

ALFA OCCIDENTALE

Issue 24, May 2019



Cutaway diagrams of a late 105 series Alfa Romeo Spider and an Alfa Montreal.



You are reading the 24th edition of **ALFA OCCIDENTALE** – the electronic newsletter of the Alfa Romeo Owners Club of Australia (WA Division). WA Alfa Club members are invited to provide contributions to future magazine editions, C/-: secretaryarocawa1@gmail.com In this edition of Alfa Occidentale, you will find outlined the latest details concerning the club's upcoming schedule for 2019, including information you need regarding the club's competition, social & driving events.

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W A A L F A C L U B N E W S & U P C O M I N G E V E N T S S U M M A R Y

- On Tuesday 7th May, AROCA WA's May club night was held at "The Local" hotel in South Terrace, South Fremantle. Seventeen members attended this "south of the border" event.
- **On Sunday May 19th the club will run its "British Car Day Raid" to Gingin**, joining the British car day. Meet at Stirling Square in Guildford at 08:30 for the morning run to GinGin where group car parking has been arranged. See the event notice below in this magazine edition.
- **"Classic Cars and Coffee"**. The next "Classic Cars and Coffee" is on **Sunday 26th May**. The venue fills quickly, so do arrive before the scheduled 8:30AM start-time, at UWA, Car Park 3, off Hackett Drive, Nedlands, 6009. [+ Google Map](#)
- **Tuesday 4th June is the date of the AROCA WA June club night**. It will be held at the WA Light Car Club at 22 Moojebing Street, Bayswater where there will be a discussion of **Projects and Renovations** while members enjoy wine and Pizza. The evening starts at 19:00
- **June long weekend, 2019**. In this edition of the Magazine, the club would like to take a last opportunity to bring the Albany long weekend competition events to your attention.
- The WA Alfa club will hold its **annual birthday dinner on Saturday 29th June at the Acqua Viva restaurant**, which is on a pier above the Swan River in Nedlands. An announcement and booking information can be found below in this edition of the magazine. As of May 10th, only 16 bookings have been received. **The committee requests that you please book very soon for this event in order that this year's birthday dinner is viable.**
- The AGM of AROCA WA is held in September. In this edition of the club's magazine please find details regarding **nominations of members for the new 2019/2020 committee** to be elected at this September's AGM. Please consider nominating yourself or another club member for election to the Club Committee by using the Nomination Form provided. As a committee member you have the opportunity to help improve club activities while you enjoy the camaraderie of other dedicated Alfa enthusiasts working for the success of AROCA WA.





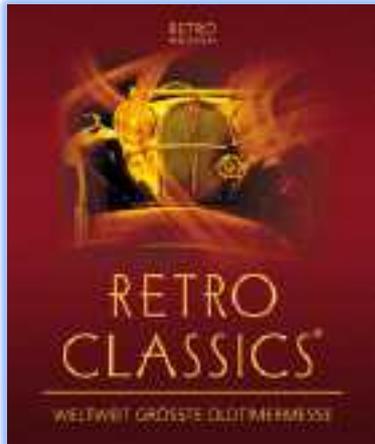
RETRO CLASSICS IN STUTTGART

By Andrew Stevens and Kelly La Velle

(Edited from a note to the club. There are also two large files of photos available to peruse on line)

Dear WA Alfa Club members,

We hope that all is going well down-under! We have been a bit too silent to you all for too long. Sorry.



Below you will find a few words about the trip that we did to a car show in Stuttgart early last month. We hope it may be of interest to WA Alfa club members!

Readers should note that we have provided a large set of Google photos for you to review.¹

<https://photos.app.goo.gl/GsjXxr1rVjaFxFxZMR7>

<https://photos.app.goo.gl/7J5ueaRTtUiQN2zT8>

Those of you who know Kelly and me will be aware that we are often keen to visit new car shows and events around the place; both in the UK and further afield. We find that with a bit of planning and research, you can take in an interesting show at very good value.

After visiting high profile shows like Retromobile in Paris, Techno Classica in Essen and Auto Moto d'Epoca in Padua over the years, we have started looking at alternatives for a bit of variety. This year we decided that a weekend jaunt to the Retro Classics show in Stuttgart might make a nice change. This show is held in the vast Messe Stuttgart, right next door to the airport. Therefore, the logistics were simple and the fact that we could book into the hotel between the airport and the exhibition centre just made it even easier.

So, on a Saturday morning we flew in to Stuttgart from Heathrow, collected our bag, walked to the hotel, dropped our bags and continued on to the Messe, Stuttgart. Within 45 minutes of landing in Germany we were spending 30 Euros to purchase two tickets to the show and heading in!



It took us only a little bit longer overall to go from Heathrow to the show in Stuttgart than it had a couple of weeks earlier when we drove to the Race Retro show in Stoneleigh, Warwickshire from our house in Sunbury. In addition, at Stuttgart, the admission was cheaper for a much bigger show!

¹ Rather than select a few of these to show here, note that you can review the entire collection on-line at these two internet locations, whenever you choose.



The Stuttgart Messe exhibition centre is basically built in a 'U' shape with 5 large halls on either side, plus a central atrium and an open area with additional displays and facilities. The Retro Classics show used 9 of the 10 halls. In addition, there was a car market outside the entrance hall.



Being based in Stuttgart, obviously Porsche and Mercedes were going to have a high presence, but within the exhibition, among what must have been over 4,000 cars on display, there were plenty of other machines, including a number of Italian cars and classic car dealers present. This variety balanced the presence of the Germanic auto hordes!

The Stuttgart show seems to primarily be focussed on cars from the post-war era up into the 1980s, together with a few earlier cars and a selection of later model machines, but mainly the more special/exotic models.

While this show has been running for 18 years, it has not earned the same international profile as other shows like Techno Classica, despite the size and scale of the Stuttgart show, where you mainly hear German, Italian and French speakers, with only a small amount of English spoken. We found most traders spoke some English, at least, but sometimes our conversations were a little difficult!

Regardless of language difficulties, you could generally work things out pretty well. Once we had waded through all the many variations of beautifully presented Porsche 911, Mercedes SL 'Pagoda' and W112 Coupe and Convertible models and even over 40 300SL 'Gullwings' and Roadsters present, we found ourselves considering a variety of Italian classics.

The main Alfas on show were 750/101 Series Giulietta Spiders and Sprints with a good number of 105 Series Coupes, Spiders and Giulia Saloons too. We found that there were very few bargains amongst them though!

Most of the cars seemed to be priced at what we thought were pretty excessive numbers, but we may be a bit behind the market. We were pleased to see no less than 4 Giulietta SZs 'Coda Tonda' cars for sale (all listed as "price-on-application") including the car (now well-known from social media) that had been liberated from a mechanic's basement by crane earlier this year after 30 years in storage. There was a handful of Alfetta series cars and one lone 164 amongst the many cars present, along with plenty of Ferraris, Maseratis, Lancias, Fiats and Lamborghinis.



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After walking miles on the Saturday, we found that we had only covered about half the show, so we returned on Sunday morning (for another 20 Euros per ticket) to visit the rest of the show. By the end of the weekend, we were suffering not only from 911 overload, but a bit of sticker shock from the pricing as well; although we did enjoy the show. The organisation, the layout of the exhibition centre, the good value tickets, the general accessibility and the sheer number and variety of cars on display made it very worthwhile and a nice change from some of the larger profile shows we have visited on the continent. We decided that we will certainly look to revisiting it at some time in the future.





LETTERS TO THE EDITOR

The first letter comes from Greg Smith's work colleague, Bernd Lueben, who, last month, while on a weekend visit to Bardolino, Lago di Garda, Italia, came upon an Alfa Romeo car display.





This second emailed letter comes from Damon Earwaker.

Damon is the sales manager for Alfa Romeo and Fiat cars at Zagame Automotive Group in Melbourne. He is an AROCA VIC club member and a noted Fiat and Alfa driver and collector. Recently, he converted a Fiat 500 to full electric drive.²

Dear Greg,

Thanks for sending through some recent editions of Alfa Occidentale. I enjoyed them. I'm glad to hear you are still enjoying your GTA.³ I finally bought myself a 156 GTA two years ago. It is a nice, original 85,000km example and thankfully it is unmodified save for the Q2 diff.



If you read this webforum:

<https://www.alfaowner.com/Forum/alfa-gta/167216-gta-production-numbers.html> you will find that the imports of 156 GTAs into Australia reached a total of 126, while, allegedly, only 3 were sold new in New Zealand. Given the cost of the 156 GTA and size of the NZ market that is a credible number for initial orders. However, I strongly suspect that these initial three cars in NZ were later added to from the surplus stock of Australian 156 GTAs that remained after the substantially cheaper 147 GTA killed off the local demand in Australia for the 156 version.



I'm not sure where that "old wives' tale" about the increased desirability of NZ and UK originated 156 GTAs, mentioned in the 156 GTA article in Alfa Occidentale #22, actually came from. I suspect that it was assumed, based on information from earlier times when that performance difference was definitely the case. In the 1980's, the higher performance of UK spec'ed cars was quite an issue.



After moving to Melbourne from New Zealand, I was appalled to find how sluggish the Australian emission spec for the Alfa 33's and Sprints was when compared with the unrestricted NZ (i.e., UK) spec'ed versions of those cars, which I had owned and worked on previously. Interestingly, the NZ Alfa 33 Sportwagons all had Australian spec'ed emissions, whereas the hatch versions were UK spec'ed cars – but with km/h speedos. Allegedly, both offered 105bhp, but, in reality, the Australian version was nowhere near that.

However, by the time the 156 GTA arrived, all versions were Euro 3 with manifold pre-cats which comfortably exceeded local Australian ADRs and there was absolutely no difference in part numbers

² The photos in this article are of Damon Earwaker's recently built electric Fiat 500. It is the only one in Australia and, apparently, the one and only fully electric Fiat 500 Anniversario in the world.

³ A car which Damon actually sold to me, new in 2002 (Ed.).



for ECUs (or any other mechanical components) between the two markets. In any case, the factory production numbers for all GTA versions were so tiny that separate development and production of variations for microscopically small markets simply had to be implausible. In fact, I seemed to recall reading figures saying that there were more GTA's sold in Australia than in the UK anyway; although I have since noted that it was 147 GTA and GT 3.2 for which Australian sales actually outsold those in the UK.



To further reinforce this point, the then Australian Alfa distributor, Ateco, was also involved in New Zealand by that stage. As pointed out above, most NZ delivered 156 GTA's were actually previously unsold Australian stock. Actually, I discovered that myself when a customer came to me for some advice regarding importing one from NZ (which should be impossible). After investigation, I discovered that his car in NZ already had Australian compliance, which seemed highly unusual. It was then that Ateco informed me that they had sent a batch of 156

GTA's to NZ. I am now aware that this is not uncommon and even some new Giulias for Australian delivery have been diverted there as recently as 2018.

I remember on a visit to Christchurch around 2003, I was looking at some new 156s on display at the local dealer. I found that most of the cars there were Australian spec'ed, with child restraints and no centre rear lap sash belt. As well, to add to the confusion, there was one UK spec'ed 156 on the floor at the same dealer.

In fact, these days the majority of cars in New Zealand are Japanese spec'ed and delivered vehicles; with most of those imported into NZ as used cars of around 4-8 years of age. That is the reason why you can obtain used 156 GTA Selespeeds and GTA Sportwagons in New Zealand, but not in Australia. They were never available here and, today, it is still illegal to import them here. (I happen to know this was discovered by one AROCA club member who currently has one such car stranded in Hong Kong.) There is only one other option to successfully bring into Australia an overseas spec'ed car of this type and that is via personal import under the process of migration after 12 months of the owner personally using the car overseas.

Hope that this helps to clarify some of the confusion on this subject for both you and others.

Kind Regards,

Damon

IMPORTING A USED CAR INTO AUSTRALIA

Since the last local car makers departed from Australia and now that all new cars in Australia are imported, why is that Australia is not following the example of New Zealand by importing used cars from other right-hand-drive jurisdictions such as Japan?



As Damon Earwaker suggests in his letter to the Editor (above), in New Zealand, the restrictions on parallel imports were removed a long time ago (i.e., in the late 1980s). These days, more than two-thirds of all cars sold in New Zealand are "grey market" vehicles that have been imported by brokers. The majority of these cars are second-hand.

It turns out that the idea of doing the same thing in Australia has been considered. In fact, prospective changes in federal law were contemplated by the Federal government around 2016. However, while these possible changes were debated, they were not implemented.

At one point, a consortium of multi-national car importers, all based in New Zealand, along with a lobbying firm, formed a body called the "Australian Imported Motor Vehicles Importers Association" (AIMVIA). It purported to represent niche Australian car importers. According to the Sydney Morning Herald (22 April 2016), AIMVIA was established under the direct instruction of its new NZ-based parent, an organisation called the Imported Motor Vehicles Importers Association (IMVIA). AIMVIA was registered in NSW, with a largely trans-Tasman board and with financial backing from JEVIC Group, the "Japan Export Vehicle Inspection Centre" and the company, Autohub⁴.



During 2016 it became clear that confusion reigned concerning the importation of grey market cars into Australia and how that process might be reworked, especially related to the thorny issue of repairs and recalls.⁵

In early 2016, a commissioner from the Australian Competition and Consumer Commission publicly stated that businesses, as well as individuals, may be able to import grey market cars. His view was that, if the scheme permitted Australian businesses to import vehicles for individual consumers, then protections might be more readily available than if individual consumers were required to purchase their vehicles directly from an overseas entity that may have no connection with Australia. He also noted that perceived benefits had been seen in the New Zealand economy following this approach; including a greater range of cars, cheaper cars, and the introduction of new businesses that assist consumers with importation. However, this commissioner's viewpoint was quickly contradicted by

⁴ JEVIC undertakes pre-shipment inspections on cars exported from Japan. It has offices in Britain, South Africa, Singapore, New Zealand and Kenya. Autohub is a multi-national which specializes in shipping cars from Britain and Japan.

⁵ While the importation of new cars to Australian auto dealers is usually undertaken using purpose-designed roll-on/roll-off ships, your privately imported car may be more likely to arrive in a container.



the relevant Federal minister who saw the potential for considerable conflicts and therefore maintained that only individuals, not companies, should be able to import any grey market cars.

Furthermore, the then minister expressed a concern that the approach left uncertainties about issues related to the car's origin and that these needed to be dealt with; including vehicle warranties and recalls. He commented that the government was "consulting with the car industry" concerning its management for imported used vehicles and noted that, for any imported grey market cars, the recall process would involve greater responsibility for consumers than if they were to purchase their vehicles directly from a car dealer based in Australia.

So, today, where does that leave someone who is seeking to import a used vehicle?

To protect the Australian car market, a complex set of federal government rules and regulations remains in place. This requires a procedure that heavily restricts the import of vehicles and understanding these laws in full remains a very complex process

A brief (and, please note, somewhat non-expert) summary of the basics follows⁶:

The first step when deciding to import a car is to gain a formal import approval. However, the type of import approval required may depend on the circumstances surrounding the import. The following focusses solely on vehicles intended to be registered for Australian road use.

- If the vehicle is manufactured before the 1st of January 1989, then there are no restrictions, you simply need to apply for a vehicle import approval which should be granted on the basis that the vehicle is pre '89. See: <https://infrastructure.gov.au/vehicles/imports/>
- For a vehicle manufactured after 1 January 1989, the import process is considered under the Australian Government's 'Registered Automotive Workshop Scheme' (RAWS) (<http://raws.infrastructure.gov.au/>). This means that the vehicle must be on the RAWS list (<http://raws.infrastructure.gov.au/rawswebpublic/RAWPubSearch.asp>). For a RAWS-qualified vehicle, should you choose to import it, then the import approval needs to be arranged by a Registered Workshop that is approved by the Australian Government. This workshop will also need to authorise that the vehicle complies for use on Australian roads.
- However, an exception to this rule occurs if the vehicle has been owned and used by you, as its individual private owner, for over 12 months in a foreign country prior to its import into Australia. In this case, a 'personal import approval' may be sought which allows import of the vehicle. RAWS requirements can then be bypassed for newer model vehicles. For information on personal imports: https://infrastructure.gov.au/vehicles/imports/import_options/pis.aspx

Unless the vehicle is a returning vehicle, there is no way to bypass paying Australian import tax. If the vehicle is less than 30 years old, then a duty of 5% and payment of 10% GST is applicable. For

⁶ This information was obtained by the Alfa Occidentale magazine editor during a short internet review. Any person(s) considering the import of a vehicle should be certain to conduct their own personal investigations. This brief article should not be solely relied on for such a purpose. This information was produced only to offer the reader a brief (but probably somewhat incomplete) summary of processes and issues relating to private vehicle importation into Australia.



vehicles worth above AU \$75,526 (i.e., the 2017 luxury car tax (LCT) threshold), the car also incurs LCT at a rate of 33% on every dollar above the threshold.

For any vehicle that is older than 30 years, no duty applies. However, the 10% GST is still applicable, along with LCT costs should the value exceed the LCT threshold.

Another issue is customs value. This may be ascertained from the Bill of Sale in the event of an overseas purchase. However, when it comes to personal imports, the value will be ascertained via an Australian customs valuation on the vehicle itself. That customs valuation will cost AU \$300.00 and then tax is payable on the assessed Australian market value.

A number of other factors should also be considered when looking to import a vehicle. For example, the Australian government prohibits the import of pre-charged gases. Therefore, depending on the year, make and model of the vehicle, the car's air conditioning may need to be degassed prior to its export from the foreign country.

More recently, new laws have been introduced regarding the presence of asbestos-containing materials in any imported vehicle. As a result, the importer must check that no part of the vehicle contains any asbestos. This includes brakes, clutch plates, gaskets, etc. The importer must sign a confirming declaration, including that any part of the vehicle that contains any asbestos has been removed and replaced by a non-asbestos containing part prior to shipping. (See for example: "Asbestos detection can be costly for imported car owners" by Alex Forrest in the West Australian of Sunday, 19 November 2017.)

Finally, under specific circumstances, it is possible to import vehicles into Australia. However, as this article demonstrates, there are some hurdles to jump over, no tax concessions are available, and the whole process can be quite costly.

As pointed out above, this difficult import process into Australia was originally set up to protect the producers of locally manufactured Australian vehicles. However, since the departure of all car manufacturers from Australia, the high hurdles of this process have been argued to be pointless; yet they persist. While this issue was debated by the Australian Parliament as Australian car manufacturers were departing, at present, this complex system remains in operation and it sharply contrasts with the approach required to ship a used car into New Zealand.

Do note that the Department of Infrastructure, Regional Development and Cities is responsible for the design and implementation of the Australian Government's infrastructure, transport and regional development policies and programs. Their website outlines the complex requirements of the used car import process into Australia. [How to apply for a vehicle import approval](#) is a link that provides an overview regarding how to complete and submit your vehicle import application.

Other links include the following:

[8 steps to import a vehicle](#)

[Road Vehicle Certification Scheme website](#)



[Specialist and Enthusiast Vehicle Scheme \(SEVS\)](#)

[Search for a RAW facility](#)

[SEVS website](#)

[Import Options](#)

[Eligibility Assessment](#)

[importation of asbestos is prohibited](#)

Also see: New Zealand sees Australia's car industry as "Treasure Island" by Mark Hawthorne and Jared Lynch, in the Sydney Morning Herald, April 22, 2016.

ALFA GIULIETTA SERIES 116

The Giulietta (Series 116) was manufactured by Alfa Romeo between 1977 and 1985.



When first introduced in 1977, the new Giulietta took on the name of the original Giulietta series that Alfa Romeo had produced between 1954 and 1965. However, this series 116 Giulietta was a newly designed vehicle based on Alfa Romeo's Alfetta chassis (including its rear mounted transaxle).

From the outset, the series 116 Giulietta offered two models: a Giulietta 1.3, with an oversquare 95 PS (70 kW) 1357 cc engine, and a Giulietta 1.6, with a 109 PS (80 kW) 1570 cc engine, both of these twin cam inline fours were fed by two twin-choke carburettors.

Two years later, another engine, the 1.8 L (1779 cc, 122 PS) became available. Then, in 1980, a Super version of the Giulietta came into the market with a 2 litre engine (2.0 L, 130 PS). In 1980, the 116 series Giuliettas underwent many changes, both externally and internally, though the engines remained the same until in 1982 when a new 1.6 L engine was finally released.



While the Series 116 Giulietta cars all had a conventional three-box sedan body-style, there was a defining point of difference at the rear of these vehicles with their short boot and the small aerodynamic spoiler that was integrated into the body. Although the Giulietta was only offered in sedan form by Alfa Romeo, several station wagon conversions were offered by others.



Adjacent Photo: Polizia di Stato Giulietta

The largest market for the Giulietta proved to be in South Africa, where a very successful TV advertising campaign conducted by Alfa Romeo produced very good sales between 1981 and 1984. A central theme of this South African marketing campaign was the presentation of the Giulietta's new

'aerodynamic' lines. Later, these aerodynamic lines were carried over into the succeeding Alfa 75 models. They were also deployed in the 33 series.

The series 116 Giulietta proved to be the 'last hurrah' for Alfa in South Africa until the carmaker's reintroduction in that market in the 1990s with the appearance of its 164 and 156 models.

The Giulietta went through two facelifts, the first in 1981 and a second one in 1983. All Giuliettas used 5-speed manual transmissions.



Autodelta introduced a Giulietta 2.0 Turbo Autodelta (175 PS), with a turbocharged 1962 cc engine at the Paris motorshow in 1982. The production version of this Giulietta Turbodelta had a 172PS engine. The turbocharged versions of the Giulietta all had black painted exteriors with a red interior, although the final production of these 2L Turbo versions was only 361 vehicles.

In 1983, Alfa introduced a Giulietta 2.0 Ti and a diesel (VM) with a 1995 cc engine and 82PS. Before Giulietta production finally ended, some further minor changes were made to this Giulietta series. In 1985, after around 380,000 Giuliettas had been built, the 116 series was replaced by the Alfa Romeo 75, which used much of the Alfetta/Giulietta underpinnings.



ENGINES

Model	Engine	Displacement	Power	Torque	Top speed	0 – 100 km/h	Dates Produced
1.3	DOHC I4	1,357 cc	95 PS (70 kW; 94 hp) at 6,000 rpm	121 N·m (89 lb·ft) at 4,500 rpm	165 km/h (103 mph)	12.7 s	1977–1983
1.6	DOHC I4	1,570 cc	109 PS (80 kW; 108 hp) at 5,600 rpm	143 N·m (105 lb·ft) at 4,300 rpm	175 km/h (109 mph)	11.3 s	1977–1985
1.8	DOHC I4	1,779 cc	122 PS (90 kW; 120 hp) at 5,300 rpm	167 N·m (123 lb·ft) at 4,000 rpm	180 km/h (110 mph)	9.6 s	1979–1985
2.0	DOHC I4	1,962 cc	130 PS (96 kW; 128 hp) at 5,400 rpm	178 N·m (131 lb·ft) at 4,000 rpm	185 km/h (115 mph)	9.4 s	1980–1985
Turbodelta	DOHC I4	1,962 cc	170 PS (125 kW; 168 hp) at 5,000 rpm	283 N·m (209 lb·ft) at 3,500 rpm	206 km/h (128 mph)	7.5 s	1984–1985
Turbodiesel	I4	1,995 cc	82 PS (60 kW; 81 hp) at 4,300 rpm	162 N·m (119 lb·ft) at 2,300 rpm	155 km/h (96 mph)	19.4 s	1982–1985

SOME RECENT ALFA ROMEO AUCTIONS IN EUROPE

A few of the recently published European auction results for Alfa Romeos, as reported in Keith Martin's monthly Sportscar Market Letter (SCM), May 2019 issue, reappear below.



At the Artcurial sale, held in Paris on February 8, 2019, a **1964 ALFA ROMEO GIULIA Spider** was auctioned. S/N AR379303. Eng. # AR0011214801. Red/ black canvas/black leather. Odometer: 90,954 km, was sold. This car has slightly aged paint and it had been with the same owner for 30 years. Paint overspray and lifting near front windshield was visible. Exterior finishes are in presentable condition for a driver, including chrome. Weatherstripping is fairly new. It looks like it may have been retrimmed

in the past 20 years inside. Panel fit actually is better than most. Tidy engine compartment with no signs of leakage underneath. The vehicle appears to have never been totally restored, instead being maintained and repaired as needed. Aftermarket radio fitted. Cond: 3+. **SOLD AT US\$81,147.** *SCM Comment: Like a ripe apple, this was an enticing little Giulia. Unlike the sterilized examples often seen stateside, this Alfa had been loved in a certain way, much like a child that had grown up under the watchful eye of a devoted parent. While it was not a totally original car, it seemed usable, enjoyable, touchable and tangible, likely sorted or not far away from being sorted, romantic and delightful in character. I think the new owner will have a great time with it.*



Also at RM Sotheby's auction in Paris in February, 2019 was Lot 129, a **1953 ALFA ROMEO 1900 C coupe**. S/N AR1900C01507. Light blue/beige cloth. Odometer: 5,802 km. Little history prior to its restoration, which was carried out by a Swiss who had bought the car in 2008. Straight panels, good shut lines and excellent chrome. Borrani wheels, shod with Pirelli Cinturatos. Rear window in three parts with chrome inserts—very period. The interior still looks new with typical cloth seats and brown piping. Original steering wheel in white plastic. Nice dials in excellent condition. Clean engine bay and exhaust pipes shining over the

full length. Cond: 2. **SOLD AT US\$415,881.** *SCM comment: Originally, most of the Alfa 1900 Cs received an aluminium body by Touring. Between 1952–53 a limited edition of 100 cars were produced by Pininfarina with thin steel body panels of only 0.7mm thickness. This car was of the same high quality as the Touring-bodied 1900 C at this sale, yet it fetched considerably more, beating even the high estimate while the other (see below) sold under its low estimate. Blame it on its rarity, perhaps, because the Touring looks better, in my opinion. Yes, I know this is subjective.*



Meanwhile, at the same RM Sotheby's February 2019 Paris auction, was lot 117, a **1954 ALFA ROMEO 1900 CSS coupe**. S/N AR1900C01788. Grigio Azzurro/ beige leather. Odometer: 8 km. Concours condition inside and out. Perfect paint and chrome. Very straight aluminium body. Shiny Borrani wheels with new rubber. Beautiful dash with original white plastic steering wheel. Interior retrimmed in leather and new carpeting. Desirable 5-speed floor shift. Period Autovox radio. Rare folding rear seat. Engine bay in line with the rest. One of only 540 produced. Spanish papers. Cond: 1-. **SOLD AT US\$262,062.** *SCM comment: This car had spent the larger part of its life in the USA. According to its history*

file, it was sold in 1979 for a mere \$500. Meticulous and well documented 3,000-hour restoration executed in Jerez, Spain was finished only this summer. During the whole viewing, a hostess was at hand to give all information wanted — but she didn't know if the car originally came with the leather interior. To my surprise, the car sold for less than its low estimate. I didn't expect the seller would let it go, as expectations were obviously high, but he did. Very well bought.



Lot 148 was also sold at the RM Sotheby's February Paris auction. This car is a **1973 ALFA ROMEO GTA 1300 Junior Stradale coupe**. S/N AR776142. White/black vinyl. Odometer: 51,172 km. Nut-and-bolt restoration in 2018 to factory Stradale specification. Straight panels with good paint, but its chrome was not perfect, as built. Some small dents in front bumper. Inside of wheel-wells immaculately white. Vinyl interior perfect. Shiny wood-rimmed steering wheel detachable. Correct steel-pressed rims with Michelin Pilot tires. Well-detailed engine bay with the correct Tipo 559 twin-spark engine and 45 DCOE 18 Webers. Only two owners

from new, with a UK V5 document. Cond: 2. **SOLD AT US \$300,517.** *SCM comment: This car is one of only 193 built. A very desirable Alfa and welcome at some of the finest events. Only a few - yet determined - bidders. Sold just over low estimation to the same man who bought a red 1600 GTA that was also at the auction as Lot 138. I am always surprised by what these Bertone-designed GTAs bring at auction, but genuine ones are quite rare and this one was almost perfect on top of that. Nevertheless, a lot of money. Well sold.*



2019 PHILLIP ISLAND CLASSIC FESTIVAL OF MOTORSPORT

The story and photos are edited from an article by Vince Johnson appearing in www.velocetoday.com, April 2nd 2019.

Over four hundred and fifty cars and drivers from across Australia, New Zealand, the UK and Germany descended on the Phillip Island circuit to join the Victorian Historic Racing Register as it celebrated its 30th Classic Festival of Motorsport.

Following practice and qualifying sessions on Friday morning, racing commenced after lunch. Although Regularity entrants were scored individually against nominated lap times, the competition was fierce and the variety of machines together out on the track made things very interesting.

The Alfa Romeo Giulia Sprint GTA Corsa owned by Steve Byrnes holds an impressive period racing history and last year, it ran in Group S at the Phillip Island races. This year, Steve took Regularity honours in the first event of the meeting. Although Steve was equal on points with David Blainey (1970 Porsche 911), he had a faster lap time. Trevor McPherson then repeated the result for the Cross and Serpent on Saturday morning in his 1968 Alfa Romeo GTV 1750. Also, during the weekend, Trevor Montgomery's supercharged 1928 Alfa 6C took turn 10 on the inside of Andrew Stuchbery's similarly-aged Stutz Boat Tail Speedster. The photograph of this moment, shown below, amply illustrates the difference between sporting European and US-built cars of the era, ninety years ago.

Vince Parisi's Simca Vedette was found in a Melbourne suburban garage in 2012 where it had been sitting on blocks since 1975. It was originally fitted with a Simca version of Ford's 2.4 litre flathead V8, however, after a rebuild, Vince now races it with the under 3-litre Historic Touring Cars. The sole Italian car competing in this category against the Mazdas, Minis, Cortinas, Escorts and other Europeans was a 1973 Alfa Romeo GTV 2000 owned by Martin Piercey.

The Phillip Island track has been synonymous with motorsport memories since the 1920's. With the the Victorian Historic Racing Register continuing to be involved, that history is most likely to continue well into the future.

Below is a set of photos from the event. They first appeared on the website Veloce Today (www.velocetoday.com), in the April 2nd 2019 edition.



The photos chosen to appear in this Alfa Occidentale edition all emphasise the considerable Alfa Romeo representation evident at the Phillip Island classics this year.

*Steven Byrnes 1965 Alfa Romeo Giulia Sprint
GTA Corsa, turn 2 entry.*

*(This car was formerly owned by current WA
Alfa Club president, Andrew Murray).*

ALFA OCCIDENTALE

Issue 24, May 2019





ALFA'S NEW PREFERRED PARTNER PROGRAM FOR AROCA WA MEMBERS

The screenshot shows the Alfa Romeo Preferred Partner Program page. At the top is the Alfa Romeo logo. Below it is the title "Preferred Partner Program". The main heading is "Welcome to the Alfa Romeo® Preferred Partner Program". The text explains that members can take advantage of discounts across the Alfa Romeo range and provides the website www.alfaromeo.com.au/fleet and the login code APP6753. A "How to Redeem" section follows with three steps: selecting a model, receiving a voucher via email, and presenting it to a dealership.



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.



AROCA WA EVENTS CALENDAR APRIL 2019 UPDATE

Event	Event Date	Event Coordinator
<i>MAY CLUB MEETING</i> <i>The Local Hotel in South Fremantle</i>	<i>Tuesday, 7th May, 2019</i>	<i>Andrew Murray</i>
NATIONAL MOTORING HERITAGE DAY & BRITISH CAR DAY RAID Meet at Midland for a club run to Gin Gin via a morning coffee stop	Sunday 19 th May 2019	Richard Pierce. (see announcement below)
"CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 - 10:30AM.	Sunday, 26 th May 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
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 event is held over the June long weekend.
JUNE CLUB NIGHT "PROJECTS & RENOVATIONS" with pizza and wine at WA Light Car Club, 22 Moojebing Street, Bayswater	Tuesday 4 th June 2019. Starts 19:00	Andrew Murray
CLUB BIRTHDAY DINNER Annual dinner & presentation night. Please make your booking ASAP.	Saturday, 29 th June 2019	Nick Rahimtulla. See announcement in this newsletter
AROCA 50TH JUBILEE DINNER Hyatt Place, Essendon Fields, Victoria	Saturday 10 th August 2019	See announcement below regarding this AROCA NATIONAL EVENT.
WILDFLOWER WEEKEND RUN Overnight run to wildflower country	August/ Sept, 2019 (Date TBC)	Tour Route and organiser, TBD
AROCA WA 2018 ANNUAL GENERAL MEETING. Inc. pizza & wine at WA Light Car Club, 22 Moojebing St, Bayswater	Tuesday 3 rd September, 2019	Andrew Murray
ROTARY ITALIAN CAR DAY Again, this year, at 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	Organiser TBD
AROCA WA CHRISTMAS LUNCH Venue TBD	Date December 2019, TBD	

Be sure to mark these dates in your diary!



AROCA WA REGULAR MONTHLY CLUB EVENTS CONTINUE FOR 2019

- **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. **The next Cars & Coffee will be held on Sunday 26th May 2019.**
- Each month, **AROCA WA's club night** is held on the first Tuesday of the month. Look for details of upcoming meetings in emailed club announcements and in Alfa Occidentale issues. The June meeting will be held on **Tuesday 4th June at the WA Light Car Club in Bayswater where a discussion of "Projects & Renovations"** will occur while members enjoy wine & pizza. Start time is 19:00
- **Informal, but regular monthly, WA Alfa Club Runs** are available every third Sunday in the month, starting at 10:00 from the BoatShed café in South Perth. For a map of the starting location see: <https://goo.gl/maps/KVSxLuP4Atx>

CLUB DRIVE TO THE BRITISH CAR DAY ON NATIONAL MOTORING HERITAGE DAY

DATE & TIME: Sunday May 19th, Meet at 08:30 a.m.

MEET: STIRLING SQUARE, JUST NORTH OF THE RAILWAY LINE IN GUILDFORD

It's time again, on this National Motoring Heritage Sunday for the WA Alfa club to descend upon the British Car Day at Gingin. A scenic route via the Chittering Valley out to Bindoon Bakery for an Alfa club morning tea, followed by a brisk drive, cross-country, on to Gingin, where we will arrive late morning. There are plenty of food outlets available for lunch, or you can bring your own picnic/barbecue. The attached flyer indicates the variety of things to see and do; very much a fair atmosphere.

We again have allocated parking.

MAY 19TH AT 0830 a.m. Please meet at Stirling Square, just north of the railway line in Guildford, for a departure shortly thereafter. See you on the 19th!

Any Questions?: Call Richard Peirce Mob: 0411 245 772



British Car Day Drive - Route Instructions to Gingin for WA Alfa Romeo Club Members.

1. Depart car park at **Stirling Square, Guildford**. (all distances courtesy of Google Maps :)
 2. Left onto Meadow St. (Route 52). Continue north into the Swan Valley for - 15.3km
Note that as you cross the Swan River, Meadow St. becomes West Swan Valley Rd.
 3. Left into Great Northern Hwy (Route 1/95). Continue for - 12.9km
 4. Right into Chittering Rd. (Tourist Drive 359). Continue for - 19.2km
 5. Continue Right on Chittering Rd. (Muchea East Rd. joins from the left.)
Continue for - 20.8km
 6. Right onto Great Northern Hwy (Route 1/95). Continue for - 6.6km
into Bindoon. **Bindoon Bakery** is on the left at the far end of the township.
- Stop for morning tea and to re-group.**
7. Continue north on Great Northern Hwy. for - 4.5km
 8. Left into Bindoon – Moora Rd. (Route 116). Continue for - 4.2km
 9. Left into Mooliabeenee Rd. Continue for - 16.3km
 10. Right into Old Mooliabeenee Rd. to Gingin. Continue for - 1.6km
 11. Right at the T-junction into Weld St. You are now in Gingin.
Continue across railway line for approximately - 250m
 12. Destination **Car Park** is at the front of the church on your right, on the corner of Church St. **Distance Total: 101.65km**

Good luck!

**Richard Peirce
Mob: 0411 245 772**



**“RENOVATIONS & PROJECTS”
AROCA WA JUNE CLUB NIGHT**

Tuesday 4th June 2019



Meet at the Light Car Club of WA, 22 Moojebing Street, Bayswater

Start Time: 19:00

AROCA WA's club night for June 2019 will be held at the Light Car Club of WA in Bayswater.



Pizza and wine will be served while club members discuss matters related to Alfa Romeo-related renovations and projects.

We look forward to seeing you at the June meeting at the Light Car Club.



Should you have any questions about this evening, please contact either:

Andrew Murray (0412.108.011)

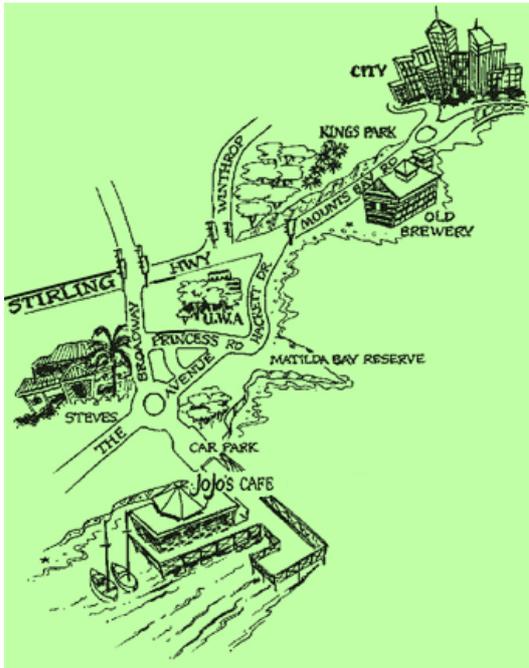
or

Greg Smith (0419.135.886)



ALFA ROMEO BIRTHDAY DINNER

Saturday 29th June 2019



VENUE: Acqua Viva on the Swan

TIME: *Pre-dinner drinks at 18:30*
Dinner Seating 19:00

PRICE: After a club subsidy of \$20.00 for club members and their partners, the dinner cost will be \$55.00 per person. However, the non-discounted price is \$75.00 for a non-member guest.

BAR: *A full bar is available.*

RESERVATION: Please confirm your reservation. Use this TryBooking link: <https://www.trybooking.com/492614> for the AROCA Birthday dinner on Saturday 29th June, 2019. Also complete the reservation form on the following page if you need to indicate any special dinner requirements.

VENUE LOCATION: *Acqua Viva on the Swan is situated at Jojo's Jetty on the Swan River. Drive to the end of Broadway in Nedlands, 6009.*

VENUE PHONE: (08) 9386 7711

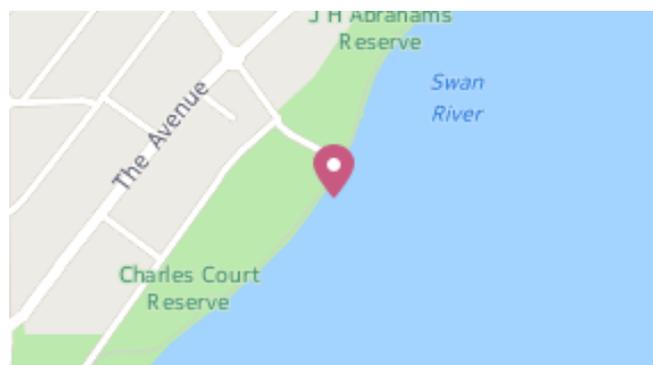
INTERNET: www.acquaviva.com.au

View directions to Acqua Viva on the Swan at JoJo's.

[VIEW IN GOOGLE MAPS](#)

Please make your booking for the annual birthday dinner as soon as possible at:

<https://www.trybooking.com/492614>





BOOKING DETAILS FOR THE ALFA ROMEO BIRTHDAY DINNER

NO OF ATTENDEES: _____

FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

MOBILE: _____ EMAIL: _____

DIETARY RESTRICTIONS YES NO

(Please specify) _____

After a club subsidy of \$20.00 pp, the dinner price is \$55.00 per person for any AROCA WA member and partner, but the dinner price is \$75.00 for a non-member guest.

You can reserve seats for the dinner here using this Try Booking link:

<https://www.trybooking.com/492614>

Please also complete the form provided above on this page and post it to the club's mailing address, or, again preferably, please email it directly to Greg Smith, the Club Secretary of AROCA WA at AROCAWasecretary1@gmail.com





AROCA 50TH JUBILEE GALA DINNER IN MELBOURNE SATURDAY 10TH AUGUST 2019



Western Australian AROCA members should consider travelling to Melbourne this coming August for the 50th Anniversary Dinner celebration of the Alfa Romeo Owners Club in Australia. A 50th only comes around once in a lifetime and this year AROCA is gathering at Hyatt Place for a national event; its 50th Jubilee Dinner. Alfa Romeo club members and non-members, Australia-wide, are welcome to attend. Naturally, the theme is **G O L D**

The dinner will be held at the Hyatt Place Hotel, at Essendon Fields, close to the Tullamarine Airport. At the dinner, there will be guest speakers, raffles, door prizes and plenty of dancing. Five amazing Alfa Romeo vehicles will be on display, one for each era.

COST: AROCA Members: \$75.00 / Non-members \$80.00

[Click Here to Purchase Tickets Online](#)

Pricing for the event includes a pre-dinner welcome drink & canapés followed by a formal dinner. Other drinks are available during the evening at bar prices.

WA members deciding to travel to Victoria for this gala Alfa Club dinner may also wish to attend a Fremantle Dockers away game at Marvel Stadium in Docklands on Sunday, August 11th.

When: Saturday 10 August at 6pm

Location: Hyatt Place Essendon Fields; 1 English Street, Essendon Fields, Victoria 3041

Dress Code: Formal Cocktail

Accommodation at Hyatt Place is available at reduced rates for any interstate attendees - and for local guests who may prefer not to drive home that night.

For further information please contact:

Colin Edwards Mob: 0409 739 833 Email: secretary@alfaclubvic.org.au



2019 COMPETITION CHAMPIONSHIP SCHEDULE OF EVENTS

	Location	Arrangement Organisation	Activity	Date	Web Link Contact
1	Northam	Vintage Sports Car Club WA Inc	Regularity	7 th April 2019	http://www.vscwa.com.au
2	Midvale Seed Dome	Triumph Sport Owners Assoc.	Autokhana	12 th May 2019	tsoa-wa.com
3	Albany Wind Farm, Albany	Great Southern Street Machine Association	Hill Climb	1 st June 2019	www.gssma.com.au
4	Albany, Mt Clarence	Vintage Sports Car Club WA Inc	Speed Event, Hill Climb	1 st June 2019	http://www.vscwa.com.au
5	Albany	Vintage Sports Car Club Inc WA	Regularity Albany Classic	2 nd June 2019	http://www.vscwa.com.au
6	Barbagallo Raceway	WA Sporting Car Club	CAMS Speed Event Series - Point 2Point	27 th July 2019	www.wascc.com.au
7	Perth	LF Performance & Targa West P/L	Targa City Sprint	11 th August 2019	www.targawest.com.au
8	Port Dennison/Dongara	Shire of Irwin	Sprint	21 st September 2019	www.irwin.wa.gov.au
9		Triumph Sport Owners Assoc.	Hill Climb	13 th October 2019	tsoa-wa.com
10	Jacks Hill, Barbagallo	Vintage Sports Car Club WA Inc	Hill Climb, Speed	30 th November 2019	http://www.vscwa.com.au
11	Barbagallo Raceway	Vintage Sports Car Club of WA	Vintage Stampede, Regularity	1 st December 2019	http://www.vscwa.com.au

- All the events listed above are arranged by the organising party that is shown on the event calendar.
- Each of the events will be listed on the organizing parties' websites prior to the event.
- Most of the events will require that you hold a Speed level 2 Licence. This can be organised through the CAMS website (see link below).



- General requirements for the car include that it has to be road-worthy; you need a fire extinguisher; and a helmet that is compliant with Australian Standard (AS).
- If you want to enter any of the above events you should do this directly through the organiser of the event and also pay them directly.
- After the event please let us know your result. We will score your points in the WA Alfa Romeo club competition.
- The CAMS website/form to obtain a LS 2 Speed Licence is shown in this link:
https://www.cams.com.au/docs/default-source/licence-forms/speed-nonspeed-licence.pdf?sfvrsn=527884c7_7
- To find out more about participation in the club's competition program, please contact the club's competition secretary, Ivan Olsen at ivanolsen51@gmail.com



3^{R D} SUNDAY INFORMAL RUNS CONTINUE

DATE: 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 2018 informal run, the club has used only one starting point for all participants. Every Alfa club 3rd Sunday informal run now starts 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 depart soon after 10:00am on each date. The intention is that the run can commence once a participating member (or 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, which is another regularly scheduled AROCA WA event, is a great opportunity for club members with concessionally registered cars to take their vehicles out for a run. Note that any one of these 3rd Sunday runs may involve only one individual vehicle. Alternatively, some club member drivers may decide to arrive in small groups, and they then should feel free to decide upon an appropriate trip itinerary (or itineraries) on the day.



NOMINATIONS CALLED FOR THE 2019-20 COMMITTEE OF AROCA WA

**Election of the committee will be conducted at the WA Alfa Club's AGM on
Tuesday 3rd September 2019; 7:00 for 7.30pm**

Venue: WA Light Car Club, 22 Moojebing St, Bayswater

Dear AROCA WA club member,

The WA Alfa Club's activities "don't just happen". They depend on active club members being prepared to contribute to the running of the club, either as an officer holder, or as a general committee member. You are invited to nominate yourself, or another club member, for election onto the Club Committee for next year using the Nomination Form provided below.

As a WA Alfa Club Committee member, you have the opportunity to help improve club activities. At the same time, you can enjoy the camaraderie of engaging with other dedicated Alfa enthusiasts who all working towards the success of the club. You are encouraged to seek election, or perhaps to work with the committee in another volunteer role.

Before the coming year, as is usual, the club anticipates a few committee member retirements. Other committee members may also need to resign or readjust their commitments due to work or relocation issues. Therefore, the Annual General Meeting represents a great time for you to decide how you might like to best help AROCA WA enhance its future Alfa Romeo auto enthusiast activities.

The club is currently seeking multiple nominations for all of AROCA WA's committee positions.

Nomination Form 2019 – 2020 AROCA WA Committee

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

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

(Please Circle)

President

Secretary

Treasurer

Membership Secretary

Social Secretary

CMC Representative

CAMS Representative

Web master

Competition Secretary



General Committee Member (x 2)

Club Shop

Nominated by:

Membership number:

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

Seconded by:

Membership number:

Being a financial member of AROCA WA⁷

Acceptance of Nomination:

I accept nomination for the position(s):

Name: _____

Date: _____

Signature: _____

(Signature of person being nominated)

Nominations should be emailed to the current Club Secretary.

Email: secretaryarocawa1@gmail.com

Or mailed to the postal address shown immediately below.

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

All written nominations should be received by C.O.B., Friday 30th August 2019.

⁷ Note that a "financial member" above named as a nominee, nominator and/or seconder, for the purpose of this nomination, is limited to being either a Full, Associate, or Life Member.



A R O C A W A F I N A N C I A L R E P O R T 1 6 A p r i l 2 0 1 9

INCOME

Membership	\$240
Birthday Dinner	\$
Social Events (Trybooking for \$1255, \$1982.56, \$70, \$1.97)	\$3,309.53
Xmas Lunch	\$
Merchandise Sales/ Door sale	\$
Club Meeting Drinks/ Food	\$
Advertising	\$
Bank Interest	\$
Transfer from Investment A/c	\$
SUB TOTAL	\$3,549.53

EXPENDITURE

CAMS- CMC Subscription	\$
Social Events Italian Dinner reimbursement	\$1,710
Postage/Petties/Rental	\$
Pasta Run (delayed invoice)	\$3,780
Merchandise	\$
Rent Light Car Club facilities	\$
22 Mar Freo Italian Club Dinner	\$1,808
Club Meeting Food/Drinks/AGM/New Members	\$
Website	\$
Trophies	\$
Investment Account	\$
Membership refund	\$
SUB TOTAL	\$7,298.00

EXCESS INCOME/EXPENDITURE **\$3,748.47**

BANK RECONCILIATION

Opening Balance	\$5,194.82
Receipts	\$3,549.53
Payments	\$7,298.00
BALANCE	\$1,446.35

INVESTMENT ACCOUNT as of 19 Mar 2019

Opening Balance	\$18,136.41
Transfer from main account	\$
Transfer to Main Account	\$
Interest	\$5.76
BALANCE	\$18,142.17

Total in Accounts

Westpac Community Solutions One	\$1,446.35
Westpac Business Reserve	\$18,142.17
Grand Total	<u>\$19,588.52</u>



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<p>AROCA CLASSIC LADIES TEE</p>	<p>AROCA CLASSIC KIDS TEE</p>	<p>AROCA CLASSIC BABY JUMPSUIT</p>	<p>AROCA CLASSIC CAP</p>

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ITS TIME TO RENEW YOUR AROCA WA MEMBERSHIP FOR 2019; OR TO JOIN AS A NEW MEMBER

Dear Western Australian *Alfisti*,

NOTICE TO CONCESSIONAL LICENSE HOLDERS: As the end of this financial year approaches, those of us who are AROCA WA members and use the State's concessional licensing system to register their historic Alfa Romeos should note that you need to remain a financial member of the club into the coming financial year for your concessional license to remain current. Therefore, you should renew your membership prior to 30th June 2019.



NOTICE TO NEW MEMBERS: The Alfa Club is seeking to increase the number of 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 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 continues to be \$80.00 for the next financial year, 2019/20. **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 2019 - 30th June 2020)

Associate Mbr Fee: \$80 (1st July 2019 - 30th June 2020)

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

Andrew Murray.
President, AROCA WA.



FIRST NAME(S): _____

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 secretaryarocawa1@gmail.com

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



“DRIVE MY CAR”

SINGLE VEHICLE EVENT APPROVAL FOR AROCA WA MEMBER-OWNED CONCESSIONALLY REGISTERED VEHICLES

AROCA WA has provided this club logging system solely for the use of currently financial AROCA WA club members who own vehicles concessionally registered under CODE 404. Completion of this form and then providing a completed copy to the club secretary, then enables them to legally drive that vehicle at a “single vehicle event” such as to a wedding, picnic, country drive, etc.)

MEMBER’S FIRST NAME(S): _____

MEMBER’S SURNAME: _____

MOBILE PHONE: _____

EMAIL: _____

AROCA WA MEMBER NUMBER: _____

VEHICLE TO BE DRIVEN:

VEHICLE	BUILD YEAR	REGISTRATION PLATE	CONCESSIONAL REGO. @ AROCA WA

TRIP DETAILS:

TRIP DATE: _____ START: _____ END: _____
(DD / MM / YYYY) (HOUR AM/PM) (HOUR AM/PM)

FROM: _____ TO: _____

DESCRIPTION: _____
Purpose of trip in a few words only.

Three-five days prior to undertaking any single vehicle trip, be sure to complete and email this form to AROCA WA, where this trip will be logged by the club.

(Email: secretaryarocawa1@gmail.com)

After sending your completed form to the AROCA WA club secretary, please print out a copy of the filled-in form. Make sure that you keep it with you in your vehicle during your trip. Remember that you must have your vehicle license with you in the car too.

Additionally, note that it is a condition of Code 404 that you remain a financial car club member at all times. You should be aware that, otherwise, if stopped, you will be deemed unlicensed.