takes to check on a destination, set up accommodation, and promote the event. After that, you have to go through everything between reaching a quorum to it not being met, or to overbooking. That can be a headache. We make this procedure a thing of the past. By taking all the hassle off your Club's admin and officers, we offer a 'turnkey' experience: all the bells and whistles, none of the headaches. Want to try it out? Log onto our [homepage](#) - a few clicks later, your vacation of a lifetime can be confirmed.

A driving experience is the greatest adventure any Car Club can offer to its members, or that members can bring to their club.

Take your fellow Alfisti on a trip with beautiful landscapes that we have curated and discovered over two decades of touring. Listen to a serious Alfista and Alfa Romeo collectors such as Avio Berti in Tuscany - see [Youtube](#) - the man who chauffeured Alfa Romeo Formula 1 driver, V. Bottas, around the circuit on Monza's centenary, in his pre-war 1923 Alfa Romeo RL.

Wouldn't any Alfa Romeo fan rave about such an offer? The best way to get to know Classic Car Travel is to [download our Travelprogram 2023](#) or to schedule a phone call/ video chat with us at [+49 89 5454 060 \(UTC+1\)](#)

Kind regards,

Walter Laimer, Managing Director, Nostalgic Classic Car Travel,
Balanstr. 73, 80798 München, Germany. www.nostalgic.de





TREASURER'S REPORT DEC. 2022

Eddie Bernardi.



ALFA ROMEO OWNERS' CLUB of AUSTRALIA (WA Division) Inc.

Treasurer's Report as at 8th December 2022

Opening Balance b/f 18/11/2022 \$6,903.24

INCOME

MEMBERSHIPS

21/11/2022	Trybooking	Brookside Xmas Lunch	\$3,300.00
8/12/2022	A.Daly	Historic Plates	\$15.00
Total Income			\$3,315.00
PAYMENTS			

8/12/2022	Brookside Restaurant	Xmas Lunch	\$3,400.00
8/12/2022	D.Hamlyn	Reim Badgy Exp	\$297.31
21/11/2022	Trybooking	Brookside Lunch Fees	\$82.54
TOTAL PAYMENTS			\$3,779.85

Net Movement -\$464.85

Closing Cash Book Balance \$6,438.39

Closing Balance Westpac 7/12/2022 \$6,438.39

Reconciliation Variance \$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 18/11/2022	\$14,209.75
Interest Received 31/10/2022	\$11.91
Closing Balance c/f 8/12/2022	\$14,221.66

TOTAL FUNDS AVAILABLE \$20,660.05

EDDIE BERNARDI
TREASURER
8th December 2022





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, 2020/2021. **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.)

Membership Fee: \$80 (1st July 2022 – 30th June 2023)

Associate Member Fee: \$80 (1st July 2022 – 30th June 2023)

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

Aidan Daly
President, AROCA WA.

ALFA OCCIDENTALE

Issue 69, February 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>
--------------	------	------	--------	---

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

L A T E 2 0 2 2 U P D A T E

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.



MEMBER PROFILES IN PAST 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.alfaclubwa.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 which he bought brand new while 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 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 NJ 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>Early 1920s Alfa racing driver 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>New WA AROCA member, Piero's love of cars started very early. His career has always been in automotive electrics.</i>
Scott McKivett	38	10	<i>Scott is also new to AROCA WA. 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>
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>



Profile	Issue	Page	Comment
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 Sugden	51	10	<i>Club committee member and Alfa representative to the CMC, Steve Sugden 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 is recalled once again.</i>
Bruce Thomas	58 (& #6)	9	<i>The profile of AROCA WA foundation and life member Bruce Thomas is 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 Peer Neale owns in Fremantle and elsewhere!</i>
Someone you know ?			<i>Alfa Occidentale is very keen to interview more WA Alfa Club members when this series of profiles is continued.</i>

ABOUT 'THE LAST PAGE'

Actually, this time around, 'The Last Page' turns out to be twelve (12) pages long!

It is provided below as a separable supplement. It comes to you in addition to the usual electronic contents of a normal Alfa Occidentale issue. The article appearing below is a republication of David Wright's articles, recently published in two instalments across two editions of AROCA VIC's quarterly print magazine, "Cross & Serpent." In the republished version below, David's article appears in full as a single document - but with just a few subtle additional comments offered for added interest.

David Wright has set out to recapture the endeavours of a number of Australian pre-war Alfisti whose efforts extended from the 1920s until post WWII. They were responsible for keeping the Alfa spirit alive in Australia, while achieving very commendable results in competition (and it all occurred long before AROCA's formation).

The important Alfa Romeos that David describes had entered Australia as private imports. All had remarkable profiles and histories. Given these histories and the competition results achieved, we can rightly call these Alfas: 'The Famous Nine' - which is the article title that David has chosen.

I hope you enjoy this wonderful historical record of Alfa Romeos in Australia between the wars.

GRSmith



THE FAMOUS NINE

The Alfas that maintained the Glory

Written by David Wright, Patron AROCA VIC.

AROCA VIC is thanked for permission to republish this article from Cross & Serpent, 50 (3) 16–20 and 50 (4) 12-17, (2022).

With the demise of Overseas Motors in 1924 and the failure of other official import proposals during the 1920's, it was left to individual enthusiasts to fly the Alfa Romeo flag in Australia.

The Sydney motoring historian, enthusiast, artist and RL owner, Bob Shepherd, certainly played his part. Beginning in 1946, a series of Shepherd's articles and drawings of Alfa sports and Grand Prix models were published in 'Australian Motor Sports' magazine¹. (A non-Alfa example appears adjacent). These highly collectible items were a great fillip for Alfa enthusiasts.



Fortunately, a small number of privately imported Alfas did reach our shores in the lean years². As these cars were sourced overseas through a variety of channels and often changed hands unannounced, it was challenging to track them down. But the efforts involved in this exercise were certainly worthwhile as the cars listed below kept the Alfa Romeo spirit alive and achieved commendable results in competition events before Alec Mildren's racing team re-established the marque, some 36 years after the first of these private imports. In fact, considering their remarkable profile and the competition results achieved, we can rightly call these Alfas: 'The Famous Nine'.

1. 6c 1500 (the Davison 'Little Alfa')

6c1500 Normale, chassis number 0111522, was imported from Italy in chassis form in 1928 by W.H. Lowe for Mr A. A. Davison, a Melbourne shoe manufacturer. This really was history in the making as W.H. (Bill) Lowe later became Australia's first Ferrari Distributor while Mr A. A. Davison was the father of future champion Australian motor racing driver, Lex Davison.

Starting life with a local Martin & King four-door saloon body, the 6C 1500 was finally retired by Mr Davison senior after covering 210,000 km when it was passed on to son, Lex. It then assumed its racing identity. With the saloon body removed, the 1500 was stripped to the basics. In this form, as a bare chassis with two seats, it provided extremely uncomfortable transport for Lex and his new wife, Diana, driving from Melbourne to Bathurst to compete in the first post-war New South Wales G.P. Of special significance to AROCA (Vic), Diana Gaze (nee Davison) became the first Patron of our Club.

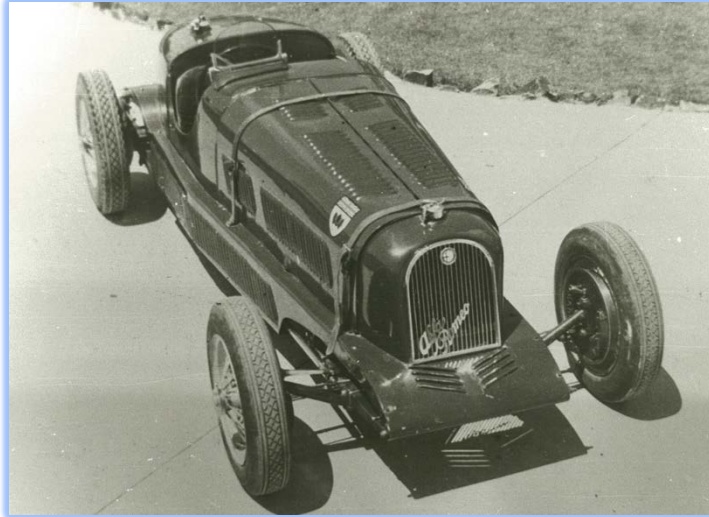
Lex Davison acquired a superb P3 Monoposto Alfa in 1948 which had been imported from England by Arthur Wylie and this became his prime racing car. The 6c1500 was then used for minor events and it became fondly known as the 'little Alfa'.

¹ *The Shepherd drawing is of a 1922 GP Bugatti. David Wright acquired four albums of Alfa drawings, articles and magazine cuttings from the Shepherd estate. From 1947, Shepherd's drawings and articles on Alfa appeared as: 'Thoroughbreds of Yesteryear', 'Vintage Competition Cars', 'Racing through the Years' and 'Interesting Power Units' in 'Australian Motor Sport' and other contemporary magazines. Diana Gaze also published a book titled 'Racing through the Years' which contained all the drawings and articles from the original 'Racing Through The Years' series.*

² *Bob Shepherd acquired an RL N Alfa in 1936 and then restored it with his friend, Cec Farrell. The RL passed through many hands in Australia before joining the Rosso Bianco collection of Italian and German competition cars in Frankfurt, in 1986.*



During 1946, the 6c1500 gained rudimentary open bodywork but, in 1950, it was fitted with a supercharger and transformed into an attractive racing car by Bob Baker and Barney Dentry. It was quite competitive in this form and participated in many hill climbs and circuit events, recording 181 km/h at Lowood. Lex died tragically in 1965 at Sandown during practice with his Brabham, but the 'little Alfa' stayed in the Davison family.



Adjacent photo: The Davison 'Little' Alfa.

Diana brought the car out of storage in the late 1970's and used it in Historic racing for many years. It then passed on to Trevor Montgomery in regional Victoria who actively campaigns this extremely versatile car with great enthusiasm.

2. 6C 1750 SS, 'Mrs Jones' Alfa'.

The second car discussed in this article is a supercharged 6C 1750 SS, chassis number 0312894, that was brought to Australia by the amazing Mrs. J.A.S. Jones from Sydney. In 1929, with this incredible car, she initiated Alfa Romeo's serious entry into Australian motor sport.

Adjacent: 1929 6C 1750 SS Zagato, the 'Mrs Jones' Alfa



Mrs Jones travelled to Italy in 1929 for the sole purpose of finding a car that could out-perform the motley group of cars that participated in competition events around Sydney. She was completely successful in this quest having settled for 6C 1750 SS, chassis no. 0312894, after some test runs at the Monza circuit arranged by the

Factory's test driver, Ing. Guidotti.

There is insufficient space to cover anything but a fraction of her achievements, but on 9th September 1929, she set the fastest time of day at Prospect Hill Climb and followed this with FTD of 18.25 seconds at the Bondi Promenade Quarter Mile speed event. And then there was the Australian half-mile record of 94 mph at Richmond, NSW, and several outings at Maroubra Speedway.

While driving the 6C 1750 from Sydney to Phillip Island to compete in the 1933 Australian Grand Prix, Mrs Jones rolled the car and it caught fire. After repairs it was racing again, but in practice for a Hill Climb, held near Newcastle in 1934, when driven by her husband, John, Mrs Jones was thrown out and suffered a broken thigh. This brought her competition driving to an end. In 1937, the car was sold to Ron Egerton from Victoria.



Shortly after, irreparable damage occurred to the supercharger and in 1938 the car was sold to Ted Gray. A side-valve Ford V8 engine and gearbox was then fitted and after the War, it also gained a Ford rear axle.

Racing continued with this configuration for many years before it was crashed and badly damaged in 1949 by Adelaide owner, Bob Brown. The repairs on this occasion resulted in the fitment of a vintage Fiat chassis and the famous 'Mrs Jones' Alfa was now a fully-fledged 'special'. And so it remained after many additional owners and further modifications took place.

After purchasing the 'Mrs Jones' Alfa in 1969, which by now had little more than its original Zagato body, John Lawson, in partnership with Terry Valmorbida, introduced the car to Vintage Sports Car Club events and in 1977, John gained full ownership. To make the car more palatable to the VSCC, it was fitted with a 2.3 litre Alfa 6C engine and gearbox and in this form it was campaigned by John Lawson for some time.

And then a miracle took place. In one of the most determined and exhaustive research projects imaginable, John Lawson found all the original components that had been removed by the car's previous owners. This included the engine & supercharger, gearbox, chassis, front & rear axles and the steering box. John was able to identify the original components as they were numbered and, most helpfully, only one 6C 1750 SS had reached Australia at the time of this exercise.

The Mrs Jones Alfa was sold to Diana Gaze in 1984 and later the massive task of restoring and re-uniting the original parts was undertaken by David Rapley. The chassis was repaired by Bob Williams in Castlemaine and, as the Zagato body was thought to be beyond recovery, it was expertly replicated by past-AROCA (Vic) member, Mark Rye. All non-original parts that were removed from the Mrs Jones 'special', along with a separately acquired 6C 1900 engine & gearbox and the original Zagato body were fitted to another chassis by Historic & Vintage Restorations, Blackburn, resulting in a newly 'built-up' 6C 1900. The restoration work on the Mrs Jones Alfa was superbly carried out and, apart from its replica Zagato body, this car was now back to original.

Now we reach the final stage of this 'miracle'. From Diana Gaze, the Mrs Jones Alfa passed into the hands of Terry Forrest, who, realising the importance of this car, decided to purchase the built-up 6C 1750 /1900 for the sole purpose of re-uniting the original Zagato body with the Mrs Jones car. This original body, initially thought to be beyond repair, had been beautifully restored and the expertly crafted replica Zagato body was completely suitable for the 6c1750/1900.

This was a remarkable outcome. Thanks to John Lawson's foresight and untiring efforts to track-down the original components, the expert restoration work by David Rapley and the wonderful contribution from Terry Forrest, this extremely important car is again the completely authentic 'Mrs Jones' Alfa.

3. 1932 Alfa Monza.

Known in motor racing circles as The Maestro, Alf Barrett was a highly accomplished driver when he acquired the 1932 Alfa Monza, chassis number 2211134 in 1938 and brought it to Australia.

When he visited Alfa Romeo Australia at Matraville as a special guest in 1988, some 50 years later, Alf Barrett's memory of his remarkable achievements with the Monza were still crystal clear.

Clearly surprised by our interest in events so far in the past, Alf modestly attributed his successes to the car which he loved and felt so confident with, saying; "I simply gave it its head". However, reports of that time contradict this, claiming that he often drove the Monza beyond its limits. Regardless of which version is correct, the results are indisputable: He set lap records on almost every circuit on which he raced and, quite often, he achieved fastest race time and fastest lap.



Above: Two photos of Alf Barrett in his 8C 2300 Monza

But this was an era when all motor races had handicap starts and, as the car that carried racing number 1, this Monza was the most severely handicapped. On one notable occasion at the Easter Bathurst in 1940, he scooped the pool to win the Bathurst Grand Prix, starting from the rear of the field. Back in 1939, Alf Barrett had sliced a full four seconds from the Mount Panorama lap record, and he continued to go faster. His fastest time was set in 1948. This was not beaten until 1951, a year after Barrett he had sold the Monza and retired. It took a car 17 years younger to beat the Monza's record and then by only one second!

Much praise for the Monza's performance was attributed by Alf Barrett to his mechanic, Alan Ashton, who had never as much as sighted an 8C Alfa Romeo prior to the arrival of the Monza!

An interesting account of the Monza's acquisition unfolded during some discussions at Matrville in 1988. The winner of the 1938 Australian Grand Prix in an ERA, visiting Englishman Peter Whitehead, offered to find a competitive top-level racing car for Alf Barrett when he returned to England. True to his word, Whitehead found that Brooklands-based Alfa specialists, Thompson & Taylor, had the ex- Ginger Hamilton 8C 2300 Monza for sale. This car was first delivered to the French ace, Raymond Sommer in 1932 and driven in the Marseilles GP on the 25th September, winning at an average speed of 109.75 mph. At Nice, he was second in the final heat having led briefly. He finished 3rd in the 1932 Comminges GP and came 2nd on the Circuit de Garoupe near Juan-les-Pins.

In 1933, Sommer teamed with Freddy Zehender to race Maseratis and so sold the Monza back to the Alfa factory. Enzo Ferrari colourfully described Sommer as "the top French driver who loves Italy as his second country and the happiest man in the world when he gets into a red racing car!"

Ginger Hamilton purchased the Monza from the Factory in 1933 and then raced the car extensively at Brooklands, before offering it for sale through Thompson & Taylor in 1938. After hearing about this car from Peter Whitehead, Alf Barrett immediately travelled to England and purchased it. The landed cost of the Monza in Australia was £980.00!

Pressures involved with running the family business severely curtailed Alf Barrett's motor racing activities and he sold the Monza to Rupert Steele. Within 12 months, it had moved on to John Barraclough and then in the same year, to Ron Edgerton. In November 1950, against strong opposition, the Monza won the Victorian Trophy at Ballarat in the hands of Ron Edgerton. Thereafter, its illustrious racing career came to an end.

In 1953 Edgerton sold the Monza to Earl Davey-Milne who promptly pulled it apart and placed it in secure storage, which is where it remains, almost 70 years later. The great consolation is that, unlike so many well-used racing cars, this Monza has never been molested. And most importantly, it remains in Australia!



1938 proved to be the year when Alfa Romeo's motor sport activity stepped up a notch in Australia. Alf Barrett's Monza had taken to the tracks with gusto when John Snow, a wealthy young motor sport enthusiast decided to join the fray.

Frequently travelling to Europe to source new clothing lines for his family-owned retail store in Sydney, 'Snow's Emporium', John Snow developed many contacts and brought back several top-level sports and racing cars. In 1938, it was Alfa's turn as his close friend and business partner, Jack Saywell, asked him to find a recent Grand Prix car that could be successful in top-level racing in Australia. Snow did not disappoint!

4. Alfa 2.9 P3 Monoposto (the 'Saywell' Monoposto)

The car that John Snow found and shipped back to Australia was the Alfa 2.9 P3 Monoposto, Chassis number 5002, a first series car built in 1932 for the Factory racing team. Six first series Tipo B or Alfa P3's, numbered 5001 to 5006, had been built in 1932 and, in 1936, 5002 was upgraded by Scuderia Ferrari with Dubonet independent front suspension, hydraulic front brakes and the wider cockpit dimensions of later P3's.



Adjacent: The Saywell 2.9 P3 Monoposto

After serving its role in the Factory team, 5002 was sold in 1934 by Scuderia Ferrari to one of its original Patrons, Count Felice Trossi. Then, in April 1935, it passed on to Carlo Gari in Genoa who entered it in the Tunis GP, Tripoli GP and Avusrennun in Germany, failing to finish in North Africa but securing 6th place in his heat at Avus. The next owner was Hans Ruesch who raced at Pescara for the Coppa Acerbo and the Prix de Bremgarten in Switzerland, winning easily before retiring the P3 and moving on to a Tipo C, 3.8 Alfa

Grand Prix car.

In addition to the 2.9 P3 Monoposto acquired on this trip, John Snow purchased the 8C 2300 Le Mans Alfa, chassis number 2311202, a competition Delahaye and hired the renowned Alfa mechanic, Jock Finlayson as foreman for Monza Service, a tuning and repair business based in East Sydney that he owned in partnership with Jack Saywell.

Jock Finlayson's experience proved to be of great value for, unlike the 8C 2300 Monza which was produced as a 'customer' GP & Sports-Racing car, the P3 Monoposto was built purely for the Factory racing team and required specially trained mechanics.

After its arrival in Australia in 1938, Saywell had a few shake-down runs at Penrith Speedway and then took the P3 to Parramatta Park in October to practice for the inaugural meeting. This race was cancelled and so its first outing in anger on Australian soil was in the 1939 Australian Grand Prix, held on 5th January at Lobethal, South Australia, where it finished 6th on handicap, but achieved the fastest race time. Its next and best result in Saywell's hands was the Australian Land Speed record which he captured at 134.42 mph on 5th January 1939, at the Pipe Clay Track, Coorong, South Australia.

In 1939, after an extensive racing career, 5002's engine was worn to such an extent that it was well beyond Jock Finlayson's undoubted skills to repair. A decision was taken to send it back to Alfa in Milan for a



complete rebuild. The engine was removed from the car, carefully placed in a crate and loaded on to a ship – and then the unthinkable happened. War was declared, the ship carrying the P3's engine to Italy was seized and its cargo, including the precious engine, was lost.

Until the end of the war, Jack Saywell remained hopeful that the engine would be recovered, but his hopes were to no avail. The possibility of locating another P3 engine also drew a blank. This was hardly surprising as, from Luigi Fusi's records, only thirteen P3's were built with enough parts for seven complete rebuilds.

Lacking another option, 5002 was sold to Rex Marshall, sans engine. Marshall puzzled over the engine problem for some time before fitting a 4.3 litre Alvis engine from a scout car. Thus the P3 became the Alfa Alvis.

In 1952, Rex Marshall sold the car to Bill Murray and on his first outing, Murray gained 3rd place in the Australian Gran Prix at Bathurst. In January 1953, the Alvis engine was destroyed during practice at Orange when it threw a con-rod but a new block was found and the car was soon running again - and running quite successfully judging by the 134.4 mph it achieved over the flying mile at Orange in 1954. Later in 1954, the Alfa Alvis was sold to Gordon Greig, but tragedy struck once more. Feeling ill during a race at Bathurst in 1955, Greig pitted to obtain medical help, but his mechanic, Tony Bourke, jumped into the car and lost control at the end of Con Rod Straight, killing two spectators.

Questions were raised about the safety of this car. It then remained unused until Ray Walmsley was approached in 1955 to prove to officials that it was safe. The Alfa Alvis was cleared and Walmsley acquired the car, driving it on NSW circuits and taking his first win at Bathurst in 1956. But the engine was at the end of its life and a replacement Alvis could not be found. So remarkably (although nothing could be regarded as remarkable in respect of this particular car), Ray Walmsley fitted a GMC truck engine and this luckless thoroughbred Grand Prix Alfa went through another transformation.

Walmsley was surprisingly competitive in the Alfa GMC, or whatever it was now called, gaining many successes in 1957 and 1958, including fourth in the Bathurst 100, a new lap record at Strathpine and an outright record at Tamworth Hillclimb. But 'musical motors' had not finished and, in 1959, it re-appeared with a Chevrolet Corvette V8 engine and 16 inch wheels. But this car had had enough and in 1961 the Corvette engine was removed. It was sold in this forlorn state to Doug Jarvis in Adelaide, where it joined the magnificent Jarvis collection of 8C Alfas.

Doug's intention was to install a pre-war 4.25 litre Bentley engine that was resting under the bench, but fortunately this did not take place. Perhaps it was the intervention of Nuvolari's Ghost that saved this seemingly jinxed car from even further mutilation! The 'nomotore' P3, as it was now sympathetically dubbed, sat quietly for some years before there was a surprising breakthrough. Almost 28 years after the search had begun, a correct 8C 2.9 engine surfaced in England. It was the engine which had been removed from the rear of the ex- Arthur Dobson Alfa Bimotore and now was in the hands of the Hon. Patrick Lindsay. But there was a big catch. The owner of the engine was determined to find a car to suit the engine and Doug Jarvis was equally determined to acquire the engine for his car. After an impasse that continued for several months, it was decided that it should be settled by the flip of a coin, which Doug Jarvis lost!

The outcome was that, in 1967, the car was sold to Hon. Patrick Lindsay in England, where, in some form of poetic justice, the 'nomotore' P3 was united with an engine from the Bimotore. Thus dignity was finally restored to this most unfortunate P3 which had suffered so many 'Boy's Own' adventures and setbacks during its time 'down under'. But this outcome was also Australia's great loss.

5. 8C 2300 Le Mans

This magnificent Touring Bodied 8C 2300 Le Mans was the second Alfa shipped to Australia in 1938 by John Snow.



Essentially, it is a long wheelbase Monza with bodywork and quickly detachable equipment to comply with Le Mans regulations, its performance as a sports-racing car was prodigious.



Adjacent: 8C 2300 Le Mans Chassis Number 2311202

8C 2300, chassis number 2311202, was delivered to SA Alfa Romeo in June 1933. It is believed to have been Louis Chiron's spare car for the 1933 Le Mans 24 Hour race. Later in 1933, it was attributed a 3rd outright and a class win in the International Tourist Trophy race at Ards, then driven by Tim Rose-Richards.

Shortly after it arrived, the 8C 2300 Le Mans was sold to John Crouch who finished 7th in the 1939 Australian Grand Prix at Lobethal. It was raced twice at

Bathurst and in a number of other events with a good deal of success. This clearly was a very potent racing car, but to everyone's surprise, it was also used for every day touring by John Crouch. Colin Scott acquired the car in 1946 and it then was mechanically overhauled by Alf Barrett's extremely competent mechanic, Alan Ashton, who had gained much experience with the Monza. Colin Scott was a frequent class winner at the Rob Roy hill climb with this versatile Alfa and was a regular competitor in Vintage Sports Car Club events.

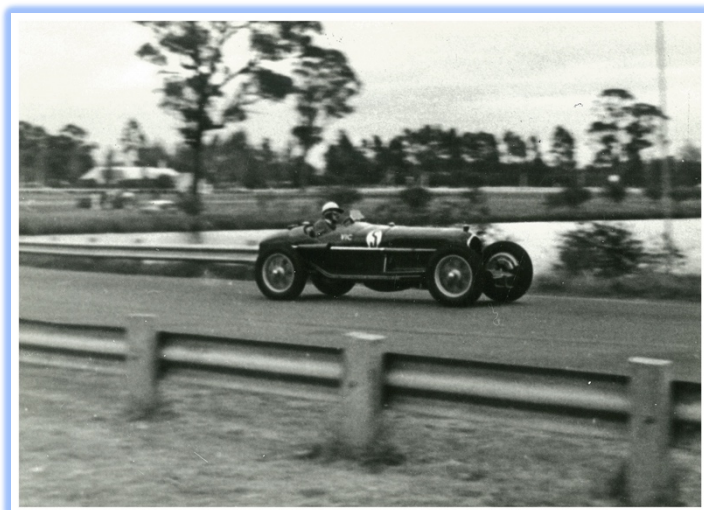
In 1949, the 8C 2300 Le Mans was advertised by John Barraclough and sold to Tom Luxton who raced it using the assumed name, 'James McEwan'. His most notable outings were at Fishermen's Bend where he finished 7th on one occasion against very strong competition. The next owner was Tom Roberts who took great care of the car between 1958 and 1963 when it also joined the mouth-watering Jarvis collection of 8C Alfas in Adelaide. Doug Jarvis was particularly enamoured with this car and drove it at Mallala on several occasions.

Following the death of Doug Jarvis, the 8C 2300 Le Mans was used regularly by his son, John, until, in 1975, it was acquired from the Jarvis Estate by Lance Dixon. Lance re-introduced the car to VSCC events and loaned it to Sir Jack Brabham for a special historic event at Sandown Park in 1977 where it circulated swiftly with Prime Minister Malcolm Fraser as riding mechanic. In 1982 a complete restoration was commissioned by Lance Dixon and the colour reverted to its original French blue, having been red for its entire life in Australia. However, Australian Alfisti lost a very dear friend in May 1986 when this car was sold at a Sotheby's Auction in Monte Carlo. It now resides in Germany.

6. 2.9 P3 Monoposto

Our second P3, arrived in 1948. We know that the Davison family's enthusiasm for Alfa Romeo had commenced with the 1928 6C 1500 that was transformed from a sporting four door saloon to a very capable racing car. And thus it was to Alfa Romeo that Lex turned for his graduation into more serious motor racing.

The availability of a 2.9 P3 Monoposto, imported from England by Arthur Wylie, the proprietor of Australian Motor Sports magazine (with help from the Dale brothers), was the perfect answer to Lex Davison's aspirations. This specimen also was a particularly interesting Alfa P3.



Adjacent: Lex Davison's P3 Monoposto

2.9 P3 Monoposto, chassis number 50003, was delivered to Scuderia Ferrari in 1933. Driven in 1934 by Achille Varzi, Louis Chiron, Tonino Brivio and Guy Moll, it finished 2nd in the French G.P., 2nd in the Belgian G.P., 3rd in the German G.P., 1st at Tripoli, 2nd at Monaco, 4th in the Italian G.P., 3rd in the Coppa Acerbo and 1st in the Nice and Avus G.P.

After these quite remarkable achievements, it was sold in 1935 to Thompson & Taylor in England for Luis Fontes; however, Fontes was killed in an

aircraft accident before taking delivery. It then passed through the hands of Charlie Martin, Charles Brackenbury and J.H. Bartlett before moving to Paris for Georges 'Raph'.

It was a very busy racing car in this period finishing 2nd in the Pau G.P., 2nd at Brooklands, 7th at Cork after breaking the lap record, 1st in a handicap race at Donington, 2nd at Deauville, 2nd in the Donington G.P., 2nd fastest at Brighton Speed Trials, 1st in Brooklands Mountain Race, 5th in the Campbell Trophy at Brooklands, 2nd in the Coronation Trophy at Donington and it set the fastest lap at Cork. In 1936, quarter elliptic rear springs and De Ram shock absorbers were fitted and in 1937, the engine was extensively modified by Frank Ashby in England with new cylinder blocks cast in Meehantite® (an engineered cast iron form produced by a patented manufacturing process.)

On its arrival in Australia, this remarkable P3 was ready to continue its success and Lex Davison was anxious to prove he was capable of handling such a potent machine. This question was soon answered as, on his first outing, Lex won an 8-lap scratch race and set a new lap record at Nuriootpa, South Australia. Our second P3, in the hands of Lex Davison, became a front-runner in Australian motor racing.

If any further evidence was required, the P3 was issued with number 1, the preserve of the fastest racing car in Australia. Mechanical preparation of the P3 was entrusted to a former Stillwell mechanic, Jack Honan, which must have been quite a stretch on his abilities as the complexities of this car had significantly increased after the Ashby modifications.

Sharing the P3 with the 'little Alfa' and other highly desirable cars in his stable (which included an SSK Mercedes-Benz and a K3 MG), the P3 was timed at 129.53 mph at Bathurst and set a new lap record. In addition to the results covered above, Lex won the A Grade Scratch and set a new lap record at Ballarat Airfield in November 1950, finished 3rd behind the Maybach and Lago Talbot at Fishermen's Bend in 1952, plus two 2nd placings at Fishermen's Bend in 1953. In his last drive in the P3, he took 1st place in the 50 Mile Race at Albert Park after an epic battle with Bruce Walton and Stan Jones.

The roads that were used for motor racing at the time were extremely poor and Lex was surprised that the P3 coped so well over them. The tyres took an enormous pounding and at the opening meeting of Port Wakefield in 1953 a blow-out caused the P3 to over-turn, fortunately without severe damage to the car or driver.

With Lex Davison's ownership at an end, the P3 found a new home in Queensland with Steve Ames in 1955. Steve and the P3 got off to a great start by winning the 1955 Queensland Grand Prix but little was heard for some time until it was sold to Rex Taylor in 1957. The P3 suffered minor damage at Lowood in 1957 and, later in the year, it passed on to Keith Blicaski, moving again to Glen Adams and Murray Simpson in



1958, all from Queensland. Murray Simpson boasted that he had refused a good offer but by now the P3 was in an appalling state.

But then, and to the great fortune of the car and Alfisti, it came to the notice of the keen enthusiast, Laurie Rofe, that the Davison P3 was mouldering away under a house in Toowoomba. Laurie rushed to Toowoomba and persevered until he had purchased the car. He then brought it back to Melbourne with the intention of returning it to the pristine condition it was in at Albert Park in 1955 when he last saw the car.

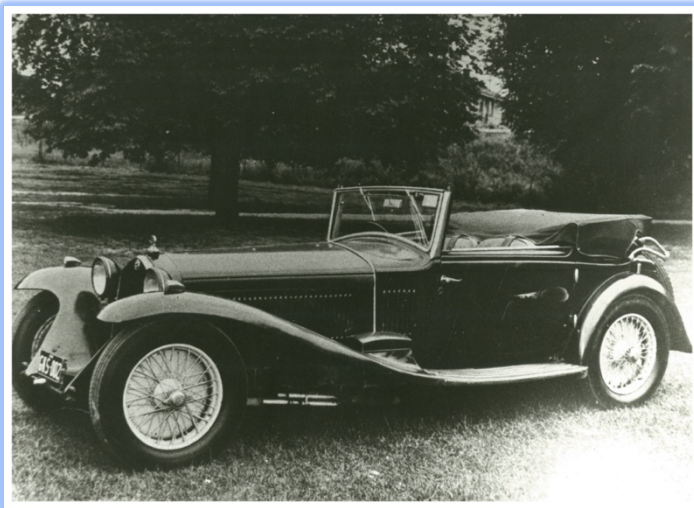
After six weeks of non-stop work, Laurie Rofe, Graeme Lowe and Jim Shepherd exceeded all expectations with the P3 once again in magnificent condition. The timing of Laurie Rofe's intervention could not have been better, as, in addition to the importance of saving this important car, special events for Historic racing cars were soon to take place. This was a wonderful development as it would provide an opportunity for younger enthusiasts to see these 'old masters' in action.

Laurie Rofe was not only the person who brought the P3 back to life, he was an extremely capable driver and he provided a new generation of spectators with the sights and sounds of a true Grand Prix car from the thirties, still in action.

After five years of active use, Laurie received an 'offer that he could not refuse' and in 1963 the Davison P3 also passed into the hands of the Australian 8C supremo, Doug Jarvis.

After three frustrating years when the ex-Saywell 'nomotore' P3 had sat motionless in his stable, Doug Jarvis took to the Davison P3 with relish and looked for every opportunity to drive it. The Collingrove Hill Climb and the Mallala circuit were amongst his favourites, but by now he was in poor health and so he gave his close friend, Gavin Sandford-Morgan the pleasure of competing with it. Following Doug Jarvis's death, the Davison P3 was sold to Sir Ralph Milias and it departed for England in 1968.

7. 8C 2300 Castagna Cabriolet



In 1949 Tom Luxton purchased this most delightful 8C 2300 Castagna four-seat cabriolet in England and shipped it to Australia. He was also the current owner of the 8C 2300 Le Mans that had been imported by John Snow in 1938. It would be hard to imagine a more desirable stable of Alfas.

Adjacent: 8c 2300 Castagna Cabriolet.

This 1st series 8C 2300 Lungo, chassis number 2111047, was delivered in Italy to Angelo Sintoni on 17th May 1933, fitted with a magnificent four seat cabriolet body by Castagna, Milano.

It was the first Castagna-bodied Alfa to reach Australia and it had an unequalled purity of line and coach-built quality. Not only was it a delight to the eye, but its sounds when travelling at speed were equally appealing, as observed by its next owner, Laurie Rofe, who heard this car long before he was able to purchase it in 1958.



Laurie used this car extensively in competition, obtaining Fastest Time of Day at Rob Roy and reaching 112 mph in a speed event, as well as many other accomplishments. To his greatest sorrow, after less than 12 months of pure enjoyment, it was necessary for him to sell this car to cover the restoration costs of the Davison P3 which he had rescued from Queensland. (Oh, the burdens of car enthusiasts!) The next owner was Tom Roberts who kept the car in fine fettle until 1961.

This 8C 2300 Castagna was then acquired by Graeme Quinn³ who drove it spiritedly in Vintage Sports Car Club events for two years before it was purchased by the dedicated Alfista, Terry Valmorbida, who nurtured it for the next 20 years. In 1983, this car passed into the hands of its final Australian owner, Stuart Murdoch, who introduced the 8C to his extensive collection of Lancias and Bugattis. A complete body and mechanical restoration was carried out by David Rapley between 1985 and 1987. This magnificent car was in excellent condition when it too left our shores for England in 2013.

8. The Stoneham 8C 2900B Touring Spider

This car caused a sensation when it first arrived at Bathurst in 1950 in the hands of RAAF Officer, John Stoneham, as fewer than forty A & B series 8C 2900's had been produced.



It may seem extravagant, but contemporary reports described these Alfas as the most desirable and the fastest sports cars of all makes produced before the 2nd War.

Adjacent: Stoneham's 8C 2900B Touring Spider.

The 8C 2900 A & B series were mostly two seat Spiders and the lines on the Touring bodied cars were outstanding. A few useful technical details: 8 cylinders in-line, 2.9 litres capacity, twin superchargers, Independent suspension front & rear, 4-speed close-ratio gearbox in unit with the differential. Top speed:

215 km/h.

Although 8C 2900s already were known to some Australian enthusiasts, the history of this car is particularly interesting. 8C 2900 B, chassis number 412019, was delivered via London to the Maharajah of Indore, India in 1938 and, at the time, was painted brown and yellow. Later it was changed from yellow and brown to red. After WWII, it is believed that the Maharani gave, or sold, the 2900B to her physician, Dr Sanghi. It was then acquired by John Stoneham who shipped it to Australia. Remarkably, when purchased by John Stoneham in 1950, this car had travelled less than 10,000 kms and was in pristine condition. In 1951, Stoneham sold the 2900B to F. Purcell in Geelong. Some years later, it was acquired by Ian Hamilton from Petrie, near Brisbane. In 1963, the 8C 2900 B also passed into the hands of Adelaide enthusiast, Doug Jarvis. It was most fitting that this exquisite car became part of the Jarvis 8C stable, along with the two Alfa P3 Monopostos and the 8C 2300 Le Mans; in a collection that is beyond comprehension today! But sadly, this was not to last as the collection was broken-up following Doug Jarvis's death in 1967. In 1969, this magnificent 2900B left the Jarvis estate and was shipped to California to its new owner, Jackson Brooks.

³ Graeme Quinn is the father of AROCA WA life member, Rod Quinn, who, among other things, is the former owner of a 1923 RL TF. Interestingly, this RL TF recently changed hands in USA and was then fitted with very attractive mudguards.



The history of all Alfa 8C2900s that were built has been expertly documented by Simon Moore in his book, 'The Immortal 2.9'. On the rare occasion that an 8C 2900 reaches the market, expect it to fetch considerably more than \$10 million in today's money.

9. 6C 1750 GT Brianza Spider.

This delightful car arrived in 1952 and it is the last of the 'Famous Nine Alfas' that reached Australia during the post-1920's period. 1930 6C 1750 Gran Turismo, chassis number 8613255 (non-supercharged), was one of three short-chassis 6C 1750s that had been built to compete in the Targa Florio. It was delivered to



Prince Alberto Munganelli from Catania, Sicily, in 1930, where it was used in competition for many years. It was later acquired by Mr. Magnani in Licodia, Sicily, where it then resided until it left Italy for Australia in 1952.

Adjacent: 6C 1750 GT Brianza Spider.

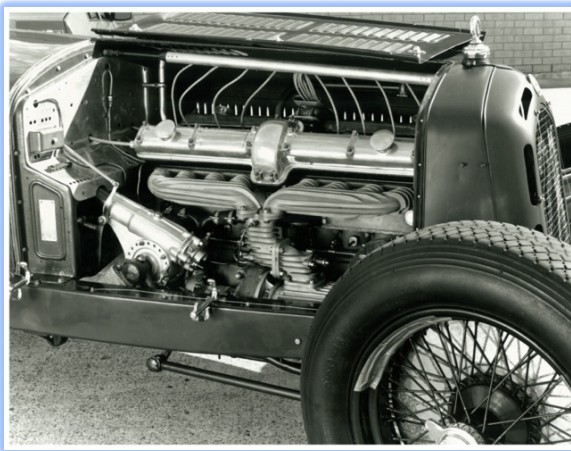
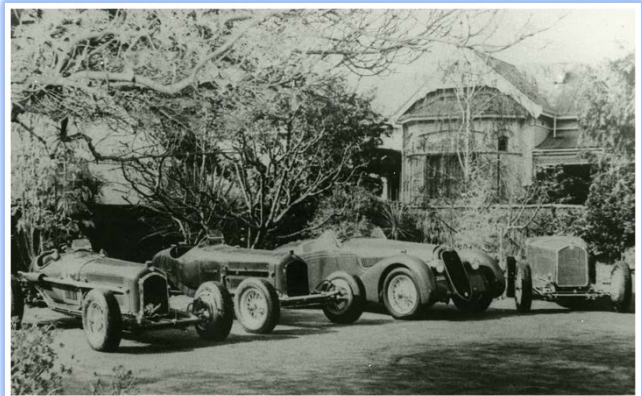
The arrival of this car in Australia includes a quite extraordinary circumstance. It was sent to Paul England in Melbourne in consideration for the assistance that he had provided to an immigrant from Sicily.

Paul England was particularly interested in circuit racing and hill climbs at that time and he did not believe the 6C 1750 would be competitive against the latest crop of Australian 'specials' that began to appear. After a few months of road use, Paul England sold the 6C 1750 to Graeme Lowe who then set out to prove that it was a very capable sports and racing car. Graeme soon had put this beyond doubt as he used it actively in competition as well as for his daily transport over the next ten years. This was a great tribute to Alfa's design and engineering; in fact, the 6C 1750's performance was far superior to most sports cars that were twenty or so years younger.

As it was always maintained in first-class condition by Graeme, the car made an excellent feature in the November 1961 issue of 'Sports Car World' magazine. After transporting the Lowes to Queensland for their honeymoon and then eleven years of enjoyable motoring, the 6C 1750 Brianza moved on to David Roberts. Tragically, his ownership was cut short when he was killed driving his Brescia Bugatti in 1968.

The next enthusiastic owner was Terry Valmorbida who looked after this car very carefully over the next 28 years. In 1981, during Terry's ownership, David Rapley and Jim Shepherd carried-out a complete body and mechanical restoration and a very interesting discovery was made. From the time this car had been in Australia, it was believed that it was a Zagato 1750, but some careful sleuthing during the restoration proved that the body was made by Brianza.

Being a short-chassis/special build, this 6C 1750, was one of a very small number of Alfas that were fitted with a Zagato-style body made for competition purposes by Brianza in the early 1930s. Another interesting development was the discovery of a photograph of this car taken in Licodia, Italy, c.1950. This photograph shows AROCA (Vic) member, Sam Morgana, as a small boy, standing in a crowd of people next to the owner, Mr Magnani, and his son, both seated in the 6C 1750 at Licodia.



Top left: The 6C 1750 Brianza, is seen with the Peter Giddings 8C 2300 Monza (not discussed in the article, but used in Australian historic events after travelling from California.) Top right: The Jarvis collection is seen including the Saywell P3, the Davison P3, the Stoneham 8C 2900 and the 8C 2300 Lemans. Bottom left: The engine of the Giddings 8C Monza. Bottom right: The 1935 German GP winning P3, also not covered in the article, which sometimes was borrowed from NZ for historic events in Australia.

In December 1995, David Jones became the next owner of this delightful car which has continued to attract the keenest of enthusiasts during its time in Australia. David Jones used the 6C 1750 Brianza sparingly until November 2013 when it headed to West Australia for its new owner, Alan Tribe. But, before leaving for the West, the 6C 1750 Brianza was outright winner of the AROCA (VIC.) Concours at Spettacolo in Melbourne.

This 6C 1750 Brianza still enjoys life to the full. While based in Perth, it also has travelled to Italy for the Mille Miglia and to the United States for Pebble Beach. ◆

About the Author: David Wright was a founding member of AROCA. These days, he is the Patron of AROCA VIC. David's involvement with Alfa Romeo includes being an employee for an Alfa Romeo Australia dealer during most of his working life. He is a published author in the field of Alfa Romeos and a noted expert on Alfa in Australia from pre-war to current.