



1959 ALFA ROMEO GIULIETTA SPIDER

The *1959 Alfa Romeo Giulietta Spider* is propelled by a 1.3-litre, four-cylinder engine. Power is sent to the rear wheels through a four-speed manual transmission that requires double-clutching when going both up and down through the gear range. As a result, the car is not that quick, the transmission is delicate and a fast launch off the line may be out of the question. However, while the spider also lacks power steering, with a little momentum into a corner, the car can be quite nimble and responsive. Most importantly, this Giulietta Spider is also very beautiful to look at! Read more at: <http://autoweek.com/article/car-reviews/what-we-drive-1959-alfa-romeo-giulietta-spider#ixzz5MKAVoIP4>





Dear Western Australian Alfisti,

My apologies for a nearly three-month long gap between issues of Alfa Occidentale. I have just spent 10 weeks travelling in Europe and not thinking much about Alfa matters during this period.

Perhaps you may have missed receiving this magazine, or perhaps you haven't? It would be interesting to hear from you on that topic. Meanwhile, herewith is the October 2018 issue. It is the 17th edition of **ALFA OCCIDENTALE** – AROCA WA's electronic newsletter.

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

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

CONTENTS OF ISSUE NO. 17

Club News and Upcoming Events	Page 3
Alfa Romeo Montreal reviewed	Page 4
Seen at Motor Classica at the Royal Exhibition Building in Melbourne	Page 10
Photos from the Classic cars & Coffee at UWA in 14 October 2018	Page 12
Como Rotary car show in October	Page 14
Italian Car day to be held at Gloucester park on November 11, 2018	Page 16
Annual Pasta Run on Sunday 9 th December 2018	Page 18
AROCA Calendar of Events	Page 19
Alfesta 2019, Mornington Peninsula. (It is the 50 th Anniversary event)	Page 21
WA Club Competition Program for 2018	Page 24
The AROCA WA informal monthly run program continues in 2018	Page 25
AROCA WA end September 2018 financial report	Page 26
Does anyone still need to renew a 2019 AROCA WA Membership?	Page 27
Owner declaration for completion – re Code 404 concessional licenses	Page 29
"Drive my Car" Concessional trip permit	Page 30

THE NEW 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	memberslicarocawa1@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	general commiteearocawa3@gmail.com
Todd Quinn	Webmaster	webmasterarocawa1@gmail.com
Victor Lee	National Coordinator	national.coordinator@alfaclub.org.au





W A A L F A C L U B N E W S & E V E N T S

Since the last edition of the magazine, published in August 2018, the WA Alfa club has held a weekend trip south to Dwellingup and Bunbury. A total of 36 people attended the Saturday lunch during this trip, while 22 attended the Saturday evening dinner. This was a great attendance for this weekend away and, by all accounts, it was a great event too. The club also organized a very well attended new members' night at the Charles Hotel on 29th August. A total of 43 members and partners attended, including about 8 recently joining members and their partners. Attendance at this meeting was quite unaffected by some bad winter weather.

The club's Annual General Meeting was held on September 4th where a new Constitution was passed by a unanimous vote of members present. A discussion then ensued regarding the need for an additional clause to be inserted into the new constitution prior to having it approved by the relevant state government department. It was agreed that the President would draft a special resolution for consideration at the club's October General Meeting. This resolution was written and duly passed in October. This relevant clause relates specifically to how a member can access any of the club records and details. The agreed constitution amendment is being lodged for official recording. The additional clause was placed under Policy 1 and reads as follows: "Financial Members have the right to inspect records and documents of the association. The request will be in writing to an executive member of the committee, and access will be provided to that financial member within 30 days of the receipt of the written request."

Also at the September annual general meeting a new 2018/9 committee was elected. Please see the names and roles of the new committee members shown in the list above on page 2.

The latest update of the 2018 program for AROCA WA is presented below. Note that there have been a number of program changes necessitated since the last magazine was issued. Please consider attending as many of the club's upcoming events as you can. Additional details concerning these events are provided 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 with the next gathering to be held on Sunday 18th November. Note that, as this event fills up quickly, it is recommended that you arrive early, before the official start time of 8:30AM, at the University of Western Australia, in Car Park 3, i.e., next to the UWA staff club, off Hackett Drive, Nedlands, 6009. [+ Google Map](#)
- The **Rotary Italian car day** will now be held on Sunday 11th November, this year, again at Gloucester Park. It was previously announced that this event was to be held on 4th November. However, due to an international cricket match now scheduled nearby on that day, so limiting available parking and access to Gloucester Park, the Northbridge Rotary club wisely chose to delay the meeting until Sunday 11th November. This event is always a huge and highly successful gathering for all WA-based Italian car clubs. We look forward to seeing you and your prized Alfa(s) joining us at Gloucester Park for that day.
- Note that AROCA WA is again the organizer of the **2018 Pasta Run**. Many members of all WA Italian car clubs attend this annual Sunday morning run before arriving at the pasta lunch venue. The lunch date and venue are set for Sunday December 9th. This is also a change, to the previously announced calendar date. However, the venue, the



ALFA OCCIDENTALE

Issue 17, October 2018



“International Hotel on the Water”, remains the same venue as that enjoyed at last year’s very successful event. Please find a registration sheet and formal announcement for this event later in the magazine. Note that you can book directly on-line from the link given in the registration sheet below. As this pasta lunch is now being held in December, your committee has decided that the AROCA WA Christmas lunch should be merged with the Pasta run as a combined event and held on Sunday 9th December 2018.

- Please note that, in 2019, AROCA’s annual Easter event “Alfesta” will be held on the Mornington Peninsula in Victoria over the long weekend running from 19th to 22nd April. As 2019 is the 50th anniversary of AROCA, this will be a big year for Australian Alfa clubs, both in Victoria (where it started) and nationally. The WA committee has wondered whether members would like to consider travelling to this event and/or to the Phillip Island Classic which will be held a couple of weeks earlier? An Alfa convoy is possible, given sufficient interest. Please let a committee member know should you be contemplating attendance and possibly be interested in joining a Nullabor crossing.



A L F A R O M E O M O N T R E A L

With a race-bred engine and a show car body, the Montreal has the specifications and breeding of a high-performance car. Nonetheless, the Montreal may have been one of the 1970s more misunderstood autos. This is the car that “Road and Track” once described as “probably the



strangest oddball of the ‘70s.” Relatively few car people today, recognise the Montreal and, until recently, not many have craved owning one. As a result, car values have been slow to rise, relative to some other notable marques. Although, more recently, the value of an Alfa Montreal in good condition has begun rapid appreciation.

Alfa Romeo has a long and illustrious history in racing and in constructing high performance cars. However, by the late 1960s, it had become quite a while since Alfa had built anything like its pre-





war supercars. Around that time, Alfa Romeo, as a company, was in a strong financial position. Its sales during the previous decade had grown worldwide and the Alfa model range was expanding. On the track, Alfa was doing well in several racing categories. The company's future then looked very positive.

Alfa was invited to be the sole motor vehicle manufacturer that exhibited at "Expo 67", the World's Fair, a huge exhibition to be staged in Montreal, Canada. It opened in April 1967, to celebrate 100 years since Canadian Federation. Various nations were invited to exhibit their finest achievements in culture, science and technology. One section of the fair was to be entitled "Man the Producer" and it was in that part of the exhibition in which Alfa Romeo became the only manufacturer invited to envision the future of the automobile.



Alfa eagerly seized on this high-profile opportunity. It contracted design house and coachbuilder, Bertone, to build a show car designed especially for the Exposition. Bertone and Alfa Romeo had long been partners in a relationship that had proven highly successful for both companies over the years.

The resulting Bertone design was built based on the existing floor-pan and running gear of Alfa's popular 105-series coupe. It featured flamboyant styling, including an assortment of vents and grills, as hallmarks of a very sleek design. The initially chosen engine for the vehicle was the 1.6-litre version of Alfa Romeo's venerable twin-cam 4-cylinder unit.

Styling was completed by two of Bertone's greats, Giorgio Giugiaro and Marcello Gandini, both of whom were still working at the company. However, like other Bertone cars of that era, some questions have continued concerning who really was responsible for what in the Montreal's overall design. It seems likely that work on this design began with Giugiaro, but later was completed by Gandini.

On the strength of the show car's great reception at Expo 67, Alfa Romeo management decided that the Montreal presented an opportunity to build a new, high-end sports car. Nonetheless, apparently, there were many arguments within the management team about how this car ought to be positioned in the market.

Ultimately, it was decided to incorporate a version of the successful Tipo 33 V8 engine, which had been the powerplant for various Alfa racing cars that had led Alfa to considerable competition success. The engine finally selected was a 2,593cc V8 engine version, featuring a quad-cam layout, dry sump lubrication, electronic ignition and Spica mechanical fuel injection. This engine was a



very high tech offering for the early 1970s and, in the new Montreal road car, it produced 150kW (200bhp).

Alfa also specified an expensive, robust German ZF gearbox, with a dog-leg first gear and a limited slip differential with its own oil cooler included. Therefore, the bodywork of the World's Fair show car had to be adapted to incorporate the bigger V8 engine, as well as a multitude of other minor changes. However, the overall look of the car, finally shown at Expo 67, remained very similar to the eventual Montreal production vehicle which began its manufacturing run 3 years later.

For that production run, Bertone was commissioned to assemble the cars for Alfa Romeo. It ran a production line at its Grugliasco plant, where the Montreal was produced, and so these cars were produced alongside Lamborghini Miuras, Fiat Dino Coupes and 850 Spiders.

The resulting car, formally named the "Alfa Romeo Montreal", in honour of the World's Fair venue, was finally launched at the Salon de Geneva car show in 1970.

With its magical engine, the production Montreal was a fast car by any 1970s standards. It was capable of 230 kph and accelerated from 0 to 100kph in 7.1 seconds. The Montreal could show a Porsche 911 of the day a clean pair of heels.

Around the launch date for this new range-topping Montreal coupe, Alfa Romeo began to suffer from industrial problems. These difficulties were quite similar to issues besetting all other Italian car makers. However, for Alfa, this industrial unrest was compounded by growing issues concerning the ongoing construction of a new plant in southern Italy where Alfa planned to manufacture its new Alfasud series.

Alfa's worst issue for 1973, however, was the then developing global fuel crisis. That event really hurt Montreal sales, especially as the Montreal V8 did have a rather thirsty engine. Nevertheless, Alfa persevered with the Montreal. Sufficient demand for the car continued into 1975, when manufacturing finally ceased. Some of the last cars constructed remained unsold until 1977. In all, just 3,925 Montreals were ever produced.

Unlike the "LHD only" experience that Australians had found with some imported cars, the Montreal, was offered as a right-hand-drive model in the Australian market. Wheels magazine wrote an enthusiastic review of the first Montreal, which, unfortunately, had landed in Australia as a left-hand drive example, calling it "*A half price Lambo*". Wheels writers also described it as "*The most exciting, luxurious car that the famous Italian firm has ever made.*" (No faint praise there!)

In Australia, the Montreal was initially offered for \$11,900. Australian vehicle sales began late in 1972, but they only lasted for a couple of years. By 1974, the price of the car in Australia had risen to \$14,935. By comparison, a 1974 model Porsche 911 had a starting sale price of \$13,460 (rising to \$18,477 for a Carrera), while a BMW 3.0CSi then sold for \$17,950, and a Ferrari 308GT4 cost \$19,500; i.e., a price on par with a Urraco and the Mercedes 450SL. Clearly, the Montreal offered a good value option in this performance cars field.



Around Australia, dealers were pleased to have this glamour model available to boost Alfa's brand image. Montreals were sold in a range of colours, including in metallic paint finishes, but often provided in colour tints peculiar to that period – e.g., orange and green.

Buying a used Montreal today: What to look out for



You might be inclined to assume that, in a 1970's Italian car, rust would have to be an obvious Montreal failure. However, Bertone did do a better job of rust-proofing than many other big Italian car factories were achieving around that time. (Although historical photos do show a storage yard full of unfinished Montreal bodies, stored in the

open – see adjacent photo). In this regard, it may be helpful to note that in the "low rust history" of the Montreal, no right-minded owners would be likely to leave their Montreals ungaraged.

The mechanical injection fuel pump made by Spica was sometimes found to be a weak point on these cars. However, it is well known that if serviced correctly, a Spica mechanical fuel injection system can be quite reliable (maybe more so on engines with only 4 cylinders?) Some Montreal owners reported that, after 60,000 kms, fuel pumps could begin to fail, allowing oil and fuel to mix and so causing a multitude of problems.



The Spica injection pump itself is a sophisticated mechanical device – i.e., it is a tiny, in-line 8-cylinder engine, in which the pistons could wear, allowing fuel to leak down its sides into the car's oil. The dry sump tank could then fill with petrol leading to plumes of smoke emanating from the exhausts, while the car ran poorly.

However, in racing mode, the pumps on the V8 engine had been problem free, perhaps as racing engines never reached the same mileage and wear level.



Cloth upholstery was a popular interior fitting in Australia, and it worked reasonably well, especially with many of the Australian Montreals being well-looked after. The choice of velour upholstery is a real fashion statement from the early 1970s though.

Some of us may have reasons to be aware that Italian cars of the Montreal's era rarely had decent electrical systems. The Montreal was no exception. While electrical system issues can usually be resolved, it was an unusual Montreal in which everything always worked when it should.

The Montreal has intriguing headlight shades that operate pneumatically, offering a unique design feature. While these headlight shades usually prove reliable, why would you do something simple, particularly if a more complicated option could be made available?

Driving a Montreal

Piloting the Montreal requires a driver to sit in an extreme version of the Italian driving position, with legs played wide apart (but that can be quite comfortable on long drives).

The car has a dramatic instrument panel behind the steering wheel. (see photo above). There are eight gauges as well as groups of warning lights, set in two huge circular pods that jut forwards from the dashboard. The gearshift is a pleasure to use, with its short throw and very positive feel.



And then, of course, there is that V8 motor; the crown jewel of the Montreal. It offers a deep, rich burble from the exhaust - far more of an exhaust note than you might anticipate given the 2.5L engine's relatively small capacity. When underway, its fabulous exhaust tone dominates. Some say that a Montreal provides its driver with one of the greatest motoring aural pleasures imaginable.



The sound never reaches a high-pitched scream, such as that found in a modern Ferrari V8, the Alfa engine revs to 6,500rpm, bellowing all the way and then popping while decelerating.



The suspension is relatively soft, supposedly reflecting the intended luxurious nature of the car. The 4-wheel disc brakes are efficient and confidence inspiring, even if the nose can dip markedly while under heavy braking.

A Montreal does receive plenty of attention on the road; with its svelte styling and unique design cues attracting onlookers and not just those drawn to its outstanding exhaust note. AROCA (Victoria) member, Gary Pierce, says that driving his Montreal is a source of real pleasure for him, as is educating the curious concerning the history of the Montreal. "This car was bought to be driven, not to be a museum piece," he proudly says. "The previous owner told me that it hasn't been rained on since 1988, but with the drives I plan on doing in the coming years that might change..." However, knowing Gary, with two beautiful 105 GTCs already in his garage, alongside the Montreal, it is hard to believe that this Montreal will ever be rained on again.

Over the last decade, it was difficult to understand why, with the car's rarity (only 44 new vehicles came to Australia) and with its Alfa pedigree, that, while many other performance cars of the period saw valuations soar, Montreal pricing remained relatively stagnant. It was only in 2015 that Montreal pricing suddenly began to rise quickly world-wide. Today, while the Montreal is still valued way below a Ferrari Dino 246 GT, or similar, a reasonable vehicle may now expect to achieve a sale in the \$120,000 region. A few recently offered Montreals available through dealers in Europe show quoted pricing in the brief table provided below.



Montreal Vintage	Kms	Colour	AU \$ Pricing (converted)	Where listed
1974, LHD	56,249	Red	\$94,589	Antwerp Belgium
1977, LHD	n.a.	Brown	\$108,710	Frankfurt, Germany
1971, LHD	117,984	White	\$125,324	Netherlands
1973, LHD	n.a.	Red	\$115,077	Roppolo, Italy
1972, LHD	20,008	Orange	\$133,994	Laasdorf, Germany

ALFA OCCIDENTALE

Issue 17, October 2018



AT MOTORCLASSICA, EXHIBITION BUILDING, MELBOURNE



Owners' Club of Australia (An A Division) Inc.
#204 TS-476 OT3 145
P.O. Box 9274, Perth WA 6001, 8000
www.alfaromeo-oc.com.au

ALFA OCCIDENTALE

Issue 17, October 2018



The annual Motorclassica car show (October 13/14, 2018), held at the Royal Exhibition Building in Melbourne, offered a stunning range of concours quality vintage vehicles. Photos from this event are provided here courtesy of Rod Quinn.





2018 ROTARY CAR DAY AT COMO



Photos courtesy of Richard Peirce



ALFA OCCIDENTALE

Issue 17, October 2018





CLASSIC CARS & COFFEE - OCT 14



Photos courtesy of Richard Peirce.





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



Mustup

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.

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

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



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





ITALIAN CAR DAY 2018

SUNDAY NOVEMBER 11TH, 2018

Gloucester Park Perth

GREAT ITALIAN VEHICLES



This year is the 50th Anniversary of the Alfa Romeo GTA Junior; the Targa Florio; & the Fiat 124 Spider.

All AROCA WA members should arrive in their cars at Gloucester Park by 08:30AM.

Look for Alfa display coordinators so that your car can join individual Alfa series display where cars will be arranged in series and by date of production.

The annual Alfa club breakfast will be served in Stylo's café at 09:00. Please advise if you are interested in joining the club for the 2018 Italian Car Day AROCA WA breakfast.

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

The committee is offering club members a generous subsidy (for financial members and their partners only) for this event. Note that this year, the Pasta Run will also double as the Alfa Club's Christmas event. While the standard ticket price for the Pasta Run is set at \$45 per person, the committee is offering you a **special Alfa Member/Partner Price of only \$25pp** for the 2018 Pasta Run. But, of course, only currently financial club members can access this price.

Therefore, there is a maximum of 2 concession tickets available per member. Please book soon for the Pasta Run. Use the simple electronic link below to do so. A small additional booking fee will be charged by "TryBooking" when you order your event tickets. (However, this small fee is only an additional 60 cents per payment). Your Friends and Guests are most welcome to join you on the Pasta Run and for the lunch, but their tickets will need to be booked at the standard \$45pp price.

Contact Andrew Murray or any committee member should you need the link for general admission at \$45pp.

EVENT DETAILS

Sunday December 9

Start for this event run: Depart Midland Centerpoint Carpark at 10.00AN (i.e., adjacent to the MuzzBuzz coffee outlet)

Arrive at the International-on-the-Water Hotel, at 1 Epsom Ave, Belmont (Ascot) for lunch by 12.00pm. Lunch will run from 12.00pm until 3.00pm. It includes a 3 Course Meal and a Cash Bar. Parking is available on the grounds for Italian cars (special display).

ALFA CLUB MEMBERS: You and your partner should use this link to book electronically:

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

Electronic booking is also available for your Kids:

See separate link for children, 12 years old and under, too book. Tickets are \$20.13.

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





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, 18 th / 19 th August, 2018	Andrew Murray
INFORMAL ALFA RUN 3 rd Sunday in the month informal run	Sunday, 19 th 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, 4 th September, 2018	Andrew Murray
"CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 – 10:30AM.	Sunday, 9 th September 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
INFORMAL ALFA RUN 3 rd Sunday in the month informal run	Sunday, 16 th 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, 7 th October 2018	Richard Peirce
"CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 – 10:30AM.	Sunday, 14 th October 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
INFORMAL ALFA RUN 3 rd Sunday in the month informal run	Sunday, 21 st October 2018	See announcement in this newsletter
ROTARY ITALIAN CAR DAY Gloucester Park	Sunday, 11 th November 2018	Andrew Murray
INFORMAL ALFA RUN 3 rd Sunday in the month informal run	Sunday, 18 th November 2018	
"CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 - 10:30AM.	Sunday, 18 th November 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
ANNUAL PASTA RUN AROCA WA is again organizing this year's event for the WA Italian car clubs	Sunday 9 th December 2018	Rod Quinn/Andrew Murray
INFORMAL ALFA RUN 3 rd Sunday in the month informal run	Sunday, 16 th December 2018	
"CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 - 10:30AM.	Sunday, 30 th December 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map

Be sure to mark these dates in your diary!

Note that the 2019 AROCA WA Events Calendar will be published in November



ALPINE ALFISTI SPRING TOUR

Central West NSW, Bathurst, Mudgee, Hunter Valley

October 18 – 23, 2018



Photo: L Cottle © 2016 - Inaugural Alpine Alfisti Tour, Falls Creek 2016

For Alfa Romeo Enthusiasts

... and drivers of the Great Divide!

Alpine Alfisti is a community for those who own, drive or appreciate vehicles of the Alfa Romeo marque and for them to participate in motoring events of a social and touring nature in regional areas, especially within the Great Dividing Range.

For further info see: <https://alpinealfisti.org.au/>

Do note that Alpine Alfisti is a separate Alfa enthusiasts' organization that emerged fairly recently. It is also linked into the AROCA divisions. You may decide that you wish to join it. That might be of particular interest should you be thinking of a future driving opportunity with this group in the Australian Alps.





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





ALFESTA 2019 BOOKING FORM



'Mornington by the sea'

- FULL PACKAGE FOR ACTIVITIES AND MEALS -

BOOKINGS CLOSE: 31ST DECEMBER 2018

or earlier if booking numbers are about to exceed the capacities of the Alfesta facility

For the AROCA 50-year celebration, Nationals/Alfesta experience, we are staying at Best Western Brooklands, Tanti Avenue, Mornington. Please book your accommodation separately at \$220 per night (including breakfast) by phoning direct on 03-59739200 or by contacting Cassandra Birt at sales@brooklandsofmornington.com.au Please quote ALF19 for reservations.

Alfesta 2019 will start on Thursday evening 18th April and end on the morning of Monday 22nd April. The Thursday night dinner is an optional BBQ between 7.00pm and 8.30pm, please book your dinner intention below at a cost of \$38 per person.

CONTACT DETAILS

Name:

Postal Address:

Contact Phone Number:

Email Address:

Member of which Alfa Romeo Owners Club of Australia division:

COST PER Person = \$380.00 COST PER CHILD UNDER 12 = \$200.00

ATTENDEE NAMES

First Name	Surname	Attending	Alfa Model	Amount
.....	\$.....
.....	\$.....
.....	\$.....





* = Child's age at time of event

Any Dietary Restrictions:

Would you like the Thursday night dinner option? \$38 per person..... \$.....

TOTAL \$

PAYMENT OPTIONS

To secure a booking either a 50% deposit or payment in full is required at time of booking, any outstanding balance is to be paid to the club by January 18th 2019.

☒ 1. Payment by EFT

If selecting this option, use the Club's bank details BSB: 083355 Acc: 844613704 and use the reference ALF19 with your FULL name. Eg: ALF19 Carlo Chiti

Please ensure that any EFT for a balance payment is processed by January 18th 2019.

☒ 2. Payment by cheque

Make payable to "Alfa Romeo Owners Club of Australia (Victoria Division)" for the total amount, (or 50%) and mail this form and the cheque to the address below.

Please ensure that any cheque for a balance payment is received by the club by January 18th 2019

☒ 3. Payment by credit card (Note:1.5% surcharge to be added)

- *Please charge my credit card for Alfesta 2019 as follows:*

Initial payment

Type of card: VISA M/C Name on card:

Card Number: Card Expiry:/.....

Amount (50% of Total Cost +1.5%): \$.....

Signature:

Balance payment (if required), to be processed on January 18th 2019

Type of card: VISA M/C Name on card:

Card Number:..... Card Expiry:/.....

Amount (50% of Total Cost +1.5%): \$.....

Signature:

Please remember numbers are limited

▶▶ Mail this form to: Alfesta 2019 PO Box 129 Port Melbourne 3207

Or, scan & Email this form (or any queries) to: alfesta2019info@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	2/6	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.vscclwa.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@mrarogroup.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 30 SEPT 2018

INCOME

Membership – Family	\$ 3,600.00
Mystery Weekend	\$
Italian Car Day Breakfast	\$
Birthday Dinner	\$
Social Events/ Pasta Run	\$
Xmas Lunch	\$
Merchandise Sales/ Door sale	\$
Club Meeting Drinks/ Food	\$
Advertising	\$ 45.00
Bank Interest	\$ 0.61
Transfer from Investment A/c	\$
SUB TOTAL	\$ 3,645.61

EXPENDITURE

CAMS- CMC Subscription	\$
Pasta Run Deposit	\$
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	\$ 2,065.97

EXCESS INCOME/EXPENDITURE \$ 1,579.64

BANK RECONCILIATION

Opening Balance	\$ 1,107.99
Receipts	\$ 3,645.61
Payments	\$ 20,65.97
BALANCE	\$ 2,687.63

INVESTMENT ACCOUNT

Opening Balance	\$ 18,081.29
Transfer from main account	\$
Transfer to Main Account	\$
Interest	\$ 22.54
BALANCE	\$ 18,103.83



MEMBERSHIP RENEWAL

Dear Western Australian *Alfisti*,

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

Whether you wish to become a new member, or you if have yet to pay your AROCA WA Subscription for the upcoming financial year, please complete the information request shown over-page and pay your subscription amount to the club, following either of the methods outlined below.



The annual fee again is \$80.00 for FY 2018/19.

Please note that the membership renewal date for all existing members is 30th June of each year.

You can either pay this subscription fee by cheque, making it payable to AROCA WA and then mailing it C/- The Secretary, AROCA WA, P.O. Box 8231, Perth BC, WA, 6849.

Alternatively (or from the club's point-of-view, preferably), you can pay the amount directly by making an electronic transfer into the club's bank account using the following details:

Account Name: AROCA WA.

BSB: 736-054

Account No.: 070313.

(Do note that if you are paying electronically, you should include your surname in the payment reference and also advise the club of your payment via an email.)

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

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

We look forward to seeing you at our future events.

With best wishes,

Andrew Murray.
President, AROCA WA.



FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

ADDRESS: _____

_____. POSTCODE: _____

LANDLINE: _____ MOBILE: _____

EMAIL: _____

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

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO

PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

Manufacturer	Type	Year	Colour	Registration OR Concession Plate # <i>(if applicable)</i>

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 our 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. Otherwise, if stopped, you will be deemed unlicensed.