

ALFA OCCIDENTALE

Issue 19, December 2018



Dear Western Australian Alfisti,

This is the 19th edition of **ALFA OCCIDENTALE** – the electronic newsletter of the Alfa Romeo Owners Club of Australia (WA Division). Should any club member (or Alfa associate) have contributions that you would like to see included in future editions of this magazine, please note they would be most welcome. Please send your proposed articles, photos, used car ads., etc., C/-: secretaryarocawa1@gmail.com

In this edition of Alfa Occidentale, please find outlined the club's upcoming schedule for the last events of 2018, including information on our next competition, social and club driving events.

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WA ALFA CLUB NEWS & UPCOMING EVENTS SUMMARY

Since the last edition of the magazine, published in early November, the WA Alfa club members have strongly participated at the Northbridge Rotary Annual Italian Car Day, held at Gloucester Park. Members have also attended the November meeting of Classic Cars and Coffee. The club held its November club night. In addition, some members were able to the Fiat Lancia club's Motorkhana event at the Ascot racecourse on November 18th.

The last events in the 2018 program for AROCA WA are outlined below. Please consider attending as many of the club's upcoming events as you can.

- **“Classic Cars and Coffee”** Sunday mornings have presented many highly interesting cars at 2018 WA events. “Classic Cars and Coffee” occurs approximately monthly - the last gathering for this year will be held on Sunday 30th December. As this event fills quickly, we recommend you arrive before the official start time of 8:30AM, at the University of Western Australia, Car Park 3, off Hackett Drive, Nedlands, 6009. [+ Google Map](#)
- AROCA WA is again the organizer of the **2018 Pasta Run**. Members from all WA Italian car clubs will be attending this annual morning run, before arriving at the pasta lunch. The lunch date and event venue are Sunday December 9th at the International Hotel on the Water, where last year's very successful event was held. A registration sheet and formal announcement appear later in the magazine. Note that you can book on-line using the links below.
- The 2019 annual national AROCA Easter event “Alfesta” will be held on the Mornington Peninsula in Victoria from 19th to 22nd April. It is the 50th anniversary of AROCA, and a big year for the Alfa club in Australia. However, please note that this event has already booked out. Should you still be interested in attendance, do note AROCA VIC has developed a wait list for those who missed booking on time.





ITALIAN CAR DAY 11 NOV 2018



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The 2018 Northbridge Rotary club's annual Italian Car Day at Gloucester Park was a great event. This set of photos concentrates on the Alfas and Fiats that were present at this show. Thanks go to Richard Pierce for his photos of the event.

Should you have other photos of this or any other Alfa event that you think deserve presentation, please send them in to the club secretary.





A L F A R O M E O 7 5 (1 9 8 6 - 9 2)

This article, first written by Joe Kenwright, appeared in www.carsales.com.au, on March 1, 2005. Joe's comments have been updated and edited for this revised article in Alfa Occidentale.



HISTORY

It is not often that Australian buyers have access to an imported European model that marque experts have described as “the best of its kind for less than \$10,000”. Some have gone further to suggest that the Alfa Romeo 75 (which was called a “Milano” in USA) is quite possibly the best modern Alfa ever made. Though these buyers then may qualify this statement by narrowing it down to the Alfa 75 Twin Spark model; first available in the Australian market in 1988.

Their assessment of the Alfa 75 may not just reflect how good this car was, but also how far the quality of the Alfa Romeo range had slipped prior to this car's October 1986 launch. It also reflects how Alfa Romeos, following the 75's 1992 withdrawal from the Australian market, were reduced to becoming more generic front-wheel-drive cars, based on other auto companies' floor-pans.

At the time this article was written in 2005, Joe Kenwright contended that Australian Alfa Romeo fans were quite adamant that, if Alfa was serious about reviving the marque, it needed to move forward from the Alfa 75, and not from its later models built on platforms shared with Saabs and Fiats. He contended that, around 2005, a loyal band of owners, backed by a specialist service network, were keeping the Alfa 75 marque alive as a used car, while they waited for the lights to go back on in Italy.¹ The Alfa 75 allows a buyer who is on a budget to drive something interesting,

¹ Ed: Interesting to find out what percentage of those 2005 era RWD Alfa addicts have now bought new Giulias.





even exciting, with four-door accommodation that allows it double as family transport. How the Alfa 75 evolved provides an insight into its pluses and limitations.

By 1986, a then cash-strapped Alfa Romeo was limited to developing new models based on its 1970s Alfasud and Alfetta platforms. This strategy may have been doomed as these products were so different. The front-drive Alfasud, with its boxer-engine, mounted Subaru-style, ahead of the front wheels, evolved into the Alfa 33, which was an attractive but flawed model that lost some of the Alfasud's verve and character. Meanwhile, although the Alfetta platform at least kept the company's famous, race-proven twin-cam inline four-cylinder engine, facing in the right direction up front, it moved the transmission to the rear, leaving a transaxle under the rear floor to provide optimum balance. This layout mirrored some of the great Ferraris and Lancias and the later front-engined Porsches. It was introduced as a defining feature in the stunning Alfetta coupe of the mid-1970s. Alfa then confounded the enthusiast world by incorporating this elite GT layout into a range of sporty new family sedans.

In a GT coupe such as a Daytona Ferrari or Porsche 928, the underfloor space behind the driver is not an issue. However, the fitting of a transmission and differential below a full width rear seat is another matter. Moving the gear linkages to the rear without a high centre tunnel also dictates some compromise. The 75 reflected a 15 year-long period of development to refine these issues.

Because the Alfetta platform had started life under a small, nimble GT coupe, Alfa Romeo was left to build its sedan range on a shorter wheelbase than a Toyota Corolla and narrower than early Ford Lasers. Around the time of the Alfa 75 launch, buyers thought they had the choice of a small Giulietta sedan, the mid-size 75 and the large luxury Alfa 90. In reality, all were built on the same 2,500mm long wheelbase and all were less than 1,650mm wide; i.e., well below the width of most narrow-bodied Japanese cars. The Alfa stylists had achieved a trick of the eye to create the impression of three different car sizes. The Giulietta was made to look short and stumpy with a high boot-line, while the Alfa 90 had deep side and front panels that made it look tall and imposing. Because the Alfa 75 took the middle line, it ended up with smoother and more balanced lines.



On release, the Australian-delivered Alfa 75 initially shared the 2.5-litre V6 mechanical package of the Alfa 90, which, in turn, had been lifted from the GTV6 coupe. So, how could Alfa separate two four-door sedans with identical mechanical packages on identical wheelbases and with similar body widths that cost about the same amount? In the end, the fitter one survived, so that by 1988, the Alfa 90 had followed the Giulietta's 1986 exit from Australian pricelists. This exit left Alfa Romeo highly exposed with only one 75 V6 model at the top end and a fading Alfa 33 at its entry level price point.

This situation prompted Alfa Romeo to launch three new and definitive 75 models in 1988; a revised twin spark plug version of the long-lived 2.0-litre twin-cam four; an automatic-only version



of the 2.5-litre V6, and a new 3.0-litre performance-oriented V6, based on the engine from the new front-drive 164 model.

The first Alfa 75 had already arrived in Australia before new "isostatic" gear linkages cured the dreadfully vague and baulky linkages of all earlier Alfetta-based models. The 75 then marked the introduction of a single plate clutch, new gear ratios and revised synchromesh. These were further refined by 1988 and the auto option was a first for Australian delivery on an Alfetta-derived model.

The 75's auto option was restricted to the 2.5-litre V6 and an 3HP22 ZF three-speed auto, which it shared with early BMW and Peugeot fours. This was due to the fact that a heftier four-speed auto gear box, able to take on the 3.0-litre car's extra grunt, wouldn't fit under the floor. There are reports that 50 automatic Executive versions of a 1981 Alfetta 2.0-litre four were slipped into the Australian market, but they were not officially listed. This makes the Alfa 75 auto a quite unusual car. It is the only way that an automatic driver can enjoy a 1980s-90s rear-drive Alfa V6.

The Australian media were always focused on the V6 models, mainly because of their particularly smooth and musical engines. In doing so, they may have overlooked the jewel in the crown. The cylinder head of Alfa's time-honoured twin-cam four-cylinder engine was totally re-engineered with shallow hemi-shaped combustion chambers, revised valve angles, flat top pistons and a high compression ratio that could run on Australia's poor unleaded fuel because of its twin spark plugs. Although BMW and Honda are more often associated with variable valve timing, the Twin Spark engine had variable inlet valve timing as early as 1988. This advanced engine equalled the 2.5-litre V6 in power output and also had reduced weight over the nose. It was fuel efficient (at 6L/100km in highway use), and quick (standing 400m at 16.7 secs) and, it ran even better on later available premium fuels.

The 75's suspension was often described as "nearly perfect", thanks to double wishbones at the front and a de Dion tube and Watts linkage at the rear. Inboard rear brakes also played a role. Only poor cabin ergonomics, a rather dead brake pedal "feel" and a somewhat oddball driving position detracted from what otherwise would have been the complete driver package.



Although, when new, the Twin Spark marked a return to 1986 pricing in the mid-\$30,000 range, prices of the V6 models were closer to the \$50,000 mark. However, by 1990, the Twin Spark was approaching \$40,000, while new prices for the V6 models had been cut back towards the mid-\$40,000 range after certain V6 reliability problems had emerged. In addition, the 75's angular lines were also starting to date, while the 164 continued to struggle against the Australian preference for rear wheel drive, especially in a larger Alfa. At this point, Alfa Romeo decided to pull the pin and, at the end of 1992, it left behind a shocked Australian dealer network and departed the country.

Thereafter, Alfa Romeo was wise to wait until 1998 before any attempt to return to Australia, which it did with a very different front wheel drive range, that had shared Fiat origins (though these were less obvious in Australia than in Europe since Fiat passenger cars were not available in



Australia around 1989.) Nonetheless, hardcore Alfa owners of the time claimed that you could put a Mitsubishi or Hyundai badge on some of these models and then struggle to feel the difference. Flawed and aging as the 75 may have become by the end of the 1990's, it had a soul that was missing from so many later cars and its sporty rear-drive feel then had no direct replacement.

MODEL TIMELINE

- Oct 1986: Alfa 75 launched as 2.5-litre V6, but only with five-speed manual.
- Jan 1988: Major facelift with extended front spoiler and side skirts. Range extended to include a 115kW Twin Spark 2.0-litre manual, a 115 kW 2.5-litre V6 auto, and a 136 kW 3-litre V6 manual.
- May 1988: Australian stocks of the manual 2.5-litre were cleared
- Jan 1989: Chunkier open-mouthed grille arrives in Australia.
- May 1990: The limited edition 3.0-litre "Pontenziata" and the 2.5-litre V6 auto were dropped.
- Sep 1990: 3.0-litre V6 mechanical upgrade arrives including suspension, a 139kW engine, transmission, and 15-inch alloys.
- Dec 1992: All Alfa models were withdrawn from Australia.

ENGINE & TRANSMISSION



The V6 engine, so desirable when new, later brought extra headaches, especially if it had been through a sequence of owners who hadn't kept up with its maintenance schedule. The main problem was due to head gasket failure which caused oil leaks.²

Although wrongly described as a twin-cam, the V6 had a single cam per bank which dictated a rocker arm, pushrod and follower to operate the exhaust valves. Failed exhaust valve cam lobes were common and with ongoing head gasket replacements, most engines

had required a partial tear down. The V6 cam belts need to be replaced every 50,000km. The V6 is one of those engines that is seriously damaged if a belt breaks, so a verifiable cam belt replacement history is vital. Although it initially appeared that the later 3.0-litre engine may have avoided these problems, they also eventually showed up on this model.

In contrast, the Twin Spark proved more reliable and long-lived, as long as its oil and filters were properly maintained. With their high aluminium content, all the 75 engines required regular coolant flushing and its replacement with approved coolant. The Twin Spark had a long-life timing-chain, so its tensioner was the main item that needed monitoring.

Some of the very early Alfa 75s had a twin plate clutch. Its twin stage take-up forced owners to slip it more than desired, generating an overhaul bill that was \$600 more than for the single plate version. If drivers didn't allow for the time delay between the rear-mounted gear box and other

² Ed: A problem I encountered more than once with my Alfa 75 "Milano", a 3.0L V6, bought new in USA. That V6 3.0 was often admired in USA, however.





controls, they could attempt to change gears with the clutch only partially engaged. This phenomenon explained why some 75 gearboxes required regular synchro attention while others never gave trouble.

The 75's later isostatic linkages brought extra complexity which required additional labour and parts to get them right again. While they were only just good enough when new, the state of the gear linkages on any 75 could make or break the enjoyment of the car, so it was wise to support the full overhaul cost if they appeared faulty. A faulty hydraulic clutch circuit could also generate baulky gear changes and it also needed to be checked. High mileage engines were sometimes found to be smoky and owners were advised to look for hardened valve stem seals first before spending big money on any overhaul.

The end of the 1980s were early days for automotive electronics. Twin Spark engines relied on two completely separate distributors driven by totally different engine components to feed each circuit of spark plugs. Synchronisation of these two banks was critical for smooth and efficient running. The two circuits also doubled the number of possible wear and tear components, including plugs and leads, distributor caps and other parts.

The optional ZF auto brought no surprises for repair shops, though its removal and replacement was more involved than for other rear-drive models.

SUSPENSION & BRAKES

Apart from wear and tear items such as bushes and joints, the front and rear suspension were fairly reliable with no real problems. The de Dion tube had a few extra moving parts that needed to be monitored, while the mounting bushes on the transaxle were important. Alfa 75 owners were advised to check rear-drive shaft joints and centre tail shaft couplings whenever any vibration or shunt under load was noted.

The undersized brake rotors could be in need of replacement. The inboard rear discs also needed closer inspection and extra work was required on these which sometimes may have induced a 75 owner to put it off. Regular fluid changes were vital and checks of the master cylinder for weeping

were needed, especially if it had dirty fluid. Checks of all linkages and rods were recommended as wear could further reduce pedal feel.



One quite common fault in the 75 is power steering failure and steering rack leaks. The whole steering system needed to be checked thoroughly.³ The correct tyres and wheels were also critical. While big wheels and low-profile tyres could make the 75 appear very sharp, they could also destroy the geometry and ride/handling balance which is a 75's most endearing feature.

³ Ed: This was another problem I got to know with my 1988 Alfa Milano 3.0L V6 in USA



The 75's outstanding ride and handling balance depended on quality shock absorbers. The original shocks lasted well, however, replacement should be examined now if considering a 75 today.

BODY

The Alfa Romeo 75 is very highly regarded because it missed out on the serious body deterioration problems that had made Alfetta or GTV ownership such a nightmare. There was a six-year corrosion warranty sticker on all original cars. Although some examples showed later rust, it was only on those which had been smashed and then poorly repaired. As with other European cars of this period, the original paint tended to fade heavily on badly exposed examples.



The myriad array of plastic trim items, both inside and out, were not long lasting. Over time, their replacement became quite expensive. These days, parts are quite hard to source. Even when the car was relatively new, the 75 was occasionally forced off the road prematurely due to the cost of plastic bumpers and other body trim items. The 75's distinctive waist-level infill, its bumper fascias, door handles and other items could be in need of refinishing, especially if sun-damaged or cracked.⁴

Cracked dash pads are not as common as on previous Alfas but, today, with the 75 nearing 30 years since new, significant deterioration must be expected, particularly on any cars which were left outside for significant periods. The prospective buyer of a 30 year-old Alfa 75 should check out the cost to rectify all such deficiencies before deciding on purchase.

It is notable that, while the cabin trim in a 75 can last longer than for many typical Italian offerings (except for the seat covers!), that the carpet is poor in quality and a constant source of disappointment, even when new. At least that is an item which can be replaced, although removing cabin fittings to achieve this can be costly.

For any car of this period, a prospective owner should check the operation of all accessories including all gauges and warning lights, switch gear, and air-conditioning. Observe the temperature gauge during a test run to see whether the cooling system can cope with the air-conditioner load. Sometimes the headlights can fill with condensation which may rot the base of the reflector. The usual culprit is a rear cover that was disturbed during a globe replacement. You should be sure it is fitting correctly otherwise the light may need replacing. That is expensive!

⁴ Ed: One thing not mentioned in Joe Kenwright's original article is an issue seen frequently on the Alfa 75/Milano with its rather square shaped front seats. In USA, most were fabric covered, even in the top-of-the-market 3.0L Quadrifoglio Verde model. Especially, on the driver's side seat, that fabric could quickly become frayed and after a few years, be quite torn or even shredded. In other markets, leather seats were more available on the Alfa 75. Most probably, today, any prospective buyer of an old Alfa 75 will either be looking at a car with leather seating, or one with a set of newly replaced fabric seat covers. If not, they will be very likely to find that seat cover replacement is urgently required.



A M I L A N O I N N E W J E R S E Y

A personal recollection by Greg Smith of his Alfa 75/Milano ownership in New Jersey, USA from 1988 until 1996.



On my return to the USA in 1988, after a two-year assignment in Belgium, I bought a new Alfa Romeo 75 (called a “Milano” in the US market). This rear-wheel drive car, in red, with its 3.0L 6-cylinder engine, gave me a lot of satisfaction, but it was not without its foibles. I kept the Milano until 1986, when becoming disappointed with its shortcomings, noting its aging bodywork, having nowhere to park it in the winter, and an impending move to snowier Pennsylvania, I reluctantly sold it.

The red Milano did attract a lot of stares with its huge rear end. Italians (at least those I met in the USA’s north east) called it “chiuch”, which I heard is an Italian nickname for someone with a “big bum”. Anyway, it was quite fast. I soon discovered that some very scary motorcyclists were always more than ready to burn me off from any traffic light.

As mentioned in footnotes above, I also encountered some of the problems with the 3.0L 6-cylinder engine that had been noted in the Australian market. These weren’t too hard to overcome once I was introduced to the very good Italian mechanics at “Milano Motors”, situated in NJ on Route 10, about 10 miles from my home. Visits there were sometimes quite exciting with their ever-changing collection of old Alfas at various stages of repair and restoration. At one point, they nearly convinced me to restore a 1950s Giulietta Spider Normale that badly needed rebuilding. I still have mixed feelings about that particular “No” decision.



Following a special Sunday morning birthday brunch in New York City (summer 1995), while driving from the Holland Tunnel onto the New Jersey Turnpike, I was forced to make a very sudden emergency stop but ran the hood of my car under the trailer of a truck, buckling the car’s hood/bonnet and shearing the cylinder head. While no-one was hurt, the Milano V6 was declared an insurance write off. Nonetheless, this car was rebuilt with the assistance of the insurance payout and with a few months of work from my friends in NJ at Milano Motors. I kept the Alfa Milano for another year

after its restoration, but it just wasn’t the same, and my move to Pennsylvania was impending. Apparently, this Milano later had a racing career in Japan.

My Alfa Milano was great in warm dry weather, usually OK in the wet, but appalling in snow. Maybe it was just its poor driver with his rear wheel drive car, but on some very snowy mornings I couldn’t get the car to drive straight at all. It seemed to prefer a slow “crab-like movement” up the snowy highway, travelling about





30° off-line. I am sure it looked very weird to others – that is if they ever looked up from their own struggle with terrible road conditions.

At that time, I lived near the top of a hill in Morristown, NJ, where in winter, with no leaves on the trees, there were long views to Manhattan. However, the road to my house had two sharp road bends; the second one, steep and close to being a hair-pin.

On two occasions, I managed to slowly drive that Milano uphill in 20cms of snow; all the way doing about three revolutions of my rear tyres per every revolution equivalent of forward movement. The hardest part was the last one; slide turning onto my driveway's virgin snow and then knowing I couldn't stop until I hit dry concrete within the garage. Successfully gliding through the opened garage doorway truly was as much a matter of luck as of any judgment on my part.

There were some evenings when, in a storm, the snow was falling fast. Once, leaving work a little too late given the storm, it became very evident that the snow was already too deep for me to contemplate the "Skyline Drive" home-bound uphill skid-way. I left my Milano downtown and walked, sometimes shin deep in snow, past a log-jam of cars still trying to crawl home along Route 202. Returning the next day, I found that my car had been blocked in overnight by a ploughed snow/ice bank and with deeply drifted snow on its roof. A few days passed before I was able to get my car home again.

Occasionally, upper Skyline Drive was completely snowed in for two days or more. Travel to work was out of the question. Some local lads, who often made money at night by ploughing driveways in their 4WD Ford pickups after heavy snowfalls, didn't even turn up until quite late on day two. In the meantime, my neighbour and I went on a cross-country skiing tour out to the Jockey Hollow National Park (a few kms away) where, during the revolutionary war, George Washington had stationed his troops during the bitter winters of 1770 and 1771. That particular day it was quite easy to imagine how tough those winters must have been!

Perhaps those Alfisti (and others) who talk about the joys of rear-wheel-drive may not have lived in too many countries which enjoy real winters. The benefits of FWD in those environments are very significant, while All-Wheel-Drive makes even more sense.

After moving to the outskirts of Pittsburgh in winter 2007, my preferred travel means was either in a Jeep Grand Cherokee, an Audi A4 AWD sedan, but only during summer, in my 1973 Alfa Spider 2000. In the relatively empty Pennsylvanian countryside, near to where I then worked, I discovered that, at the slow speed demanded for about six weeks of winter, when the roads were continuously white, the Jeep's higher driver position allowed a view of the road surface closer to the front of the car; making it feel a bit safer/more in control than was the experience in the lower-slung, but more enjoyable, Audi.

(Note: The adjacent snowy photo is of someone else's Alfa 75 in slippery action!)





MILANO

POWER IN THE HANDS OF THE FEW.

Power. Its scent is sweet. Its allure... provocative. Its appeal... to a very select few.

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The 1987 Milano from Alfa Romeo is a beauty of a car with the heart of a beast. A beast capable of tearing up the road with its 2.5 liter single overhead cam V-6, making it, according to Road & Track, "the fastest sedan in its category, in both top speed and zero to 60 sprints." While this might be impressive for a 300 Series BMW, Audi or Saab, it's standard for a Milano.

It's a car that uses power to control its environment. The power to stop as



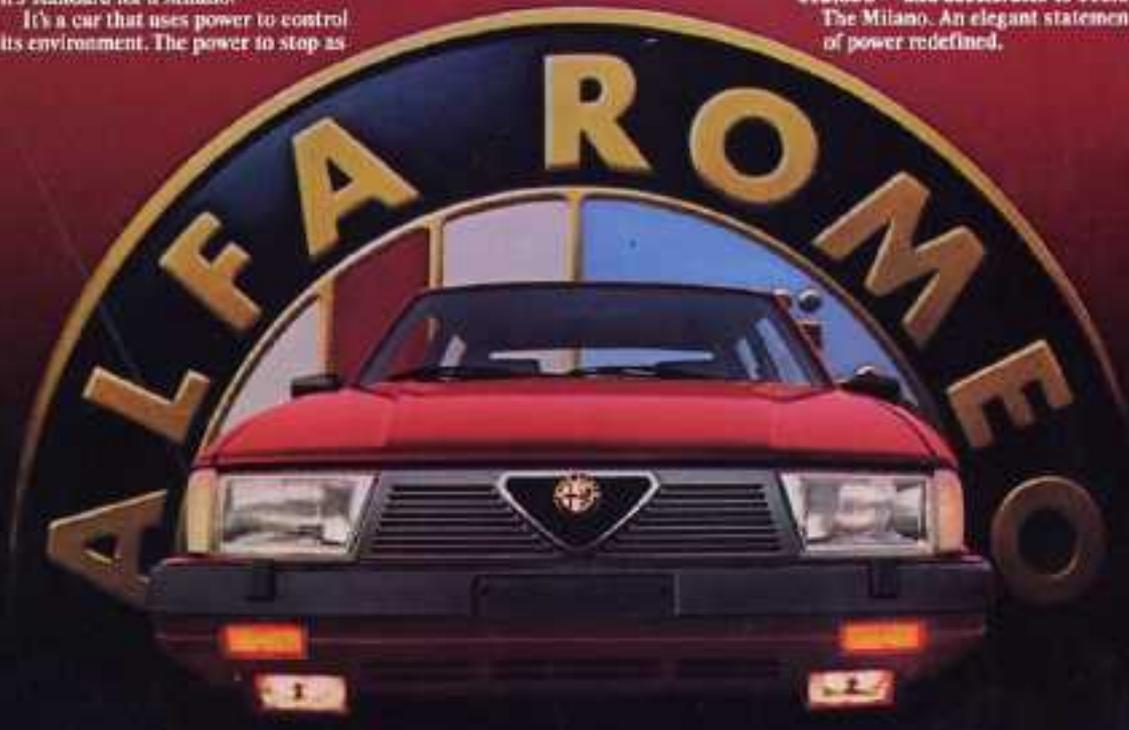
well as the power to accelerate. And to support the alter ego of the true sports car fanatic, Milano is the only European sports sedan with the deDion rear suspension. And the only four door sedan with the name Alfa Romeo on it.

For those who thrive on luxury, the Milano offers air conditioning, power front seats, electric sunroof, AM/FM stereo cassette system, and a central

door locking system. And for those unwilling to compromise power at the expense of quality, the Milano comes with a 3 year/36,000 mile warranty* and an extraordinary 6 year anti-corrosion warranty* against perforation.

The cockpit has all the power and elegance of an Armani suit, with sculpted seats ergonomically designed to hug your spine as easily as the Milano hugs the road. It's a car that can take the boredom out of endless straightaways and the tension out of maneuvering high mountain switch-backs. And all this power starts at an introductory price of \$12,850** and accelerates to \$18,000**.

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To find the dealer nearest you, call toll-free 1-800-447-4700. For further information on Alfa Romeo or the new European delivery program, call your local dealer. *See dealer for full details of warranty. **Mfr.'s suggested retail price at P.O.E. Destination charges, taxes, dealer prep., if any, opt. equip. and license fees extra.





A P R O F I L E O F I V A N O L S E N

This is another in the incidental series of profiles of long-term AROCA members. On this occasion, Alfa Occidentale focusses on AROCA WA past president, Ivan Olsen



Ivan Olsen was born in Oslo Norway where he lived until 1985. At that time, he moved overseas to begin a series of expatriate assignments with his company in the far east and middle east, continuing his career in the Oil and Gas industry. Eventually, Ivan returned to Norway, but he only remained there for a year before moving again, this time to Indonesia. Ultimately, in 1992, Ivan and his wife Felicia arrived in Perth WA, where he took up a new position with his company as its industry and offshore manager for Australia and New Zealand. Ivan and Felicia have remained in Perth since then.

Ivan's motoring interest was first piqued when a friend in Norway, whose family was quite well off, obtained a very nice Alfa. That friend's father bought his son a 1600 GT Junior, which Ivan really liked too, but he knew he couldn't afford one. Ivan's friend drove that GT Junior year-round, despite Norwegian winter weather.

Ivan had always liked cars. They have been something of a passion for him. His first car in Norway was a Fiat 1100, dating from the early 1960s. That Fiat was his first encounter with Italian cars – but, he notes, its primary characteristic was that it was a cheap and available vehicle at the time.

Still in Oslo, Ivan next owned a 1963 Ford Cortina (a 1500cc, 2 door model). However, around that period he also became the owner of a 1938 vintage Buick, straight 8. In 1969, when he bought it, this Buick was in very good condition with only 60,000 miles driven. However, Ivan had the big Buick for only a year, as he found that this car needed to travel with its own portable petrol station. The Buick had a 3-speed manual gearbox, but its gears weren't that essential as the engine was so strong with enormous torque. By comparison, Ivan's Cortina was a much more economic proposition, although it really was a run of the mill sort of car.

Around that time, Ivan's oil and gas industry work in Norway involved saturation diving, during which he might spend as much as a couple weeks continuously underwater. This enabled Ivan to afford an Opel Ascona 400 rally car in which he began to enter rallies in Norway, Sweden and Finland. During some of these rallies, he found himself driving over a lot of winter snow and ice. Once, Ivan actually turned the car upside down when his co-driver misdirected him with a wrong instruction: while the road went left, Ivan went right, narrowly missing various pine trees, before rolling the Opel. His car roof was bent concave but, the damage was constrained by the car's internal roll-bar frame, otherwise it was OK. Ivan found these Scandinavian rallies to be quite an expensive hobby, but very enjoyable.

The time came for Ivan to leave Norway and undertake expatriate assignments. He moved to the far east, working for the same company. His first stop was Korea, where Ivan owned a Korean-



made version of what, in Australia, was then a Holden Gemini. He worked in Korea for 6 months before moving on to the middle east where he lived in Abu Dhabi for a year. Next, he moved to Sri Lanka. Colombo was where Ivan met Felicia, who was also working there as an expatriate. With his company, in Sri Lanka Ivan was involved in the building of a crude oil storage terminal and an offshore oil pipeline terminal.

However, Sri Lanka was a very different experience for the Olsens. In their Honda Civic, Ivan and Felicia did manage to drive around the island, despite the country then being at the height of the Tamil Tigers insurgency. They experienced curfews, car bombings, fires in official buildings, etc., but spent two years there, nonetheless. Thereafter, they returned to Norway for a year, before beginning a two-year assignment in Indonesia. After that they arrived in Perth, where Ivan and Felicia have lived since.



Except for the love of his friend's GT Junior in the 1960s, Ivan had no real connection with the Alfa Romeo marque until he had been living in Australia for some time. Car-wise, he didn't own that much of great significance before 2009, except perhaps for an old Mini 1098cc, that dated from 1967, but which was in good condition.

Another exception was his brief ownership of a Lotus. That car had been imported from UK in the late 1980s by an Englishman when he emigrated to Australia. The English owner had more or less driven his Lotus into the ground before it was sold to another Perth-based owner in the late 1990s who then gradually had restored it. Ivan bought the Lotus from this second owner in 2007. He did take his Lotus to a couple of competitive events, but he found this car was a bit scary. The front wings of the Lotus had a tendency to create lift in the front at high speed. This happened a couple of times while Ivan was driving the Lotus at Barbagallo raceway. After those experiences, Ivan only used the Lotus on the road. In 2010, he sold this car to someone living in York WA who, he

believes, still has the car.





Ivan finally bought his first Alfa, a 1971 GT Giulia, in 2009. After that, in 2011, Ivan also bought the Giulia race-car that he still owns today. Ivan points out that the early 2000s were good years in which to buy a Giulia. Ivan raced the Giulia – mostly in round-the-houses events and at hill climbs in Albany, Collie and Northam. In 2012, Ivan competed in 14 events in this car. Up until 2015, Ivan was taking his Alfa to between 10 and 15 events per year. Ivan's Giulia race-car is his favourite vehicle.

Ivan also owned a 1985 Giulietta sedan, bought to be used as his daily driver. Ivan drove that car for approximately a year, but he gradually realised that the daily trip to and from Canning Vale, driving with this car's manual gearbox (and with many freeway stops and starts) was not very sympathetic to the longevity of his old car. Thereafter,

it was semi-retired to only undertake occasional weekend runs, until Ivan finally sold that it. He believes that '85 Giulietta is still based in Perth.

A couple of years ago, Ivan and Felicia, while out walking one morning, were both run down by a very tired driver who had sped through a red light. Both were very badly hurt. Their recoveries have been slow and painful. The effects of that serious accident still impact their lives today. Given this unfortunately life-changing experience, Ivan has decided that his first competitive run this year will be at the Barbagallo vintage stampede on Sunday 2nd December. The vintage stampede event has gradually become less popular during recent years. It is now down to about 80 cars in total. Ivan believes that grass-roots motorsport is in a slow decline in WA; most probably due to the rapidly growing costs of amateur track racing.

Ivan joined AROCA WA in 2009. In 2010, Ivan participated in the club's south west tour. Then, in 2011, he joined the club's committee. Ivan became the Vice-President of AROCA WA in 2012 and then was elected as Club President for 3 years starting in 2013. The AROCA WA President role really involves more work than many people know, but Ivan found it quite doable, given the level of support he found to be available from other club committee members. During the past year, Ivan's role on the club committee has been as AROCA WA's competition secretary.

Ivan views a current issue for AROCA WA to be its need to attract more younger members to ensure the club's future. The present club membership is largely an older group and, as members are getting older, many former club stalwarts members are no longer quite as active as they once were. While there are not that many younger people interested in older Alfas, Ivan notes that members



such as Michael Barranger are great exceptions to that rule. Ivan is also attracted to the way that AROCA looks at both old and new Alfas. This range of vehicle ages does help broaden members' interest, as does the fact that the WA Alfa club is quite socially oriented.

These days, the role of motor sport isn't as central to the club's agenda as it was in past decades. However, Ivan wants to give renewed emphasis to Alfa competition driving. He has sought to achieve this by having AROCA WA join in with other motoring clubs' events, rather than to hold a separate AROCA WA race program. Up until 2018, quite a few people had participated in a number of competitive events, though fewer have been active this year. This year, Rod Quinn is the club's most regular event participant who is driving an Alfa. Ivan also observes that, in 2018, some of the club's regular competition drivers from past years have spent time overseas, or have been unable to come to meetings due to family limitations (or recent additions!) Nonetheless, Ivan hopes that other Alfa drivers will bring out their cars along to competition events again in 2019.

2010 was the celebration of 100 years celebration of the formation of Alfa. Therefore, the WA Alfa club joined the pre-war vintage car club in its 2010 South West tour. This tour was a five-day long trip. Ivan certainly thinks it would be very good to hold another run of that type in the future.

Ivan points out that the great thing about AROCA WA is that it is certainly a viable and friendly motoring club with its current 120 or so members. He proudly notes that the club was able to have 50 Alfas displayed during Northbridge Rotary's Italian Car Day at Gloucester Park a few weeks ago. This is a very good sign for the future of AROCA WA. However, with both petrol and diesel-engined cars potentially disappearing in Europe during upcoming decades, the future of motoring enthusiast clubs can be questioned. Ivan says he can't see himself enjoying travel in an electric car, or worse, passively in an autonomous vehicle. He says that he still greatly enjoys the noise of a petrol engine.

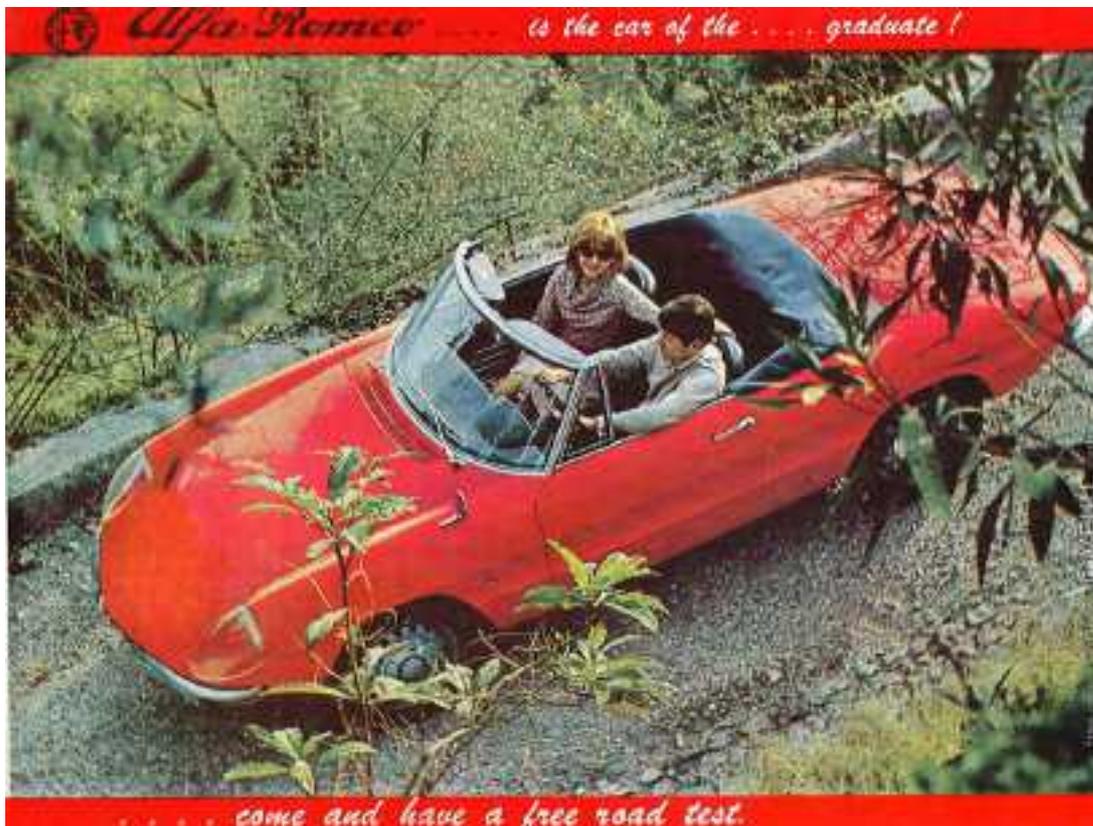
Beyond his Alfa Romeo and historic cars interest, Ivan's hobby is reading. He particularly enjoys reading hard-copy books, rather than using a Kindle or the like. Ivan uses his local library to find the books that he most wants to read, spending perhaps a couple of hours there at a time, selecting his most interesting next reading. Ivan particularly enjoys reading history and has educated himself regarding Australian history since coming to Perth. He also has a passion for quality fiction.

Felicia is quite supportive of Ivan's auto interests. However, while he has given Felicia hints about his interest in competing in Targa West at some point in the future, after Felicia saw what had happened to some other drivers during last year's event, she decided that Ivan wasn't allowed to drive fast through the forest in any future Targa West competition.





D U E T T O B R O C H U R E 1 9 6 6 (U S A)



Alfa Romeo ... is the car of the ... graduate!

... come and have a free road test.

Why an Alfa Romeo?

... Consider its Outstanding Performance: SPEED, ACCELERATION AND FLEXIBILITY, that Can Only be Compared with Cars of a Much Higher Engine Capacity.

... Consider it to the Driver Who Controls the ALFA ROMEO and not the Car that Controls the Driver.

ACTIVE OR PREVENTIVE SAFETY

Driving an ALFA ROMEO is safety in itself because the car responds promptly to the controls and easily solves any problems that may arise on the road or through emergency.

ROADHOLDING and stability: well distributed weight - low centre of gravity - automatic adjustments of the shock absorbers - action by the suspension and anti-roll bars, aerodynamic body styling to guarantee better adhesion to the road.

MANEUVERABILITY and acceleration: assurance of always being able to rely on a reflex light response and ease with which the car responds to the driver's control.

DRIVING COMFORT: comfortable and richly equipped passenger section - transparent - smooth and flexible operation of the look, light and easy steering - highly sensitive driving.

BRAKES: 4 wheels disc. Separation design, weight distribution and efficient brake system possible for

PASSIVE OR PROTECTIVE SAFETY

Being in an ALFA ROMEO is safety because of the ability of the car to reduce the effects of accidents, thanks to its structure and other features and comfort.

DIFFERENTIATED STRUCTURE: the front and rear section of the body have been designed to absorb the greater part of the impact and reduce its effects on the passenger section. As a result, passengers receive greater protection and there is less risk of opening or jamming of doors.

PARTICULAR FEATURES: the seats and the passenger section are designed to ensure the absorption of bumps and stresses more easily and safely.

STEERING GEAR: steering box set further back, in order to reduce the possibility of damage in case of a frontal impact - short steering column - direct steering wheel.

TRIMMINGS: lack of embellishments and projections both inside and out.

Dieter Siepp

RACING SINCE 1911





NEXT CLASSIC CARS & COFFEE DECEMBER 30, 2018

CLASSIC CARS & COFFEE



8.30-10.30am

No.3 Carpark, by the University Club

University of WA, Hackett Drive, Crawley

2018 dates:

January 28, February 18, March 11, April 29, May 27, June 17

July 20, September 9, October 14, November 18, December 30

Suggested \$10 donation in support of The Prostate Cancer Foundation of Australia



MeatUp

The committee of AROCA WA is very supportive of the new “Classic Cars & Coffee” Sunday morning monthly event. Attendees of recent meetings have commented on how worthwhile this event is. A large number of impressive Classic Cars can be viewed, encompassing almost all marques.

With that in mind, AROCA WA club members might wish to attend an upcoming Cars & Coffee display. In addition, members might wish to consider lunch or a brunch after “cars & coffee”.

Please see the events calendar above which lists 2018 dates of Classic Cars & Coffee.

Note that the next event, the last of the year, will be held on December 30th. It will run from 8:30 am - 10:30 AM, at the University of Western Australia, Car Park 3 (next to the UWA staff club) which is off Hackett Drive in Nedlands, WA, 6009.

Please also note that it would be a wise choice to get to this event early. Classic Cars & Coffee is rapidly becoming an extremely busy event for Perth auto enthusiasts.

View this google map reference should you need to find event location details. [+ Google Map](#)





Alfa Romeo Owner's Club of WA

Pasta Run

9th December 2018

Start:
Departing 10am sharp from Midland Center Point car park for a nice drive
(come earlier for a Muzz Buzz coffee, chat and driver's briefing)

Finish:
The drive coming to an end at the International on the Water Hotel
for a fantastic 3 course lunch with drinks available from the bar. (PAYG)

Tickets available from the Alfa Romeo Owner's club of WA website.
Adults \$25.00 children \$20.00 (up to 12yrs)

www.trybooking.com/434432





DON'T MISS THE 2018 ANNUAL PASTA RUN SUNDAY 9TH DECEMBER

For this year, the committee has decided on a generous subsidy for financial members and their partners for this event. (This will also double as our Christmas event this year).

While the standard ticket price for the Pasta Run is \$45per person, the AROCA WA committee has decided on a **special Alfa Member/Partner Price of only \$25pp**, but you must be a current financial member to access this price.

A maximum of 2 tickets per member has been set at this reduced price. Do note that when you book electronically - using the link shown below - that a small additional booking fee will be charged by Trybooking. (It is only about 60 cents per payment).

Of course, your Friends and Guests are welcome to join us for the 2018 Pasta Run and the lunch, but please note that they will need to be booked in at the standard price.

Contact Andrew Murray directly for the link for general admission at \$45pp.

Event Details

Sunday December 9

Start for event run. Departure will be from the Midland Centerpoint Carpark at 10.00am (i.e., adjacent to MuzzBuzz coffee)

Arrive at the International-on-the-Water Hotel, 1 Epsom Ave, Belmont (Ascot) for lunch by 12.00pm.

Lunch will begin soon after 12.00pm and the event will run until 3.00pm. This includes a 3 Course Meal. There is also a Cash Bar.

Parking is available on the grounds for Italian cars (in a special display).

Note that you can book here electronically:

<https://www.trybooking.com/434432>

Also note that we have set up a separate link for Kids, 12 years old and under. This kids ticket is priced at \$20.13. To electronically book tickets for attendees' kids, please go to this link:

<https://www.trybooking.com/435008>





AROCA WA EVENTS CALENDAR 2018

| Event | Event Date | Event Coordinator |
|--|--|---|
| COMO ROTARY CLASSIC CAR SHOW Wesley College, South Perth | Sunday, 7th October 2018 | Richard Peirce |
| "CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 - 10:30AM. | Sunday, 14th October 2018 | (Carpark #3 Hackett Drive, Crawley) + Google Map |
| INFORMAL ALFA RUN 3rd Sunday in the month informal run | Sunday, 21st October 2018 | See announcement in this newsletter |
| ROTARY ITALIAN CAR DAY Gloucester Park | Sunday, 11th November 2018 | Andrew Murray |
| INFORMAL ALFA RUN 3rd Sunday in the month informal run | Sunday, 18th November 2018 | |
| "CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 - 10:30AM. | Sunday, 18th November 2018 | (Carpark #3 Hackett Drive, Crawley) + Google Map |
| ANNUAL PASTA RUN AROCA WA is again organizing this year's event for the WA Italian car clubs | Sunday 9th December 2018 | Rod Quinn |
| INFORMAL ALFA RUN 3 rd Sunday in the month informal run | Sunday, 16th December 2018 | See announcement in this newsletter |
| "CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 - 10:30AM. | Sunday, 30th December 2018 | (Carpark #3 Hackett Drive, Crawley) + Google Map |

Be sure to mark these final 2018 dates in your diary!





2019 AROCA WA EVENTS PROVISIONAL CALENDAR

| Event | Event Date | Event Coordinator |
|---|---|---|
| FISH & CHIP NIGHT (South Perth, details to be advised) | Tuesday, 15 th January 2019 | Rod Quinn |
| FEBRUARY AROCA CLUB NIGHT Sunset Coastal run and dinner. TBD | Tuesday, 5 th February 2019 | Richard Peirce / Greg Smith Details TBD |
| POTENTIAL WEEKEND RUN | Date TBD, end February 2019 | Details TBD |
| MARCH AROCA CLUB NIGHT Details TBD | Tuesday, 5 th March, 2019 | Amore Mio Pizzas, 279 Guildford Road, Maylands. |
| SHANNONS CLASSIC CAR SHOW Ascot Racecourse. We will have a club display space at this show. | Sunday 24 th March 2019 | See poster in this Alfa Occidentale edition |
| "ALFESTA" AROCA NATIONAL EASTER MEETING. AROCA national meeting Mornington Peninsula Victoria. | Fri., March 30 th to Mon., 2 nd April 2019 | NOTE: THIS MEETING IS ALREADY BOOKED OUT FOR EASTER 2019 |
| CLUB RUN TO THE "NORTHAM FESTIVAL OF MOTOR SPORT" | Sunday 7 th April, 2019. (Date TBC) | TBD |
| "BRITISH CAR DAY RAID" Drive to GinGin on National Motoring Heritage Day to visit WA British car day | Sunday, May 2019 (Date TBC) | Details and date to be announced |
| ALBANY "ROUND-THE-HOUSES" SouthWest weekend, including a dinner for Alfa members attending. | Saturday, 1 st to Monday, 3 rd June, 2019 | Andrew Murray. Albany events held over the June long weekend. |
| CLUB BIRTHDAY DINNER Annual dinner & presentation night. | Saturday, 22 nd June 2019 (TBN) | Nick Rahimtulla |
| WILDFLOWER RUN Run to wildflower country and an AROCA WA social lunch. | August/ September, 2019 (Date TBC) | Tour Route and organiser, TBD |
| AROCA WA 2018 ANNUAL GENERAL MEETING AGM and informal dinner, venue TBD. | Tuesday 3 rd September, 2019 | Andrew Murray |
| ITALIAN FESTIVAL TRACK DAY Barbagallo Raceway, Wanneroo | Sunday, mid- September 2019 | Event details to be announced |
| ROTARY ITALIAN CAR DAY Gloucester Park | Sunday, 1 st November 2019 | Andrew Murray |
| ANNUAL PASTA RUN AROCA WA again organizes this event for all WA Italian car clubs | Sunday, mid- November 2019 | Rod Quinn, Details TBD |
| AROCA WA CHRISTMAS LUNCH Venue TBD | Sunday, 8 th December 2019 (tentative) | Details TBD |





IN 2019, THE REGULAR MONTHLY CLUB EVENTS WILL CONTINUE

- **Classic Cars & Coffee** is held at the University of Western Australia in Carpark #3, off Hackett Drive, Crawley) + **Google Map** on Sundays from 08:30 til 10:30. However, the scheduled date varies by month. Look for details of next meetings in Alfa Occidentale issues.
- Each month, **AROCA WA's club night** is normally held on the first Tuesday of the month. Look for details of upcoming meetings in emailed club announcements and in Alfa Occidentale issues.
- **Informal WA Alfa Club Runs** are available on a monthly basis. They have been set up for every third Sunday in the month, starting from the BoatShed café in South Perth. For a map of the starting location see: <https://goo.gl/maps/KVSxLuP4Atx>



AROCA WA CLUB COMPETITION CHAMPIONSHIP FOR 2019

- The 2019 events program is currently in formulation.
- Please contact the club's competition secretary, Ivan Olsen by email at ivan.olsen@mragroup.com.au to find out more about participation in the club's competition program for the upcoming year.



2019 Shannon's Classic Car Show

Sunday 24 March 2019

The Classic Car Show is returning to Ascot in 2019 and we would like to begin planning early. If your club would like to attend, please complete this Club Booking form and return to classiccarshow@councilofmotoringclubs.asn.au by 16 November 2018. Indicative numbers are fine as this is for early planning purposes.

If your club is celebrating a milestone or a vehicle anniversary, please advise as we may use these in our publicity.

Display terms remain the same as last year: Vehicles must arrive and be in place 8 and 9.30am. No movement is permitted until 3pm when the show ends.

Club Booking Form

Club Name: _____

Contact: _____

Email: _____

Phone: _____

No of vehicles: _____

Theme / Special event:

(to help us with publicity, please advise if your club of marque is celebrating a special event or anniversary):

Vehicles sited on paving will need a drip tray (this does not apply to marked parking spaces).

Venue Facilities and Rules

Ascot Racecourse will provide a range of food and beverage options for visitors. BBQs are not permitted but clubs may bring their own picnic lunches.

Due to liquor licensing for the event, alcohol may not be consumed on site. Security guards patrolling the venue may confiscate alcohol if found.

The Classic Car Show is a volunteer run event and the organising committee would welcome your assistance.

Contact paulysshell@hotmail.com



Preferred Location: _____

If the same as last year, please advise. Whilst the committee will make every effort to accommodate requests, club display areas may need to be adjusted.





3^RD SUNDAY MONTHLY INFORMAL AROCA WA PROGRAM OF CLUB RUNS CONTINUES

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

Since the 3rd Sunday April informal run, the club uses only one starting point for all participants. Every Alfa club 3rd Sunday informal run in 2018 will start from the South Perth foreshore at 10:00AM.

Park in the Coode Street car park, near to the Boatshed café and the water ramp in the park.

Arrive early and enjoy coffee at the café before departure.



These informal trips should depart soon after 10:00am on each date. The intention is that the run can commence once participating members decide to depart from the starting point. Note that individuals or informal groups can do this as soon as they like after 10:00. The event may involve only an individual vehicle or club member drivers in small groups, who should feel free to decide upon an appropriate trip itinerary on the day.

BACKGROUND TO THE INFORMAL RUN PROGRAM:

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

Meanwhile, the Alfa club's normal annual program of longer runs and lunches continues unchanged. This new and very informal program is an additional opportunity for you to drive your WA-registered concessionally-licensed vehicle.

CLUB RUN DATES: *Third Sunday of each month*
except whenever a significant club event is scheduled the same day.



HOW TO JOIN AROCA WA OR TO RENEW YOUR MEMBERSHIP

Dear Western Australian *Alfisti*,

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

Whether you wish to become a new member, or you if have yet to pay your AROCA WA Subscription for the upcoming 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 again is \$80.00 for FY 2018/19.

Please note that the membership renewal date for all existing members is 30th June of 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, 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, you should include your surname in the payment reference and also advise the club of your payment via an email.)

Membership Fee: \$80 (1st July 2018 - 30th June 2019)

Associate Mbr Fee: \$80 (1st July 2018 - 30th June 2019)

We look forward to seeing you at our future events.

With best wishes,

Andrew Murray.
President, AROCA WA.





FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

ADDRESS: _____

_____. POSTCODE: _____

LANDLINE: _____ MOBILE: _____

EMAIL: _____

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

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

| Manufacturer | Type | Year | Colour | Registration OR Concession Plate # <i>(if applicable)</i> |
|--------------|------|------|--------|---|
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Please complete the above form and email it to AROCA WA at

NOTE:

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 the financial year in order that your concessional vehicle registration remains current.





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, 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 the Secretary of AROCA WA at secretaryarocawa1@gmail.com



ALFA OCCIDENTALE

Issue 17, October 2018

