

ALFA OCCIDENTALE

Issue 29, October 2019



ALFA OCCIDENTALE

Issue 29, October 2019



This is the 29th edition of **ALFA OCCIDENTALE** – the electronic newsletter of the Alfa Romeo Owners Club of Australia (Western Australian Division). As always, WA Alfa Club members are keenly invited to provide contributions to future magazine editions, C/-: secretaryarocawa1@gmail.com

In this October 2019 edition of Alfa Occidentale, you will find the latest details concerning the club's upcoming schedule for the rest of 2019. This includes any information you may need regarding its competition, social & driving events.

At AROCA WA's annual general meeting, held on Tuesday 3rd September at the WA Light Car Club, a new club committee was elected. This 2020 committee is listed immediately below.

AROCA WA COMMITTEE FOR 2020

Andrew Murray	President/webmaster	presidentarocawa1@gmail.com
Vacant	Vice-President	vicepresidentarocawa1@gmail.com
Greg Smith	Secretary	secretaryarocawa1@gmail.com
Stuart Bunt	Treasurer	treasurerarocawa1@gmail.com
David Hamlyn	Membership Sec	membernlicarocawa1@gmail.com
Ivan Olsen	Comp. Sec/CAMS	competitionsecarocawa1@gmail.com
Steve Sugden	CMC representative	generalcommitteearocawa3@gmail.com
Sam Calabro	Gen. Cttee	generalcommitteearocawa1@gmail.com
Eddie Bernardi	Gen. Cttee	generalcommitteearocawa2@gmail.com
Mark Pearson	Gen. Cttee	generalcommitteearocawa4@gmail.com
Victor Lee	National Coordinator	national.coordinator@alfaclub.org.au

CONTENTS OF ISSUE NO. 29

Club News and Upcoming Events.	Page 3
Retirees & Idle Rich Take A mid-week Cruise Down to Harvey	Page 5
Concours of Elegance at Hampton Court Palace on 8 th September 2019.	Page 7
AROCA WA holds a "Meet the new Members Night"	Page 12
Red Duetto Tour 2019.	Page 15
WA Queens birthday tour to Denmark.	Page 17
2016 Alfa Romeo Disco Volante Spyder	Page 19
Concorso Italiano at Monterey California	Page 21
New AROCA national coordinator - nominations sought (2 nd notice).	Page 22
AROCA WA Regular Monthly Events Continue – October 2019 update.	Page 23
Como Rotary Club's 8 th Classic Car Show on Sunday 6 th October.	Page 25
CMC Quiz Night to be held on Saturday 12 th October	Page 26
Moto Expo Italiano at 510 Guildford Road, Bayswater on 20 th October	Page 27
Italian Car day at Gloucester Park to be held on Sunday 3 rd November.	Page 28
Maurice Brockwell memorial classic car tour on Sunday 10 th November.	Page 29
Annual Pasta Run to be held on Sunday 1 st December.	Page 30



AROCA WA Xmas lunch at "Vineyard Kitchen" is on 8 th Dec. Book now!	Page 31
ALFESTA 2020 is in Toowoomba Queensland during Easter 2020.	Page 32
Motorclassica Exhibition and Concours – October 2019 in Melbourne.	Page 34
AROCA WA's Competition Program continues.	Page 35
AROCA WA Treasurer's annual financial report to September 2019.	Page 37
AROCA's on-line club shop – how to purchase customised Alfa items.	Page 38
AROCA WA membership renewal & new member applications.	Page 40
Code 404 declaration.	Page 42
The AROCA WA "Drive my Car" concessional run approval program	Page 43

WA ALFA CLUB NEWS & UPCOMING EVENTS SUMMARY

- We are now well into the new financial year. A new AROCA committee was elected at the 2019 AGM held on September 3rd. The names of the new committee members are shown in the table above.
- **The committee notes that, for some of the WA Alfa club's past year members, renewed club membership for this financial year is now long overdue. Additionally, any past members who are owners of concessional license cars, should carefully note that their membership renewal for this year is now an extremely urgent matter.** The retention of a car club membership beyond the end of June 2019 is essential for the owner of any concessional license vehicle, if that vehicle is to maintain its continuing concessional registration, given WA state transport department regulations. **A lapsed-member's vehicle is simply no longer registered for concessional license purposes.** Non-continuance of your club membership could lead you into considerable difficulties should you be stopped while driving that car. Therefore, to renew your membership for the current year, please see the details that appear below on the last pages of this magazine.
- The **"Retirees and Idle Rich Drive" cruise down to Austins Harvey** was held on Thursday 12th September. WA Alfa club participants came along in 8 interesting Alfas and greatly enjoyed the mid-week run from Fremantle to Harvey where they visited "Austins Harvey". After a quick morning coffee, these "retirees & idle rich" departed via Rockingham and Mandurah then across to Pinjara and down to Harvey, initially following a coastal route. The owners of Austins Harvey provided a light lunch and presented their business model. Photos from the trip to Harvey are shown later in this magazine.
- The rescheduled **Jaguar car club track day is on Tuesday, 24th September.** AROCA WA members have been formally invited to join the Jaguar Car Club for this event. Details regarding this track day are provided below.
- The **Rotary Club of Como will hold its 8th Annual Car Show on Sunday 6th October** from 10:00 until 15:00. See announcement below. An Alfa display area will be available.



- The revised date for the **CMC Quiz night is Saturday 12th October**. This event is run by the Mercedes Benz car club this year. See the announcement below in the magazine.
- **Moto Expo Italiano will be held on Sunday 20th October** at 510 Guildford Road, Bayswater. It runs from 10:00 until 14:00. A poster regarding this event appears below in this edition of Alfa Occidentale.
- The annual **Italian Car Day will be held on Sunday 3rd November**, again at Gloucester Park. This event is run by the Northbridge Rotary Club and all proceeds go to charity. The announcement for this event appears below.
- The **Maurice Brockwell Memorial Classic Car Run is scheduled for Sunday 10th November**. It will run from the WA Motor Museum in Whiteman Park out to York and will include a visit to the revamped York motor museum. About 400 special vehicles are expected on the run. An Alfa club group has been invited to join the tour. See announcement below.
- The **Annual Pasta Run** is being organized this year by the WA Fiat Lancia car club. While full details yet to become available, you should **reserve the date of Sunday 1st December** for this event.
- **AROCA WA's Christmas lunch is on at "Vineyard Kitchen", Bickley Valley on Sunday 8th December**. A Sunday morning club run is being organized in advance of the lunch. There is still booking availability for this space-limited event, but it is filling. Therefore, do book very soon using this TryBooking link: <https://www.trybooking.com/BFJJ>
- In this magazine, you will again find an announcement for AROCA's annual national event, Alfesta. **Alfesta 2020 will be held in Toowoomba Queensland over the Easter long weekend next year**. If you are still considering attendance at Alfesta 2020, please do make your booking very soon. The organizers have advised that relatively few places remain for this very popular Easter national AROCA event.





“ RETIREES & IDLE RICH ” MID - WEEK CRUISE DOWN TO HARVEY



On Thursday 12th September, a group of AROCA WA members took off for a mid-week cruise down to Harvey where they visited the facilities of “Austins Harvey”. Thirteen of the WA Alfa Club’s “retirees and idle rich” first met up at Gesha in Queen Victoria Street, Fremantle to discuss the day’s drive over coffee before taking off in their eight interesting Alfa Romeos.

The late morning drive initially followed the coast road, via Kwinana, on to Rockingham.



After a short break at the Rockingham beachfront park, the group continued to wind along the coast via Safety Bay, on down to Mandurah on old Highway 1. The driving route then turned inland, crossing to the South Western highway at Pinjarra before continuing through to Harvey.

The weather was warm but not hot, the fields were very green after the recent Spring rain and the scenic SW highway had only a little light traffic. Sam Calabro, driving the newer of the three Spiders on the trip - and a recent visitor to Harvey during the Club's recent "Grape Escape Weekend", held in late August - led the way.

Upon arrival at Austins Harvey, our hosts, Robyn and Steve Coleman, initially arranged for the visiting Alfas to be grouped in front of their 1908 house for photographs, as you can see above. Thereafter, they briefly described how they are hoping to develop their house, gardens, reception centre and large garage/workshop with the particular interests of car enthusiast groups in mind. (Although they also take bookings for the occasional wedding reception.)



Following their short presentation, Robyn and Steve provided a choice of light lunch alternatives for the travellers, talked with us about our Alfas, and described their old 1938 Austin Seven, which is still used as Robyn's daily driver (but only around the Harvey township). Meanwhile, Steve was also quite keen to discuss his 1964 Ford Mercury Caliente which he houses along one side of the garage/workshop, adjacent to where we enjoyed our lunch.



After a very pleasant meal and chat, we all went our separate ways on the return drive to Perth. The only notable shortcoming to an otherwise very pleasant day was while returning on the Kwinana "Freeway" where the (not unusual but very annoying) late afternoon traffic build-up and stop-start slow progress dragged badly as we progressed slowly towards Perth.



CONCOURS AT HAMPTON COURT PALACE, UK 08 SEPT. 2019



Andrew Stevens and Kelly La Velle visited the Hampton Court Palace (UK) Concours early in September and have since sent a large set of great photos to the club.

Presented here is a very limited subset of the photos they shot while at this wonderful event. They write: "The photos were taken on the Sunday of the Hampton Court Concours of Elegance - a great concours and car show held in the grounds of Hampton Court Palace - with some of the best cars in the Classic Car world present. We took our 575M along as part of the Car Club display."

ALFA OCCIDENTALE

Issue 29, October 2019



ALFA OCCIDENTALE

Issue 29, October 2019



ALFA OCCIDENTALE

Issue 29, October 2019



ALFA OCCIDENTALE

Issue 29, October 2019



For three days, the gardens at Hampton Court Palace became the home of more than 300 of the finest and rarest cars around, dating from some 1896 pioneers to present day supercars. Uniquely, the Hampton Court Concours of Elegance winner is not selected by a panel of judges, but by the owners of these cars themselves. Each participant is asked to vote on the other models on display in order to decide which car is ultimately considered the "Best of Show."

Should you be interested, all of Kelly and Andrew's photos from this wonderful Hampton Court Concours of Elegance can be viewed at: <https://photos.app.goo.gl/UqtS4KpZmytjua8o6>



AROCA WA'S "MEET THE NEW MEMBERS NIGHT"

On Wednesday 2nd October, the WA Alfa Club ran a new member night at the Charles Hotel in North Perth.

In addition to a good turn-out of long term members who came to the new members evening, the club met with and welcomed xx of its new 2019 members at this drinks and nibbles evening event.

The Club wants to introduce you to those new members who have joined the club so far this year.

Name	WA Location	Alfas Owned
Paul Blank*	Subiaco	156 JTS Sportswagon
Marissa Mary Chee	Ferndale	2005 156 2.5 V6
Aidan Daly	Claremont	1998 GTV6
Michael Deib	Beldon	1985 GTV 3.0, 1982 Spider
Peter De Leo	Mount Lawley	1970 105 1750 GTV
Rachelle Domansky	Roleystone	1966 Spider Duetto
Marino Evangelisti	Dalkeith	1973 2000 GTV
Hilary Fitzgerald	Floreat	2018 Stelvio
Scott McKivett	Southern River	1973 GTV 2000
Piero Pagano	Mount Lawley	2006 159
John Rowe	Gooseberry Hill	--
Gabriele Sarzi	Bayswater	2019 Guilia QF
Andy Ross	--	--

* Rejoining former AROCA WA member.



ALFA OCCIDENTALE

Issue 29, October 2019



ALFA OCCIDENTALE

Issue 29, October 2019



Welcome to the WA Alfa club everyone!



New member Scott McKivett's personally restored 1973 GTV 2000.



RED DUETTO TOUR 2019

Below, is a set of photos of this year's "Red Duetto Tour", held recently in Oregon state on USA's north-west coast. You will recall, in last month's edition of Alfa Occidentale (#28), that there was a profile presented on the founder and publisher of "Sports Car Market" magazine, Keith Martin. Keith is a keen participant in the annual "Red Duetto Tour". However, it seems that fewer red Duettos and 1750 Round-tails were evident in this year's tour compared to the event held last year (i.e., five versus seven). Nonetheless, it is an impressive group of late 1960's red Alfa convertibles.





Keith Martin writes in his current SCM blog that, each September, [Alfa Romeo Owners of Oregon](#) runs its annual “Red Duetto Tour. The tour is hosted by Fred and Lisa McNabb and the entry requirements are simple: You must drive a 1966-69 “round-tail” Alfa spider, and it has to be a red one.

Before Keith bought his red Duetto, he recalls asking Fred if he would be allowed to go on the tour if he bought along a Duetto of a different colour. “Yes, of course” Fred replied. “You would be allowed to attend, but your car wouldn’t.”

After featuring in the 1960s movie “The Graduate,” the round-tail spider became one of the most recognizable Alfas of all time. In the USA, strictly speaking, only those spiders built in 1966-67, which originally had 1600cc Weber-carburetted engines, are properly described as “Duettos”. Due to Alfa’s inability to meet US smog and safety regulations, no 1968 round-tailed spider model was sold, although a few were imported into Canada with carburetted 1750cc engines in that year. In 1969, Alfa introduced its Spica fuel injection system onto its USA-destined 1750cc engines in order to meet emissions requirements. These cars were badged “Injected Spiders” (i.e., “Inezione”), rather than as Duettos¹. However, in the spirit of inclusiveness — any red, round-tailed spider built between 1966 and 1969 is a “Duetto”, at least as far as the McNabbs are concerned for their annual tour.

Keith Martin’s red Duetto still has its original 1600cc engine and a 4.5 rear axle. Local Oregon Alfa specialist, Nasko, rebuilt the suspension, fitted Rugh springs and a sway bar. Keith’s pilot for the day was Cindy Banzer, the president of the US National Alfa Romeo Owners’ Club. She was also a co-founder with Keith of the “Alfa Romeo Market Letter”. At 09:00, on a bright Autumnal day, Cindy and Keith headed north to join another four red Duettos. The number of cars on the Red Duetto Tour does vary from year to year. In some years, as many as eleven red Duettos have participated. Keith says that every year when he enjoys this tour, he feels as if he has entered a magic land that is full of nothing but red Alfa round-tails. “There were stretches where I was looking at four Duettos ahead of me on curving two-lane roads”.

Only one malfunction occurred on the day when a battery cable came loose on the Rughs’ Duetto. It contacted, melted and broke a threaded carburettor linkage rod running from above the Webers down to the bell-crank below. Dave Rugh is a very innovative engineer though. He used a zip-tie to replace the throttle rod, tied two shoelaces together and ran them from the zip tie through the firewall. Thereafter, he operated the throttle by pulling on the shoelaces. (“But I wouldn’t try that on a Tesla!”, Keith says.)

At the end of this year’s Red Duetto Tour and 211 miles later, Keith and Cindy were home again. Keith’s Duetto had performed flawlessly; its engine turning an effortless 3,500rpm at 70mph. Keith closes his latest blog by saying “I have long felt that the Duetto represents the high point of pre-emissions Alfa spiders. It has stunning lines that improve with age. As well as having enough performance for its driver to be comfortable on today’s freeways, it is nimble on two-lane roads.”

¹ Interestingly, the name “Duetto” (chosen after an international competition in which the naming winner, Guidobaldo Trionfi, selected from among a huge 140,501 entries, was awarded a “Duetto”) was never to become the official name for the car. The name, Duetto, was dropped by Alfa, not that long after the car’s introduction, due to a trademark dispute, unbelievably with an Italian company named “Pavesi”, a large confectionary manufacturer, which produced a two-component combination biscuit and filling that it had previously named a “Duetto”! Today, in Italy, Duettos are often affectionately called “Osso de Seppias”, in reference to their cuttlefish-tailed shape.



WA QUEEN'S BIRTHDAY WEEKEND TRIP TO DENMARK

Greg Smith and Penelope Mogridge drove to Denmark for the WA Queen's Birthday long weekend. We attended the Great Southern vintage, veteran and classic car show on Denmark's main street on Sunday 29th September. Many of the cars exhibited at this show were customized, very large US-built vehicles dating from the 1950s. A few very old early auto era vehicles were also shown by very proud owners. Some quite interesting older motorcycles were present. One Denmark-registered, red, velour-upholstered Alfetta seemed to be the sole representative of the Italian auto industry. Funnily enough, a few extremely rusty, but apparently otherwise inconspicuous, old cars were also at the show. (But why, we wondered?)



Meanwhile, the weather was just too nice and the hills and trees too attractive. In addition, Spring wildflowers are currently out in profusion down south. As a result, spending too much time with this particular group of old cars couldn't capture our imagination.



Therefore, we left the car show quite early in the morning and chose to walk up the track to Mount Lindesay, about 15 kms out of town. While climbing up hill, we gingerly crossed some fairly difficult steep sections of granite rock, then, once on top of the peak, enjoyed a magnificent uninterrupted 360° view with the Porongurups and Stirling Ranges towards the east, southwards to the Southern Ocean, forest to the north and Mount Franklin to the west. All of this amidst wildflowers in bloom.

On Friday night, dinner at the "Salt & Pepper" restaurant was outstanding. It wasn't at all hard to see why John Lethlean, the Sunday Australian Magazine's sometimes hard-nosed food critic had given this place a "thumbs up" review recently.

On our return from Mount Lindesay, with a deviation to beautiful Greens Pool, brave swimmers and sun seekers were becoming more plentiful as the sun strengthened.



Along the beach, we noted that someone had arranged a "Concours of Osso de Seppias" (but real cuttlefish, this time, rather than late 1960s round-tailed Alfa Spiders.)



2016 ALFA ROMEO DISCO VOLANTE SPYDER

*Edited from an article that first appeared in www.topspeed.com in March 2016,
written by Ciprian Florea.*



Designed by Touring Superleggera and based on the Alfa Romeo 8C, this car is powered by a naturally aspirated V-8. It was first shown in spider form at the Geneva Motor Show in 2016.

At the 2012 Geneva Motor Show, Touring Superleggera unveiled the Disco Volante as a concept car that pays tribute to a series of experimental race cars that had been built by the same firm in cooperation with Alfa Romeo in the early 1950s.

A year later, the Disco Volante was turned into a production model using the underpinnings of the Alfa Romeo 8C and with a 4.7 litre V-8 engine. In 2016, three years later, Touring Superleggera returned to Geneva with its Disco Volante Spyder — as a convertible version of the same coach-built sports car.

The Disco Volante Spyder was created to celebrate Touring Superleggera's 90th anniversary. It is actually a more accurate interpretation of the original early 1950s car, which was also conceived as a convertible. This vehicle is actually more of a Targa due to the flying buttresses behind the seats, but it is still an open-top and so it has more in common with the first Disco Volante compared to the coupé that the Italians had previously launched in 2013. Otherwise, this Spyder by Touring is just as sexy and it employs the same sporty underpinnings as its coupé sibling.

Since the Geneva shown, Touring Superleggera has since built the Disco Volante Spyder in very small numbers, following its receipt of European approval and support from Alfa Romeo. However, you probably won't ever see a 2016 vintage Disco Volante Spyder in your



neighbourhood, as only seven examples have been built. They are very expensive cars and purposely built for sale only to carefully selected customers.



2016 Alfa Romeo Touring Superleggera Disco Volante Spyder - Summary

Year:	2016
Make:	Alfa Romeo
Model:	Alfa Romeo 8C
Engine:	V-8
Displaces:	4.7 L
0-60mph:	4.5 sec.
Top Speed:	181 mph
Estimated Price:	US\$ 500000

Exterior:

Not surprisingly, the Disco Volante Spyder is identical to its coupé sibling below the waist. This modern-day Disco Volante is a bold design statement that is nearly as wild as the original car; one which was viewed as quite revolutionary when it was first introduced. The front view has the same lenticular cross-section of the original body and that gives the car a very dynamic look. The new windscreen is low, sharp-edged with no visible frame. This highlights the car's lightweight character.

The rear fascia is not as simple as was the original, but it does have a strong Italian flair. The small, round tail lights, the race-inspired diffuser, and angled exhaust pipes give it an exotic appearance. However, what does set it apart from the coupé are the flying buttresses on the deck-lid, the revised trunk lid, as well as a twin carbon-fibre roof that enables the Spyder to offer its passengers the protection of a true coupé.

The model which was displayed at Geneva in 2016 was the first of a total of seven examples to be built. It was finished in Blue Ceruleo, which translates from the Italian as "sky-blue". Touring Superleggera says that this colour was chosen because the sky is where Disco Volantes come from. (Note that "Disco Volante" is Italian for "Flying Saucer".)

Interior:

The interior of the Spyder is identical to that of the coupé, which means it is also based on the Alfa Romeo 8C. Overall, the configuration is very similar, with bolstered sports seats, a sporty centre console and a race-inspired instrument cluster. However, Touring Superleggera has added fine leather, contrast stitching, and all sorts of other premium details.

The Spyder also marks Touring Super-leggera's renewed cooperation with the upholsterer, Connolly Bros. What makes Connolly leather special is a manufacturing process that gives the hide a particular aroma. Jonathan Connolly, Connolly's CEO explains: "So when the customer first smelt the aroma of the first Disco Volante Spyder he said it was fantastic, because it was like old leather. What we have made for Touring is a hybrid leather. This is a combination of modern technology, but with the old process inside."



Drivetrain:

Under the hood, the Disco Volante Spyder has the Alfa Romeo 8C's lightweight, 4.7 litre V-8. This engine is actually a modified version of the F136Y design, co-developed by Ferrari and Maserati, that is used in various versions of the Gran Turismo. The output is identical to the Disco Volante coupé and Alfa Romeo 8C, measured at 444 horsepower. This power travels to the wheels through a rear-mounted, six-speed sequential automatic transmission, which pushes the Spyder up to 62 mph in 4.5 seconds and to a top speed of 181 mph.



The Disco Volante also employs a limited-slip differential and a carbon-ceramic braking system with ventilated discs, making it suitable for long weekends at the track: that is, should owners risk such a rare and expensive vehicle at the racing circuit!

While pricing information is only available on demand, it is assumed that a 2016 Disco Volante Spyder will cost over US\$500,000 plus options. All seven examples have probably already sold to collectors.



Conclusion:

If you are in love with 1950s designs and you can write large cheques, then you cannot ignore the Disco Volante Spyder. While it is a sports car with numerous modern features and solutions - and it was based on a car that was discontinued in 2010 - the Spyder is one of those inspired neo-retro designs that is quite rare nowadays. Such rare cars keep up the excitement in an era when many automotive designs have become rather dull.

Perhaps Touring Superleggera will revive more classic shapes in the 21st century. The only truly frustrating things about this Touring designed Spyder are its extreme rarity and its painful cost.





CONCORSO ITALIANO HELD IN MONTEREY, CALIFORNIA ON 17 AUGUST 2019



From Veloce Today: A number of Alfa Romeos are seen at Concorso Italiano, which was held in Monterey, California in mid-August this year. There were great exhibitions of cars from all Italian manufacturers at the Concorso. This is a tribute to the organizers who had worked with all of the Italian car clubs in the USA to attract so many great cars. This photo was taken by Hugues Vanhoolandt.



From Sports Car Market magazine: SCM also handed out two awards for Alfa Romeos that were seen at Concorso Italiano: Best in Class—Junior Zagato went to the blue 1972 Junior Z owned by Mike Baum and Bronson Page of Los Angeles (left), while the Best in Class—Giulietta and Giulia Spiders was awarded to the 1962 Giulietta Spider owned by Jerry Hamen of Chicago (right).



NEW AROCA NATIONAL COORDINATOR

The present AROCA National Coordinator, Victor Lee, writes: "Over the past 13 years it has been my privilege to hold the position of AROCA National Coordinator. This role involves, among other things, acting as the go-between for AROCA's five State Divisions. It was my intention to step down from the National Coordinator's role after the celebration of AROCA Vic's 50th Anniversary gala dinner in August. Since the dust has settled on that achievement, we now need to begin the process of finding and appointing my replacement."

Role of AROCA National Coordinator (NC)

Most importantly this NC role has no executive powers. It is, as the title suggests, simply a coordinating role. Each of the five state divisions is a separate incorporated entity and, so, each one has the undisputed right to make its own decisions. Therefore, the NC doesn't seek to instruct any division to do anything, but by diplomacy and friendship, matters of national interest can be quietly achieved in the background. As a result, the role mainly involves acting as a conduit between the five state divisions to co-ordinate anything that is of national interest or of significance to another division. Examples include the annual Alfesta rotation, advising all states whenever there is an executive role change in another state, or other news, such as national projects like the Club Shop or a national website. Basically, the NC role covers anything that could be of interest to any State. [Be advised that there is currently a major unresolved matter; that being what to do with the National Bob Gardiner Trophy (which was previously awarded at Alfesta).]

Qualifications:

1. Must be a person of high repute and be well known in their home club.
2. Preference will be given to candidates who have previously served in a senior Executive Committee role, such as Division President, Vice President, Secretary, or Treasurer in his or her home club. If no prospective candidate meets this criteria, then consideration will be given to candidates who have served in other roles in their home club.
3. Candidates cannot be serving in an Executive Committee role in any division (currently or during the term of appointment as the NC.)
4. Candidates must be current full financial members of any Division (not just associate or Life Members).
5. Candidates must have been AROCA members for at least five years at the time of nomination.
6. Candidates must be willing to attend the annual national Alfesta events.

NC Election Process

1. Publication of this notice.
2. The name of any interested persons meeting the above qualifications from any division should be submitted to the relevant state division President by 1st November, 2019.
3. Each state division committee will first vet any prospective candidates at their November committee meetings. If there is more than one candidate from any state, then the state division committee should put forward only ONE name.
4. By 7th December 2019, or before, all proposed candidates will be made known to all Divisions. Thereafter, and by majority vote, the new National Coordinator will be elected with the role commencing 1st January 2020. The outgoing NC reserves a deciding vote, but with 5 divisions, its use seems unlikely

I have enjoyed my time as National Co-ordinator immensely. My richest reward has been the many friends I have made across all states during this time. I hope my successor is as richly rewarded.

Victor Lee

National Coordinator for the Alfa Romeo Owners Club' of Australia

Email: national.coordinator@alfacub.org.au