



ALFA OCCIDENTALE #18

Dear Western Australian Alfisti,

In this November 2018 edition of Alfa Occidentale (issue #18), please find outlined the club's upcoming schedule for the last two months of 2018, including further information on our next competition, social and club driving events.

Should any club member (or Alfa associate) have a contribution that you would like to see included in any future edition of this magazine, please note they would be most welcome. Please send your proposed articles, photos, used car ads., etc., C/-: secretaryarocawa1@gmail.com

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2019 AROCA WA COMMITTEE

Andrew Murray	President	presidentarocawa1@gmail.com
Rod Quinn	Vice-President	vicepresidentarocawa1@gmail.com
Ivan Olsen	Past President	pastpresidentarocawa1@gmail.com
Stuart Bunt	Treasurer	treasurerarocawa1@gmail.com
Greg Smith	Secretary	secretaryarocawa1@gmail.com
Ian Glover	Membership Secretary	membernlicarocawa1@gmail.com
Ivan Olsen	Comp. Secretary/CAMS	competitionsecarocawa1@gmail.com
	Club Shop	clubshoparocawa1@gmail.com
Sam Calabro	Social Secretary	generalcommiteearocawa1@gmail.com
David Hamlyn	Gen. Cttee	generalcommiteearocawa2@gmail.com
Steve Sugden	CMC rep	generalcommitteearocawa3@gmail.com
Todd Quinn	Webmaster	webmasterarocawa1@gmail.com
Victor Lee	National Coordinator	national.coordinator@alfaclub.org.au

WA ALFA CLUB NEWS & UPCOMING EVENTS SUMMARY

The last events of the 2018 program for AROCA WA are listed below.

- The **"Classic Cars and Coffee"** Sunday mornings have presented many highly interesting cars at recent WA events. "Classic Cars and Coffee" occurs approximately monthly and the next gathering will be held on **Sunday 18th November**. The last one for the year is on **Sunday 30th December**. Do note that this event fills up quickly, so we recommend you arrive early, before the official start-time of 8:30AM, at the University of Western Australia, in Car Park 3 next to the UWA staff club, off Hackett Drive, Nedlands, 6009. [+ Google Map](#)
- The **Rotary Italian car day** will be held next **Sunday, 11th November**, again at Gloucester Park. This is always a huge and highly successful event for all WA-based Italian car clubs. We look forward to seeing you and your prized Alfa joining us at Gloucester Park for the day.
- Note that AROCA WA is again the organizer of the **2018 Pasta Run**. Many members of all WA Italian car clubs usually attend the annual morning run before arriving at the pasta lunch. The lunch date and event venue are set for **Sunday December 9th**. The lunch venue, is The International Hotel on the Water; the same venue as was used for last year's very successful event. Please find a registration sheet and formal announcement for this event later in the magazine. Do note that you can book on-line from the link given in the registration sheet below. Given that the pasta lunch is now being held in December, your committee decided that the AROCA WA Christmas lunch would be merged with the Pasta





run as a combined event on Sunday 9th December 2018.

- Please note that, in 2019, AROCA annual Easter event “Alfesta” is scheduled for the Mornington Peninsula over the Easter long weekend. It runs from 19th to 22nd April. **Unfortunately, this event has already booked out! However, if you are still interested in attendance, you can join a wait list in the hope that some registrants may need to withdraw from the current registration list.** Note that 2019 is the 50th anniversary of AROCA, and so it will be a very big year for Alfesta.





A L F A R O M E O G T

Edited from an article originally written by Mike Hollobon and first printed in Rezoom.com.au in March 2014. This revised article includes additional content from Greg Smith and Leon Cottle.



The Alfa Romeo GT is a thing of beauty, and it shows that on the inside as much as it does outside. Yes, the leather seats are as good as they look and there is even room for 3 kids; small ones preferably. But it is the engine, all 3.2 litre V6 of it, and how that power unit delivers, that is the hook. You don't even struggle because the sound embraces you, the red hide squeezes your love handles, while its exhaust note has a comforting, powerful roar.



Instantly, I can see why I would want to own it, but do I need it? If I were a younger man, say like my chauffeur for the next 25 minutes, Nadim, this car would have to be it. It's got the lot, and I think you can just make out the words "chick" and "magnet" on the side.

But I'm not going to ask him to let me drive this car because fair's fair - it's not my place, as he is trying to sell me his car. But, if he offers to let me, I won't say no.



There are no nasty clunks on upshift and no jarring of the clutch. The power comes on so progressively that I have to check myself since becoming too used to a turbocharged vehicle. The ride is firm but comfortable and, sitting amid the waves of red cow and the beaches of tactile black plastic, makes this a very nice place to be. I have to admit that, for a passenger, this is a tidy ride.

Now I must confess that on this occasion necessity did require that I bring two of my offspring with me, so perhaps you can understand my reticence about asking to drive. I am taking liberties enough. I've just asked a bloke to drive me around in his impeccably presented motor with two vomit-sticky monsters in tow. And he did. Hats off to him.

But why am I in this Alfa? This is the only GT V6 I can find locally that has had the Q2 differential upgrade. And why is that important, I hear you ask. Well, if ever the series 1 differential gave out, it often took large chunks of the engine with it, much like a major operation back alley style. Other than that, the heavier nose and increase in power exposed the limits of traction, control and compromised the steering.

The Q2 on the other hand is different. Alfa's limited-slip diff almost eliminates torque steer and understeer, which for a front wheel driven GT, with 244 bhp/177 kW in its nose, is no mean feat. And the Q2 works with very few reported issues, if any. Traction and cornering are aided substantially, and Nadim tells me that he has had few issues, even in the wet. It's almost like a 4WD system for a front wheeler, as it splits the torque to either wheel according to road conditions which means you can get on the throttle with more confidence as you exit a corner. So you are safe in the knowledge that, if the inside tyre spins, the torsion type diff will transfer torque to the off-side wheel and maintain a controlled drive. It even improves the steering. And that is what this car should have always been about.



Alfa's take on its Q2 system: "a self-locking front differential which incorporates all the strong points of a front-wheel drive system in terms of active safety, increasing driving enjoyment and control, while providing some of the advantages typical of four-wheel drive, but at a significantly lower cost and weight."

Equally as important is the ability of the Q2 to function correctly. Forums the world over have been unanimous with praise and so far, few problems have been identified. From "it is probably the best upgrade you can do, and definitely worth doing as soon as you can afford it," to "the GT definitely needs a Q2, as well as protecting against the well talked about diff failure, it transforms the way the car drives in all conditions." Total costs for the upgrade range between \$2,000 - \$2,500 and, while you are at it, you should also have the master cylinder and the clutch checked as the engine needs to come out when you install the Q2.

So if you were to scratch that itch and finally say you own an Alfa, is this one to go for? Many would say the 147 GTA is the best, but in my opinion, the GT with the Q2 upgrade



looks better, and has a slight edge when it comes to vehicle dynamics. It's fast, it holds the road exceptionally well and, when compared to Alfas of old, this one won't be seeing too many blokes creeping up behind your back.

Prices

For a 100th Anniversary edition, built in 2010, current prices range from \$11,000 up to \$35,000 for a mint condition vehicle. Interestingly, the MY2010 cars still did not come with the Q2 as standard, which is a shame. The car described here is for sale for \$17,999 ono with just under 75,000 kms on the odometer. More information is available from: <http://www.carsales.com.au/private/details/Alfa-Romeo-GT-2004/SSE-AD-2333325/?Cr=4&sdmvc=1> concerning this car.

Maintenance

Service work ranges from \$400 to around \$1,000 for a major service. This increases further depending on any parts needed. Cam belts must be changed every 50,000kms or so. The Alfa V6 needs a timing belt change every 100,000km and skipping this is asking for trouble as a snapped belt will almost certainly result in a junked engine. The four-cylinder engine actually had its cam-belt change interval reduced in-service after a few premature failures, but this didn't affect the V6 version. The suspension has been known to get a bit "crashy" but otherwise it is up to the job. Nonetheless, it may be worth investing in new dampers & springs, so budget for that.

Research

For more information, go to the Research link: <http://rezoom.com.au/alfa-romeo-gt/>



Leon Cottle's GT seen on the Great Ocean Road in Victoria.



ALFA ROMEO BUSSO V6 IS THIS BEST V6 ENGINE EVER?

*Edited from an article originally appearing in www.Messengermotoring.global,
June 2017, written by Christopher Humphries.*



GTA 3.2 V6 Busso

The banter around which manufacturer created the best mass production motor is hot amongst the motoring community. No one is ever right, and bias always trumps in the hotly contested top trumps of 'mine is bigger and better than yours'.



However, out the mist emerges a certain degree of consensus amongst those who know a thing or two in the motoring tribes into which we so committedly invest a lot of money and passion. The most passionate tribe with one of the best engines is none other than the owners of version 2 of Alfa Romeo's famous V6 platform. This is the Alfa V6 that first roared into the hearts of Alfisti.

From 1979 and thereafter, this V6 was around for a 26-year period, up until 2010. During this time, the engine underwent a number of iterative developments, with the most notable being the design of the final 24v DOHC 2.5; 3.0 and 3.2 V6s derivatives.



I personally owned a 2000 156 2.5 V6, a car that I fell in love with every time I dropped a cog and



depressed the clutch. I didn't think that the engine was that good initially, but as time marched on, I fell for the engine. The sound that comes out of that V6 lump is hard to describe. It is one that puts a grin on your face, a ring in your ear and melts your heart. To be quite blunt, if you don't like the engine then not only are you four-fifths troglodyte, but also a heartless son of a Busso.

Above: Alfa Romeo 156 2.5 V6 24v

Like all great engines, it's not the power that defines its greatness, it's the experience. The V6 had quite a strange power delivery in that it felt remarkably like a two stroke in the way its powerband was delivered. Peak torque came in at (180 – 300 N.m.) 5 500 rpm and peak power (140 – 186 kW) at 6 300 rpm. Let that sink in quickly, a 800 rpm surge of Busso power rolling through the front wheels.



Adjacent: Enzo Ferrari overseeing Gioacchino Colombo, Giuseppe Busso and Luigi Bazzi at work



The Busso engine was derived from the Italian Ferrari and Alfa technical designer, Giuseppe Busso, who was responsible for some of Ferrari's best racing engines. If that's not accolade enough, then I don't know what is. ...

Starting with a deep, rough burble and singing all the way up to a chest pumping roar, the sound, the experience, and the combination of wonder at how the gearbox has been so beautifully mated and matched to the V6 powerplant really does amaze, especially in today's age of turbo-charging. The engine has redefined what it means to have a powerplant with looks that define its heart. If you don't know what I'm speaking about, then have a glance at the incredible, slightly misaligned chrome inlet pipes, with a gorgeous detailing of the engine's credentials on the inlet manifold, resting just above the upper bank of the V.



Note the chrome inlet pipes.

In terms of tuning, these engines are bullet-proof. The ultimate evidence of that was when Autodelta, the specialised Alfa tuning company, bored out the engine, quite comfortably, all the way to 3.7 litres. This incredibly invasive engineering revision, on what is essentially the

heart of Italian motoring passion, allowed the production of over 231 kW and more than 380 N.m of torque from the V6 configuration.



3.7-litre "Busso" V6, tuned by Autodelta

I could go on and on about this engine, but at the end of the day, the proof is in the pudding. The Busso engine won Engine of the Year back in 2000, proving that, even at that time, it was a force to be reckoned with.

The basis of the engine might have been around for more than 30 years

but believe me when I say that very few engines, with the exception of Toyota's 2JZ, Honda's F20C and BMW's S85 V10, have come anywhere near the level of incredulity as has the iconic Busso.



A R E W E A L L " A G O G " Y E T ?

"What the ?" Over the past few years there has been a stirring among Alfa GT owners across AROCA, perhaps especially in Victoria, but now evident in all of the AROCA divisions across Australia.

On the 31st August 2014, during an AROCA (Vic.) Sunday morning drive, GT owner, Leon Cottle, was delighted to see three Alfa GTs lined up for the run. He thought it was outstanding to see that two Red GTs had joined his Black GT Beast for the short country drive from Melbourne out to Trawool Valley near Seymour. During a club lunch that day, these GT drivers held their inaugural GT Owners Club Meeting with founding members - Sam & Elizabeth Tartaglia, David & Carolyn Roberts & Leon Cottle discussing the profound wisdom of owning an Alfa GT in considerable detail (but not for the last time, either!)



A Trio of GTs seen at the AROCA (Vic) Melbourne to Trawool Valley Drive on Sunday 31st August 2014



Inaugural GT Owners Club Meeting at Trawool Valley - Leon Cottle, Carolyn & David Roberts and Sam & Elizabeth Tartaglia.



Six Alfa GTs lined up at the Show & Shine during Alfesta on Sunday 5th April 2015



Then at the 2015 Alfesta, held at Creswick, near Ballarat in Victoria, six Alfa GTs were lined up for the Show & Shine. Much time was spent chatting among these GT owners and examining the various GT owners' cars, with many photos taken of these fine examples of motoring. The idea was discussed whether AROCA's Alfa GT owners should actually start a register of all the Alfa GTs within the club. Others agreed: "Great idea Leon - you should just get it all organized!"

So, following Alfesta 2015, Leon contacted a few other GT owners he knew in order to gauge their interest. He soon discovered that an Alfa GT register had real potential. A GT database was prepared and emails went out to all AROCA Divisions around the country, informing Alfa club members that a national GT register was emerging, designed solely for 2004-2010 Alfa GTs.

The then AROCA SA president, Malcolm Ebel, wrote back to Leon with his thoughts regarding an appropriate title for the group: *"What about 'AGOG' (Alfa GT Owners Group)? What does AGOG mean, as per the internet, anyway? Isn't it, everything that describes us and our GTs: Eager, Excited, Keen, Anxious, Curious, Expectant, Enthralled, Enthusiastic, Avid, Breathless, and for those watching an Alfa Romeo GT drive past, Open Mouthed."*

GT owners agreed that the word "AGOG" summed up how they felt about their Alfas and so the AGOG title came into being. However, since 2015, some sad and skeptical AGOG comments have been overheard (particularly from non-GT owners):

- 1) *"If it's the 'GT Owners Club' where's the 'T' in 'AGOG'?! While this seemed a very good point, it was soon dismissed by Malcolm Ebel who pointed out that the 'T' is silent!!!"*
- 2) *"Oh, does that mean we will be driving 'AGOGomobiles' from now on!!!"*

Those responsible for these (and other) highly insensitive & flippant remarks have since been suitably and harshly dealt with by the more serious among the AGOG membership list.

Since AGOG emerged into daylight, other AROCA members, including Charles Webb & Barry Edmunds suggested something along the lines of "GTAM", as in the "GT Alfa Mafia". However, Leon pointed out to them that he was not sure about the politically correctness of such a title for an Italian car club group, and so the 'AGOG' name has endured.



Seven GTs seen at the AROCA (SA) "All Alfa Romeo Day" at Glenelg on Sunday 17th May 2015

On Sunday 17th May 2015, AROCA (SA) held its annual "All Alfa Romeo Day" at Glenelg. Four cars from Victoria decided to 'invade' the SA division's weekend event, with three of these being AGOG members in their GTs. On the Alfa Show day, seven Alfa GTs were lined up together. While Leon's viewpoint may be slightly biased, he claims that it was a very impressive sight. Later, on that Saturday evening, AGOG held its 'inaugural AGOG Dinner' at Viviamo Restaurant with eleven "AGOG-ians" attending.



AGOG's inaugural Dinner - Glenelg SA, 16th May 2015. David & Carolyn Roberts (Vic), Leon Cottle (Vic), Elizabeth & Sam Tartaglia (Vic), Malcolm & Sue Ebel (SA), Anne & Richard Frith (SA) and Morgan & Rhys Williams (SA).

Now in November 2018, Leon advises that currently 48 Alfa GTs are listed on the national register; with three of them from WA; owned by AROCA WA members John Court and Richard Pierce while the third owner is Robert Kosky (who is yet to be an AROCA WA member). AROCA WA members, Alan & Yvonne Hopper, were also in AGOG when they owned a lovely Blue 2010 Alfa GT V6. However, it was sold in 2016. Note that Alfa GTs are on the register from all Australian states.

Since AGOG's inauguration, one focus for the group has been to provide a mini-forum within AROCA, where Alfa GT owners can contact each other to share information and ideas about their Alfa GTs. This group has already proven its value, especially with several interesting discussions via e-mail regarding the much considered 'Q2 Diff' upgrade and also concerning several types of suspension upgrades.

Another issue regarding V6 timing belts did become a hot topic in group discussions a few years ago. This discussion reached its peak after the belt on Malcolm Ebel's GT disintegrated at the start of an Alpine Tour in October 2015. Despite Malcolm having changed the timing belt only 7,000km earlier; due to suspected improper fitting, it broke, leading to those 24 valves becoming quite unhappy. This was a major problem for Malcolm, although after 5 months of heavy discussions, the damage was repaired, and at no cost to the Eberts. AGOG discussions then continued to debate when to have a timing belt changed. Eventually, an overall consensus emerged that this belt should be changed either after 60,000kms or, at the most, after 5 years; and a wise garage visit should occur at whichever point arrived first. Nonetheless, AGOGians have noted a lot of conflicting advice on this topic. Interestingly, the previous owner of Leon's 2002 vintage Alfa 156 had decided change his V6 belt every 30,000km!

As AGOG has become established, "AGOGian musters" have been under consideration. For example, at the Show 'n' Shine held during the 2016 Alfesta in Tasmania, quite an array of Alfa GTs was seen. All were standing in their own separate line outside the Launceston Motor Museum.

So, if you are the owner of an Alfa GT (produced between 2004 and 2010), and would like to add your car's details to the AGOG members register, please contact Leon Cottle at lmcot@netconnect.com.au. AGOG-ians from all AROCA divisions are very welcome to join this register.



**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

classiccarsandcoffee.com

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 will be held **Sunday, November 18th**. 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. Also note that the last event of the year is scheduled for **Sunday 30th December**, again at UWA.

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

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





ROTARY CLUB OF NORTHBRIDGE
presents

ITALIAN CAR DAY

11th November 2018



GLOUCESTER PARK 9:30AM – 3PM
ADVANCE ONLINE TICKETS \$15 - KIDS FREE!
Book at www.italiancarday.com.au Gate Entry \$20

Gloucester Park
NERO
Rotary Club of Northbridge



ITALIAN CAR DAY 2018

Sunday, November 11th 2018

Gloucester Park, Perth

GREAT ITALIAN VEHICLES



This year we are featuring, the
50th Anniversary of the Alfa
Romeo GTA Junior; the Targa
Florio; & the Fiat 124 Spider.

For info contact:

David Moir: 0400 813 141
Luke Zambotti: 0409 100 626
Andrew Murray: 0412 108 011



2018 ANNUAL PASTA RUN SUNDAY 9TH DECEMBER 2018

Dear AROCA WA Club Members,

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

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

There is a maximum of 2 tickets per member. You will also note when you book electronically, using the link shown below, that a small additional booking fee will be charged by Trybooking. (It is only 60 cents per payment though).

Your Friends/Guests are also welcome to join us for the 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: Depart 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 from 12.00pm until 3.00pm. This includes a 3 Course Meal. Cash Bar.

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

You can book here electronically:

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

Note that we also have a separate link for Kids 12 years old and under. This is priced at \$20.13. To electronically book tickets for kids, please go to this link:

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



FIAT LANCIA CLUB MOTORKHANA & DRIVER TRAINING DAY

Sunday, November 18th 2018 – starts midday on Ascot Racecourse, Grandstand Road, Ascot

This will be a fun, low-risk day where you can get some real pleasure from driving your car as quickly as you're comfortable with around courses marked out by traffic cones. We've designed easy courses, where you won't get lost. You don't need experience, or a competition-prepared car, as this event is ideal for everyday and classic Fiats and Lancias **(AND ALFAs)**.

Driver training is available. The event is open to anyone 12 years old or more! Go on, let your kids learn some car handling techniques in a fun, safe environment. However, each driver will need a competition license – please see the event regulations. Entry for the event is just \$50 per driver.

Just pump your tyres up to higher than normal pressure, wear long-sleeves and pants, plus enclosed shoes and have a driving helmet. Again, have a look at the event regulations - it's all pretty straightforward. Please support your club and encourage family members to enter. Entries must be on the Entry Form – priority for acceptance will be first in, best dressed.

ENTRY FORM FIAT LANCIA CLUB MOTORKHANA - November 18, 2018

Complete this form and send it, with payment - address details below. Note that your details may be used for direct promotion by the organizers.

EVENT DATE Sunday, November 18, 2018

ENTRANT (if the same as Driver, just fill in **DRIVER** section, below)

Name _____

Address _____

Postcode _____

DRIVER

Name _____

Address _____

Postcode _____

Telephone - home _____ work _____

Fax _____ Mobile _____

Email _____

Date of birth _____ Occupation _____

Competition Licence number _____

You must have a competition license to participate - refer to Event Regulations

Issuing Club _____ Expiry _____





ENTRANTS DISCLAIMER/ DECLARATION

I _____ of _____ (suburb)
being the entrant/s of the vehicle described on this entry form wish to enter that vehicle for the
above-mentioned meeting. I/We declare that the particulars on this form are true and correct in
every particular, to the best of my/our knowledge and belief.

You are invited to seek legal advice before signing this document.

ENTRANTS AND DRIVERS DISCLAIMER AND DECLARATION

I/We have read and understood the Supplementary Regulations issued for this meeting and agree
to be bound by them and by the National Competition Rules of the Australian Auto-Sport Alliance
Pty. Ltd. (AASA).

I/We know that motor sport is dangerous and that accidents causing death, bodily injury, disability
and property damage, can, and do happen.

I/We also acknowledge and agree that neither Australian Auto-Sport Alliance Pty. Ltd., nor the
sponsor organisations, nor the land owners or lessees, nor the organisers of the event, nor their
respective servants, officials, representatives or agents (all of whom shall be collectively called "the
organisers"), shall be under any liability for my death, or any bodily injury, loss or damage which
may be sustained or incurred by me, as a result of participation in or being present at the event,
except in regard to any rights I may have arising under the Trade Practices Act 1974.

Entrant's Signature: _____ Date: _____

Driver's Signature: _____ Date: _____

VEHICLE DETAILS

Make _____

Model _____

Year _____ Colour _____

Engine capacity _____ cc

Turbo or Supercharger? YES / NO

4-Wheel Drive? YES / NO

License type (circle one):

Full registration

Concessional License

Other (specify) _____

Number plate _____

YOU MUST TICK THESE BOXES

Check and tick each of the following:

- | | | |
|---|-----|----|
| 1. I have read and understood the event Regulations. | YES | NO |
| 2. I understand my responsibility to pay for damage I cause. | YES | NO |
| 3. I have read the Entrants Disclaimer and Declaration at the left. | YES | NO |





CONSENT FOR ENTRANTS AND COMPETITORS BETWEEN 12 TO 18 YEARS OLD

I _____ being the parent/guardian of (please name):
_____ have read the whole of this document and
consent to him / her participating. In doing so, I acknowledge that Motor Sport is dangerous, and
agree that neither Australian Auto-Sport Alliance Pty. Ltd. nor the “organisers” shall be under any
liability whatsoever for any death or bodily injury, loss or damage which may be sustained or
incurred by the above named minor, or by me, howsoever such death or bodily injury, loss or
damage is caused by negligence or otherwise.

Signed: _____
SIGNATURE OF PARENT / LEGAL GUARDIAN

Date: _____

PAYMENT

Entry fee is \$50 per driver. Payment must be made with this form and sent to the club with a
cheque to: PO Box 137, Tuart Hill, 6939.

Or

For entrants paying by EFT, payments must be identified with your surname. Payment should be
made to the Fiat Lancia Club of WA. BSB: 306-044 Acct: 4163646

Entries without payment will not be accepted. Email this completed form to:
secretary@fiatlancia.org.au





AROCA WA EVENTS CALENDAR 2018

Event	Event Date	Event Coordinator
DWELLINGUP WEEKEND RUN Weekend country run and country dinner country for AROCA WA members.	Saturday & Sunday, 18th / 19th August, 2018	Andrew Murray
INFORMAL ALFA RUN 3rd Sunday in the month informal run	Sunday, 19th August 2018	The weekend run may replace this informal run
AROCA WA 2018 ANNUAL GENERAL MEETING AGM and club night, WA Light Car Club Moojebing Street, Bayswater.	Tuesday, 4th September, 2018	Andrew Murray
"CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 – 10:30AM.	Sunday, 9th September 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
INFORMAL ALFA RUN 3rd Sunday in the month informal run	Sunday, 16th September 2018	See announcement in this newsletter
ITALIAN FESTIVAL TRACK DAY Barbagallo Raceway, Wanneroo	Sunday, mid-September 2018	Details TBA
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	See announcement below
"CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 - 10:30AM.	Sunday, 18th November 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
FIAT LANCIA CLUB MOTORKHANA AND DRIVER TRAINING DAY Ascot Racecourse, starts midday.	Sunday, 18th November 2018	See details above
ANNUAL PASTA RUN AROCA WA is again organizing this year's event for the WA Italian car clubs	Sunday 9th December 2018	Rod Quinn / Andrew Murray
INFORMAL ALFA RUN 3rd Sunday in the month informal run	Sunday, 16th December 2018	See announcement below
"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 dates in your diary!





LEON COTTLE IS "AGOG"

Alfa Occidentale presents another in its incidental series of profiles of long-term AROCA members with very keen Alfa motoring interests. On this occasion, AROCA Vic's Goldfields Chapter member, Leon Cottle, is featured.

Alfa Occidentale: When did you begin to be interested in the Alfa Romeo? Wasn't your first interest in Alfa Suds? What cars have been in your stable over time?



Leon: I was raised on a farm, an hour north of Adelaide, and so I never had any early exposure to Alfa Romeo – apart from seeing the occasional image in an Auto Magazine. In 1976, when I began working in Adelaide, my first car was a new, light brown coloured Toyota Corolla SE. It was a very practical and reliable 4-door vehicle, with 1,166ccs of 'Raw Power'! Even after being battered severely by 'golf-ball' sized hail, soon after its purchase, the car gave me good service for 5 years. However, in 1981, I upgraded to a new Mazda 626 in 'Maya Gold', with the luxury of Aircon! Another very reliable method of transport, but a tad boring.

In 1982 I experienced my first taste of Alfa, when one of my mates bought a Black Alfa Giulietta 1.8. WOW! After a drive, I soon discovered that it seemed much more interesting than my own bland Mazda 626. Later that year, I moved from South Australia to Ballarat for my work. One of my new work colleagues owned a

white 1976 2-door Alfa Sud. I was immediately smitten by its quirky design and the smile on its driver's face. This same chap later traded this White Sud for a new 1984 Red Alfa Sud ti Twin Carb – which, even later, I ended up buying in 2001.

So, early in 1983, bitten by the 'Alfa Bug', I bought one of the first 5-door Alfa Suds. Thus, I began my 35-year association (to date) with the Alfa dealer Peter Stapleton of Ballarat who has sold me four Alfas and serviced all my cars since then.

My new Sud was not like anything I had driven before – it was so much fun! It was Red, a delight to drive, compact yet roomy inside, had the convenience of 4 doors plus the hatch, electric front windows, wooden steering wheel and gear knob - and it looked so damn good. Unfortunately, it only had a 1.5 litre single carburetted engine. Even though it was zippy, it did seem under-powered, it wasn't overly fast and it had headlights that were only as bright as





candles. At one stage, I considered upgrading it with the Twin Carb option, but eventually decided against doing that.

After 3 years with this Sud, I bought a new Red Alfa 33 GCL 5-door. It came with the 1.5 litre twin carb engine. What a great little boxer 4-cylinder, with that wonderful and distinctive 'burbling' engine note. Although I was never a real fan of the 33's shape, or of its plastic interior, it certainly was a nice little Alfa, even if it seemed to lack the 'character' of the Sud.



Then in 1989, our first child was due and now "We need Air Conditioning" I was told. So back to Peter Stapleton. This time, he had for sale a lovely red 1984 Alfetta GCL 4-door sedan (complete with A/C). Excellent. The Alfetta was a great family car with its 2-litre engine; which also had its own distinctive exhaust 'burble'. This vehicle served us very well for over 6 years and 80,000kms; even towing a Camper

van for a few years and amusing several people along the road. "Never thought I'd see an Alfa Romeo towing a van".

In 1995, our third child was close to arrival and a new dilemma arose with squeezing the required booster seats and baby capsule onto the Alfetta's rear seats. Reluctantly, this time I ended up in a short 'Alfa Hiatus' and reverted to a 'Family Truckster', a 1995 Silver Toyota Lexcen VXi. It did have the space required and lots of interesting features. It even had a V6 engine, but that motor didn't look or sound anything like a Busso V6!

In 2001, a work colleague decided to sell his 1984 Red Alfa Sud ti Twin Carb and asked me was I interested? "Oh, My Goodness - YES Please!!" This little dynamo Sud was the same one mentioned earlier, having since been owned and well maintained by three of my fellow work mates, since its initial purchase in 1984. As a result, I knew its complete life history. Very soon, I became the Sud's fourth owner. At the hospital where I worked, the car became known as 'the X-Ray Department's Red Sud'. Oh, what a fantastic little 'Pocket-Rocket'. I loved this Alfa. The potent & musical engine, the great design and its delightful driveability; it was just like a go-kart! SO MUCH FUN. That is, apart from a bit of rust needing repair. Shame that Suds rust so badly.

Ultimately, this Sud became a very reluctant sale in 2010. I still miss that Red Sud ti and very time I see one at an Alfa Show, I feel sad all over again. When I sold it to Damien in Canberra, the Red Sud was 26 years old, with 211,100 kms on the dial. Damien received its complete history, together with all of its service receipts. The car was still immaculate with its original Red paint and the little Red ti logos on the seats in perfect condition (the seats had always been covered).



However, it was in December 2009 that I purchased my present Alfa – the amazing 2004 Black Alfa GT V6. There is some confusion as to the actual model date of this car: my GT was built in



November 2004, but the compliance date in Australia was listed as January 2006. I simply say it's a 2004 model.

In 2008, I also bought another 1985 Red Alfa 33 GCL (again from Peter Stapleton) for my eldest son as his first car, which was then handed on to our third child a few years later. This car was in quite a bad state when we finally sold it. I had been thinking that we may have to just take it to the wrecker's yard (such a travesty for an Alfa!). However, a chap looking for a cheap 4-cylinder Alfa to turn into a 'race car' bought it. He has literally resurrected this Alfa, including with a new engine and an impressive paint job. It is now successfully racing around many Victorian tracks. My son enjoys following the progress of his old car, both on and off the track, via the current owner's web site.

Quite recently, we also replaced my wife's written-off Ford Fairmont with a 2002 Silver Alfa 156 V6 Monza Auto sedan. This is another great little Alfa that Marg enjoys driving – despite its lack of cruise control, no rear sensors - and NO CUP HOLDERS!

Occidentale: How did the transition occur from the deep interest you held in the Alfa Sud when we first met onto a similar/greater(?) level of devotion to the Alfa GT?

Leon: I truly loved that Sud ti Twin Carb and I still miss it – a lot. Whenever I see another one my heart does pain a bit. However, that deep love has certainly been compensated and even exceeded with the GT V6. While the Sud was a fantastic little go-kart type of car, the GT is so much more practical and comfortable. The GT has that effortless and powerful 3.2 litre V6, with its great exhaust note, amazing body-hugging seats (with its 'bum-warmer') and a wonderful Bose sound system, all of which make it such a great 'Grand Tourer' for my regular long drives back to SA, or on lots of other Alfa Tours. The classic Bertone design is so impressive, that, even now, 9 years after I first bought that car, after I park my GT and then walk from it, I will still turn around and just simply admire the shape and then smile. Is that sad, or just devotion?

Occidentale: You are a very active member of the Victorian Alfa club. I know that you are on the Victorian Division's committee, and you are the chair/convenor of the Ballarat/Goldfields chapter of AROCA Vic, a founder of AGOG and that you have also been active in the Alpine Alfisti. That is a lot of activity. How did you get involved in these roles? Why are you in all of them? What could there be in it for AROCA WA members to become part of in any of these activities?

Leon: Yes – well I do seem to be in a few Alfa Groups (and Marg tells me, "a few too many!"). Why? Because I can, I suppose, and they're all such great fun. Each particular group has its own benefits. While they do seem to take up a bit of my spare time (Marg says "too much"). But, when I eventually retire, it might be easier. My interests include the following:

- (a) **AROCA (Vic):** I've been a member of AROCA (Vic) for many years. I regularly submit articles to Barry Edmunds – the Victorian division's long-suffering editor for his consideration in future editions of the club's bi-monthly Magazine, 'Cross & Serpent'. I often attend the AROCA Sunday drives, do the long drive down to attend occasional Club nights in Melbourne and I certainly don't like to ever miss the yearly Alfa Showcase 'Spettacolo'. One particular Sunday, I left Ballarat at 5:30am to meet the Melbourne gang for a drive to the Mornington Peninsula. I then joined a long lunch at a winery before driving back home. This was a delightful 630kms long, 12-hour excursion. I repeated that same trip again in July 2013 when the Victorian Alfa Club was asked to provide a collection of Alfas for an





episode of 'MasterChef'. This was another long day. Over the years I've made many great friends through my AROCA association, plus I have taken many thousands of photos of nice Alfas.

- (b) **'ALFESTA'**: Marg & I have attended 6 of the last 9 Alfestas - the Alfa club's yearly national Easter gathering. We are registered for 2019 event as well.
- (c) **'AGOG'**: In April 2015, I created 'AGOG' – the 'Alfa GT Owners Group' which is simply an Australian-wide register for the 2004-2010 Alfa GT. While this group operates under the umbrella of AROCA (Vic) as one of its Registers (which I coordinate), it is really a national group. At the moment AGOG has 48 GTs listed on the database with 73 members (including 6 Associate members). AGOG currently includes 3 GTs based in WA, owned by Richard Peirce, John Court and Robert Kosky.
- (d) **'Goldfields Alfa Group'**: In May 2015, AROCA (Vic) approached me to set up a local 'Goldfields Alfa Group' as there were 65 club members located around Western Victoria. There are now 40 formal members of the 'Goldfields Chapter'. We arrange Sunday Alfa Drives each year, catering for local, rural Alfisti, as well as holding a yearly weekend-long 'Grampians Alfa Tour'.
- (e) **Alpine Alfisti Association of Australia (AAAA)**: This is not to be confused with Alcoholics Anonymous (although a few nice Red Wines are sometimes tasted). AAAA is a group of keen Alfisti, which is run out of Canberra. The AAAA has been in operation (under a few different titles) for 9 years now. It holds Alfa drives through the Great Dividing Range. There is also an annual Weekend Tour during Autumn which runs through the Victorian High Country and, more recently, Spring Tours have been organized in the Hunter Valley and/or the Blue Mountains. This is a great bunch of very keen Alfisti who appreciate testing their ability during some 'spirited' drives through the curvy roads of Australia's alpine countryside. Spectacular scenery, great Alfa driving roads, superb food and wines, plus a close camaraderie, make these weekends very special. My recent 3,000 km trek for the AAAA's Hunter Valley Tour in October this year was simply amazing. At AAAA's AGM this year, I was elected as this group's President. Yet another Alfa hat for me to wear.

Certainly, if any AROCA (WA) members are over on the eastern side of the country, they are most welcome to join us in any of the above listed groups. Whatever activities we may be holding at the time, just contact either me, or whoever is organising the particular event, and we will be keen to book you in. We're a friendly mob in the East – especially since I'm an ex-South Australian, so I am nearly a Western Australian (give or take 1,000 kms or more). 😊



Occidentale: Tell us about your beloved Black GT - haven't you taken it almost everywhere except WA? When will we see you in the west to evangelize AGOG or other opportunities for WA club members, and more?

Leon: Correct. I do like to take the occasional drive in my GT. Actually, there are still a few states it hasn't travelled through as yet – i.e., WA, NT and Queensland. On my 'bucket list' there are 3



Alfa GT 'Grand' Tours that I would really like to do; Melbourne to Perth, Adelaide to Darwin and another one, up to Cooktown. I am not sure when or if they will all occur and it may need to wait until I retire! So, who knows, you Western Australians may well receive a visit from Leon and Marg Cottle, plus their Black GT, at some stage.

Occidentale: Your GT has travelled many kms since you bought it. I believe that your Q2 upgrade also came quite late in its life to date. Any comments about the Busso 3.2L engine in your car? How is the car since those modifications? What is its future in Leon's garage?

Leon: The Busso 3.2 litre V6 is simply divine. It looks and sounds just amazing. I just love that raspy sound and often drive with the window down just to hear it! This view is a little biased perhaps, but it must be one of the most amazing engines ever produced. The Busso engine makes my touring just so effortless. Sometimes it may be just a bit too effortless – e.g., after my very expensive SA speeding fine of 4 years ago - \$770 OUCH!! Now, 4 years later, I'm only nearly over it!

As of last week, my GT ticked over 260,000kms, and it is still delightful to drive. I purchased the GT from its first owner who had owned it for 4 years and clocked up its first 133,000 kms. So, in my 9 years of ownership, I've added another 127,000 kms and I've thoroughly enjoyed every kilometre.

In March 2013 (at 181,000km), I replaced my GT's springs and shocks all-round the car. The V6 engine does make the car front end heavy, and, over time, that had certainly worn out the original shocks. This meant it began to bottom out and thump over any bump. I upgraded to Bilstein B8 Shocks plus the Eibach Pro Kit Spring Set. This combination made an incredible difference. It also lowered the GT a little bit, but it did level the car out and made its handling so much better. The GT is still quite firm, but it is even more enjoyable and driveable.



I upgraded to a Q2 Diff as recently as October 2015, when the GT had already completed 212,500 km. I thought I had better play it safe. I also installed a new Clutch plate at that time. A few of us in AGOG have fitted the 'M-Tech' C630 Short Shifter. This helps the gear changes by reducing lever throw by 30%, which certainly did make gear changes during the Alpine Tours more enjoyable.

Occidentale: I believe you get to drive numerous other Alfas whenever you go to EMRs, club trips and various displays. You have also photographed almost every Alfa in Australia I think. Which ones are your favourites? Will there be a time that you "graduate" out of a GT into something else?

Leon: Yes – I do seem to have accumulated a few snaps of the occasional Alfa or two over the years. 😊 One of my other passions has always been photography, so on every drive I'm regularly taking photos of every Alfa I see. After all these years, I'm now sure that I've photographed most of the Victorian Alfas several times each and from every possible angle, and at multiple venues!



Favourite Alfas – Hmmmm, well I really love them all, with just a slightly varying degree of intensity. I obviously love the Alfa GT and the Alfa Sud ti Twin Carb, but I also truly admire early Alfa Spiders, the incredible Alfa Montreal, and some of the 105 Series cars. A local Victorian member has a 1966 Alfa 2600 Sprint which, I think, is also quite special. I had a good drive of an Alfa 4C when it was first released. Love the design, its power and that exhaust note, but find it far too expensive, very low slung and a bit impractical.

Graduate out of the GT? Doubtful!!! What else is out there that comes even close? Perhaps the new 'GT' replacement, the Giulia-based GTV, that is due for release in 2019. It should be a very nice car – though it probably will cost over \$150,000 and there won't be a Busso V6 under the hood. So, I doubt that it will be one of my Alfa purchases. Besides, it wouldn't pass the scrutiny of the 'Home Budget Committee' this close to my retirement!



Occidentale: Do you have other hobbies beyond Alfa Romeo and the GT? What are they? What does your family think about your Alfa addiction?

Leon: My other main hobby is photography so, luckily, I can combine that with my Alfa love. My family think I may have become a just little obsessed over the years with all things Alfa related - but what a wonderful disease to have!

My father, who is now 88, is a 'True Blue' Holden man. He has owned 15 Holdens over 70 years. I was to become his 'wayward' son, buying anything but a Holden – although I did come close when I once bought a Toyota Lencen in 1989 which really was the clone of a VN Holden Commodore. Dad was never a fan of "those foreign cars". When I showed him my black Alfa GT for the first time, he simply shook his head saying, "Why on earth did you buy that rubbish?" Even after all these years he still can't understand my passion for the Alfa Romeo marque or for my lovely Alfa GT. At 88, it is a struggle for him to get in or out of the low sitting GT, and that hasn't assisted my cause one bit. 😊



BRIEF REPORT ON THE ALPINE ALFISTI SPRING TOUR

This article is reprinted from the AROCA NSW, Canberra Chapter's latest newsletter

The Alpine Alfisti Spring Tour, "*Forays in the Central Divide*", was held between 18th and 23rd October this year with a number of Alfisti from various AROCA divisions attending.



It commenced with a dinner in Braddon, ACT on the Thursday. The group then assembled on Friday morning, 19th October, to travel via Bathurst and up to Mudgee for two nights, then on to Pokolbin in the Hunter Valley for a further two nights, before

returning to the ACT on the Tuesday 23rd.

Attending the Alpine Alfisti spring tour were 25 Alfisti in 16 Alfas who enjoyed all or part of the trip. Participants came from Brisbane, Sydney, NSW's Canberra, Central West & Hunter Chapters, as well as Melbourne and from Victoria's Goldfields Chapter.



Congratulations go to Melbourne based members, **Barb & Clyde**, the winners of the trophy for this year's Alpine Alfisti Spring Tour.

For further information on the Alpine Alfisti ("AAAA"), please see: <https://alpinealfisti.org.au/>



ALFESTA 2019 IS NOW BOOKED OUT



Alfa Romeo Owners' Club of Australia (Victoria Division) presents

ALFESTA 2019

Alfa Romeo Club Nationals

In conjunction with AROCA 50th anniversary

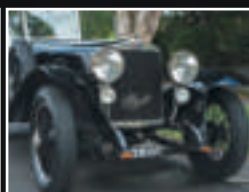


Mornington Peninsula Victoria

Wine & Dine, Observation Run, Show & Shine, Gala Dinner

Easter 19th – 22nd April 2019

All info: Alfesta2019.alfaclubvic.org.au



Please note that the 2019 Mornington Victoria Alfesta is now booked out.

However, it may still be possible to join a wait list for this event.

Check with Gary Pearce at AROCA VIC: nerineandgary1@bigpond.com





CLUB COMPETITION CHAMPIONSHIP



Alfa Romeo Owners Club WA Competition Championship 2018

Round	Date	Event	Club	Activity	Location
1	24/2	Point to Point	WA Sporting Car Club	Various	Barbagallo Raceway
2	17/3	Speed Event Series	Motoring South West	Hill Climb	Collie
3	18/3	Speed Event Series	Motoring South West	Super Sprint	Collie
4	31/3	Point to Point	WA Sporting Car Club	Various	Barbagallo Raceway
5	8/4	Northam Flying 50	Vintage Sport Car Club	Regularity	Northam
6	22/4	Point to Point	WA Sporting Car Club	Various	Barbagallo Raceway
7	2/5	Albany Windfarm	Great Southern Street Machine	Hill Climb	Albany
8	3/6	Albany Classic	Vintage Sport Car Club	Regularity	Albany
9	7/7	Point to Point	WA Sporting Car Club	Various	Barbagallo Raceway
10	22/9	Speed Event Series	WA Sporting Car Club	Hill Climb	Jack's Hill
11	4/10	Speed Event Series	Speed Event	Hill Climb	Meelup Beach Road
12	2/12	Vintage Stampede	Vintage Sport Car Club	Regularity	Barbagallo Raceway

For Competitors to enter any of the above events, you need to log on the respective website (see below) and fill in your forms and make arrangement for the necessary payments as requested by the organising entity.

WA Sporting Car Club: <https://www.wascc.com.au>

Speed Event Series: <http://speedeventseries.org>

Vintage Sport Car Club WA: <http://www.vscowwa.com.au>

When entering an event please contact the Competition Coordinator with the result of the event. Points will be allocated based on the number of entrants in the event.

Six of the above event will count towards the Competition Club Championship.

Competition Coordinator contact details:

Ivan Olsen 0418921225

ivan.olsen@mcagroup.com.au





AROCA WA'S MONTHLY INFORMAL CLUB RUN PROGRAM

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.



AROCA WA FINANCIAL REPORT 31 OCT 2018

INCOME

Membership – Family	\$ 4,160.00
Mystery Weekend	\$
Italian Car Day Breakfast	\$
Birthday Dinner	\$
Social Events/ Pasta Run	\$ 650.00
Xmas Lunch	\$
Merchandise Sales/ Door sale	\$
Club Meeting Drinks/ Food	\$
Advertising	\$ 45.00
Bank Interest	\$ 1.06
Transfer from Investment A/c	\$

SUB TOTAL \$ 4,856.06

EXPENDITURE

CAMS- CMC Subscription	\$
Social Events	\$ 1,125.00
Postage/Petties/Rental	\$
Birthday Dinner	\$
Merchandise	\$
Rent LCC 2016/2017	\$
Italian Car Day	\$
Club Meeting Food/Drinks/AGM/New Members	\$ 2,065.97
Website	\$
Trophies	\$
Investment Account	\$
Christmas Function	\$

SUB TOTAL \$ 3,190.97

EXCESS INCOME/EXPENDITURE \$ 1,665.09

BANK RECONCILIATION

Opening Balance	\$ 1,107.99
Receipts	\$ 4,856.06
Payments	\$ 3,190.97

BALANCE \$ 2,773.08

INVESTMENT ACCOUNT

Opening Balance	\$ 18,081.29
Transfer from main account	\$
Transfer to Main Account	\$
Interest	\$ 30.72

BALANCE \$ 18,112.01



M E M B E R S H I P R E N E W A L

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 # (if applicable)

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



DRIVE MY CAR

Code 404 compliant registration of a trip in your concessionally registered vehicle

Vehicles over 25 years old and in original condition, including in a restored original condition, may be licensed under "Concessional License Code 404" provisions through the Department of Transport, WA. This process requires that there be an Initial inspection of a newly retored vehicle, or of a vehicle transferring from a full license. The vehicle must be inspected by an Authorised Inspection Station (AIS) using an Authorised Vehicle Examiner (AVE).

While the club committee at AROCA WA understands that a number of members in various car clubs in WA do hold AVE status, AROCA WA generally makes use of an AVE who is resident at the WA Automotive Museum in Whiteman Park.

Email: MotorMuseum@optusnet.com.au

Before seeking approval for concessional vehicle registration, please download and review the Department of Transport's "Concessional Licence Code 404 Information Booklet". There you will find definitive wording regarding Code 404 in Western Australia.

http://www.transport.wa.gov.au/mediaFiles/licensing/LBU_F_VL_C_E81_VintageVeteranConcession.pdf

Following the completion of initial licensing, members should advise the membership secretary of AROCA WA in writing to provide updated vehicle details and registration.

For further information on WA Concessional Licences, see [FAQ on the Department of Transport website](#).

Do note that your failure to comply with this new CODE 404 requirement could result in possible loss of your concessional vehicle license and/or club membership.

AROCA WA's new "DRIVE MY CAR" program:

On the next page a "DRIVE MY CAR" registration form is provided for your completion and forwarding to the AROCA WA club secretary. (Email to: secretaryarocawa1@gmail.com).

Provided you carry your vehicle license with you in your vehicle, this "Drive My Car" logging system permits travel to approved single vehicle events for currently financial AROCA WA members in their concessionally registered vehicles under Code 404. The new AROCA WA club logging system is purposely provided just to permit the owners of vehicles that are concessionally registered under CODE 404, to legally drive that vehicle in a "single vehicle event" (e.g. to a wedding, a picnic, a country drive, etc.) Therefore, a few days prior to undertaking any single vehicle trip in your concessionally licensed vehicle, be sure to complete and email the form on the following page to AROCA WA, where this trip will be formally logged by the club.

Suggestion: Once you have sent the completed form to the AROCA WA club secretary, print a copy of the filled-in form and to keep with you during your trip.



DRIVE MY CAR

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

AROCA WA is providing this club logging system solely for the use of currently financial AROCA WA club members who own vehicles concessionally registered under CODE 404 drive that vehicle at a "single vehicle event" (e.g. a wedding, picnic, country drive, etc.)

MEMBER'S FIRST NAME(S): _____

MEMBER'S SURNAME: _____

MOBILE PHONE: _____

EMAIL: _____

AROCA WA MEMBER NUMBER: _____

CURRENT FINANCIAL MEMBER: YES NO

(Member must be currently financial)

VEHICLE TO BE DRIVEN:

VEHICLE	BUILD YEAR	REGISTRATION PLATE	CONCESSIONAL REGO. @ AROCA WA

TRIP DETAILS:

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

FROM: _____ TO: _____

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

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)

Print a copy of this filled-in form to keep with you during your trip. Make sure to have your vehicle license and current AROCA WA membership record in the car too.