

ALFA OCCIDENTALE

Issue 20, January 2019



Alfa Romeo Duetto's on the Alfa Romeo Owners of Oregon's annual "Red Duetto Tour", seen at a stopover in Bradley State Scenic Viewpoint, Oregon, USA.

(Photos from a Facebook post, courtesy Keith Martin)





Dear Western Australian Alfisti,

This first issue of the electronic magazine for 2019 is the 20th edition of **ALFA OCCIDENTALE** – the electronic newsletter of the Alfa Romeo Owners Club of Australia (WA Division).

Club members (and Alfa associates) are invited to provide any contributions that they would like to see included in future editions of this magazine, C/-: secretaryarocawa1@gmail.com

In this edition of Alfa Occidentale,, #20, please find outlined the club's upcoming schedule for the first quarter of 2019, including information on our next competition, social and club driving events.

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2019 AROCA WA COMMITTEE

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WA ALFA CLUB NEWS & UPCOMING EVENTS SUMMARY

Since the last edition of the magazine, published in December, there has been strong participation by WA Alfa club members at the annual Pasta Run and lunch for all Italian Auto clubs in WA. The event was held on Sunday December 9th 2018 with the lunch venue being the International Hotel





on the Water, where 2017's very successful event was also held. A series of photos from this event appear below.

During 2019, regular monthly events will continue.

- **“Classic Cars and Coffee”** Sunday mornings have presented many highly interesting cars at 2018 WA events. The next “Classic Cars and Coffee” is on Sunday January 20th 2019. This event fills quickly and it is recommended that you arrive before the 8:30AM start-time, at the University of Western Australia, Car Park 3, off Hackett Drive, Nedlands, 6009. [± Google Map](#)
- A reminder that the 2019 annual national AROCA Easter event “Alfesta” which is to be held on the Mornington Peninsula in Victoria from 19th to 22nd April has been booked out. Anyone still interested in attendance, should note that AROCA VIC does have a wait list available.

A N N U A L P A S T A R U N 9 D E C 2 0 1 8



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This Pasta Run event was held on Sunday 9th December 2018.





SPICA MECHANICAL FUEL INJECTION SYSTEM

Edited from various sources, but primarily from an article first appearing in Hemmings Motor News, April 2013, written by David La Chance.

Part of the Alfa Romeo engineering genius has been its practice of incorporating competition-car machinery into its mainstream production vehicles. For example, who else in the mid-1950s was offering an all-aluminum, dual-overhead-camshaft, hemi-head four-cylinder in its family sedans?



When federal government regulations appeared in the USA that required automakers to reduce emissions towards the end of the 1960s, Alfa responded by calling into action the workshops of its racing arm, Autodelta, and by borrowing the fuel-injection system that it had already developed for its sports racing prototype,

the Typo 33.

Despite its race-track prowess, the SPICA mechanical fuel injection system that Società Pompe Iniezione Cassani & Affini (i.e., “Spica”) had developed was originally intended for use on diesel-powered tractors. However, it was the Spica’s ability to precisely meter just the right amount of fuel into each cylinder at just the right time that led Alfa Romeo to use this system on its USA-specification vehicles, beginning in 1969. While most other European cars were increasingly becoming strangled by emissions equipment, those Alfa Romeos sold in USA with SPICA fuel injection systems were just as powerful and driveable as their home-market carburetted counterparts.

The SPICA system consists of an electric pump situated near the fuel tank; a circular pressurized fuel line to the injection pump and back to the tank;



a mechanical pump that is driven by a toothed belt coming off the crankshaft; and a set of injector nozzles mounted in the intake manifold. This mechanical pump itself is really comprised of two components: a four-plunger unit that resembles a miniature engine, and an all-

mechanical logic unit that regulates the pump’s output.



The pump itself has four pistons, which are attached by connecting rods to a crankshaft that runs at half engine speed. The works of the SPICA are lubricated by engine oil, drawn off the main gallery. A toothed rack that slides back and forth inside the pump rotates the pistons, thus metering fuel delivery. In turn, the rack is controlled by a mechanical computer, a three-dimensional cam and six centrifugal balls. The control unit adjusts for throttle angle and engine speed. It also compensates for changes in engine temperature and barometric pressure.



This mechanical fuel injection system is a bit of mechanical wizardry that, once properly set up, seldom needs to be touched again.

The Spica system had some advantages over the more common electro-mechanical systems in that it could deliver all of its fuel into the port during the period of highest airflow, while its high, 400 PSI pressure meant thorough atomization and high resistance to clogging.

However, a SPICA system does require specialized tools and a competent technician. Thus, when problems arose, desperation sometimes led US-based Alfa owners to return to Weber carburetors and trashing their original equipment Spica fuel injectors. History has proven that decision to be quite poor. Today, those cars that retained their

original injection systems tend to be worth a lot more.

According to Spica guru Wes Ingram (See: www.wesingram.com). "Today, carb conversions are not very popular. We have rebuilt more than 4,000 injection pumps and have as many orders today as we had in 1985 when Ingram Enterprises was incorporated."

Wes continues: "We have also found that today's buyers/collectors are more sophisticated and are very intrigued with those mechanical systems that do not require ECUs. The resale values of SPICA injected Alfas in USA are higher as a result of this original equipment."



Additionally, in March 2006, on the Alfa Bulletin Board (www.alfabb.com), registered user, Steve O, left these comments regarding his Spica experience:

The number one secret to living happily with your Spica system is NOT to have the desire to be competent to work on the system yourself, but instead to find someone who can set it up correctly; someone with all of the special tools and calibration resources required to do the job right. This is the most important part of the secret: then you should resist all temptation to attribute any future problems to the pump or to its external 'adjustments', and just leave the whole system alone. The most common thing I've seen is for owners to blame what is actually either a weak spark, poor timing, clogging fuel filters, or poor fuel pump performance on their innocent Spica pump as they set about adjusting the setup and thereby only exacerbating any problem.

The number two secret is to learn to be competent at maintaining all of the usual true suspects to poor running: the weak spark (points/condenser, wiring, etc.), weak electrical (old/low [battery](#), poor grounding, wiring, etc.), fuel system (filters, hoses, pump, etc.). You will notice this is all "shade tree" type mechanical stuff, anyway. It is stuff that doesn't require what it takes to be able to really work on the Spica system. If you maintain this ancillary stuff, a good Spica-competent mechanic will be able to adjust a properly operating system in five minutes, or less.

Alfas are different enough from other European cars so as to really need their own specialized shop support. Find out from your local club, or from other Alfa owners you encounter, who are the best Alfa support shops and then use them for, at least, the Spica work.

This advice comes from my 35 year-long experience with Alfa ownership including with carburetted, mechanically injected, and electronically injected cars. While I am a diehard do-it-yourselfer, and Alfas are generally great for someone wanting to be self-reliant, the Spica system is a notable exception. I blissfully ignore my 1971 GTV 1750's Spica system, and scrupulously maintain all of the peripherals. Once a year, or so, I have an expert do his five-minute ritual and as the Aussies say, 'no worries!'

A Short History of Fuel Injection. (from *Classic Motorsports*, first published in its May 2007 issue)

While a vintage car owner may scoff at a modern technology such as fuel injection, in reality fuel injection has been around for nearly as long as the venerable carburettor. In fact, some of the first experiments in the use of fuel injection began in the very early 1900s. The technology had become commercially available in diesel engines by the 1920s. Thereafter, in WW2, it saw wide use, particularly in fighter planes, where the then still quite costly technology of fuel injection yielded much better power and reliability under high G forces.

Following a number of early attempts by several companies in USA and elsewhere, Bosch pioneered the commercialization of mechanical fuel injection (MFI) in gasoline-powered cars. By 1955, it had introduced fuel injection into the Mercedes Benz 300 SL. Thereafter, Porsche began using Bosch's MFI. In 1969, MFI appeared in Porsche's 911E and 911S models. Meanwhile, BMW and Alfa also developed mechanical fuel injection entrants with technologies from Kugelfischer and SPICA, respectively. These two MFI versions were directly aimed at delivering top performance in view of ever-tightening emissions regulations, particularly those evolving in the USA.





MFI involves a mechanical pump, driven by a cogged belt off of the crankshaft, which acts as a metering device to precisely deliver the appropriate amount of fuel to each cylinder in the engine during the firing order. Linkages from the throttle give an indication of load, while the speed of the pump varies with the rpm of the engine itself. The MFI pump is fed by a high-pressure fuel pump further upstream, while injectors on each cylinder deliver the fuel into the combustion chamber as an atomized spray.

Gradually, mechanical fuel injection gave way to modern electronic fuel injection (EFI), where



sensors and small computers determine the proper amount and timing of fuel delivery. A computer sends signals to fuel injectors, each with miniature electronically operated valves, that open and close. This then directs atomized fuel mist into the engine's cylinders with the fuel sent via a high-pressure fuel pump. In 1967, a Bosch "D-Jetronic" EFI, was first introduced in the Volkswagen 1600TL as one of the deployments of true electronic fuel injection. Thereafter, Bosch EFI and other similar systems became

adopted industrywide over the following decade.

Spica injection system on the 8-cylinder Alfa Montreal





1953 6C 3000PR

1955 ALFA ROMEO 1900C SS SPECIALE

Sold For USD 1,270,000
RM | Sotheby's - ARIZONA 2018



Chassis No. AR 1900C 01846
Engine No. AR1308 01207

- Sold at Sotheby's Century of Sports Cars Collection
- Awarded Best in Class, at the 2017 Pebble Beach Concours d'Elegance
- A highly futuristic one-off design on the ultimate 1900C SS chassis
- Formerly in the Mario Righini Collection
- Exceptional authenticity and presentation



Mario Boano was known for wildly futuristic designs, and few of the young designer's energetic creations exhibited his special flair as exuberantly as this Speciale, produced on Alfa Romeo's high-performance 1900C SS chassis for the 1955 Turin Motor Show. Its styling was based upon another Boano creation; a 6C 3000 coupe that had been built for Argentinean president Juan Perón (a former racing driver and avid automobile collector). Mario Boano had hoped to showcase the Perón car at Turin, but it was instead shipped directly to Argentina, leading to the creation of the 1900C SS version.

The design shows the influence of other futuristic show cars of the period, most notably the aerodynamic B.A.T. Alfas designed by Franco Scaglione for Bertone, and Touring's famous 1900 Disco Volante ("Flying Saucer"). Its long, rounded curves are simple in their elegance, with classic "long hood, short deck" proportions set off by delicate chrome bumperettes and small round tail-lights. The curve of the greenhouse, with a B-pillar design that would later appear on Boano's Ferrari bodies, was set off by a finish in black, contrasting to the creamy yellow of the lower body. Taken all together, the styling clearly speaks Alfa's design language of the period, but in a more sensual voice. Accentuating its sporty pretensions, the car was fitted with a competition-style Tipo 1308 engine with large-diameter valves, a ram-type induction system of the type found on period





Ferrari four-cylinder racing cars, and twin high-volume Weber 50 DCO3 carburetors, as well as a five-speed transmission.



Understandably, because its styling was so perfectly tuned to its time, the Boano Speciale was featured in Turin coverage in the March 1956 issue of *Quattroruote*, in which Boano's "creation of a modern line" was widely lauded. Following the show, the 1900C SS was sold to Giuseppe Dalmazio Vallerga of Milan; several other Italian caretakers followed, ending in the 1980s with the renowned Bolognese collector Mario Righini. A well-known European enthusiast acquired the car from the Righini collection in October 2013, and after exhibition at *Rétromobile* in 2014 and an appearance in the September/October 2014 issue of *Retro Passion*, it was brought to USA for the first time in its long, rich history.



In 2015, the car was shown at the Pebble Beach Concours d'Elegance, in the Preservation Class, having remained, aside from an aging red repaint, an unrestored, original, and remarkably pure automobile. Indeed, an inspection noted that it retained the original engine and induction system, as well as the original tubular header, dual-outlet exhaust, and Borrani wire wheels. Even the brake-cooling scoops are original, while correct spark plugs, ignition wires, and breaker points were sourced and installed.

scoops are original, while correct spark plugs, ignition wires, and breaker points were sourced and installed.



The current owner elected to restore the car to its original Turin livery, at the hands of the respected Fastcars Ltd. of Redondo Beach, California. Removing the paint revealed a very solid and intact body, which was properly restored in the correct yellow and black colour scheme, using a sample of original paint located under the aging red finish. The original interior remains, in black leather piped in creamy yellow, accentuated by the original unique

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instrumentation, Nardi steering wheel, and Autovox vacuum-tube radio, which still plays. Photographs and receipts on file detail the restoration work, showing both the car's excellent condition, its purity prior to restoration, and the level of attention given to the task.

Following completion of the restoration, the car was returned to the Pebble Beach Concours' fabled lawn in 2017, where it was rightfully judged Best-in-Class, recognizing the consignor's determination to see it returned to flawless original condition. It has not been shown since, and therefore a world of new opportunities await the new owner interested in the highest level of international show competition.

Offering a superb history, wonderful documentation, and a riveting design that has attracted attention from auto show crowds and journalists alike, this is certainly among the most spectacular creations on the 1900C SS chassis. It is in the first rank of post-war coach-built Alfa Romeos.





2019 AROCA WA EVENTS CALENDAR

Event	Event Date	Event Coordinator
FISH & CHIP NIGHT (River-end of Hurlingham Street, South Perth)	Tuesday, 15 th January 2019; 7:00 PM	Rod Quinn (See announcement below)
FEBRUARY AROCA CLUB NIGHT Potential Sunset Coastal Run and dinner.	Details being rearranged – look for details in emails.	Greg Smith / Richard Peirce Details TBD
MARCH AROCA CLUB NIGHT Details TBD	Tuesday, 5 th March, 2019	Amore Mio Pizza, 279 Guildford Road, Maylands.
SHANNONS CLASSIC CAR SHOW Ascot Racecourse. We will have a club display space at this show.	Sunday 24 th March 2019	See poster in this edition of Alfa Occidentale
POTENTIAL WEEKEND RUN	Date TDB, but near end March 2019	Details TBD
“ALFESTA” AROCA NATIONAL MEETING – Mornington Peninsula	Fri., March 30th to Mon., 2nd April 2019	NOTE: THIS MEETING IS ALREADY BOOKED OUT
CLUB RUN TO THE “NORTHAM FESTIVAL OF MOTOR SPORT”	Sunday 7 th April, 2019. (Date TBC)	TBD
“BRITISH CAR DAY RAID” Drive to GinGin on National Motoring Heritage Day to visit WA British car day	Sunday, May 2019 (Date TBC)	Details and date to be announced
ALBANY “ROUND-THE-HOUSES” SouthWest weekend, including a dinner for Alfa members attending.	Saturday, 1 st to Monday, 3 rd June, 2019	Andrew Murray. Albany event is held over the June long weekend.
CLUB BIRTHDAY DINNER Annual dinner & presentation night.	Saturday, 22 nd June 2019 (TBN)	Nick Rahimtulla
AROCA 50TH JUBILEE DINNER <i>Hyatt Place, Essendon Fields, Victoria</i>	Saturday 10 th August 2019	See first announcement below.
WILDFLOWER RUN Run to wildflower country and an AROCA WA social lunch.	August/ September, 2019 (Date TBC)	Tour Route and organiser, TBD
AROCA WA 2018 ANNUAL GENERAL MEETING AGM and informal dinner, venue TBD.	Tuesday 3 rd September, 2019	Andrew Murray
ITALIAN FESTIVAL TRACK DAY Barbagallo Raceway, Wanneroo	Sunday, mid- September 2019	Event details to be announced
ROTARY ITALIAN CAR DAY Gloucester Park	Sunday, 1 st November 2019	Andrew Murray
ANNUAL PASTA RUN AROCA WA again organizes this event for all WA Italian car clubs	Sunday, mid- November 2019	Rod Quinn, Details TBD
AROCA WA CHRISTMAS LUNCH Venue TBD	Sunday, 8 th December 2019 (tentative)	Details TBD





A R O C A W A C L U B N I G H T

T U E S D A Y 1 5 ^{T H} J A N U A R Y 2 0 1 9



- DATE & TIME :** Tuesday 15th January, 2019; starting time is 6:00 PM.
- FOOD :** Provided by Mermaids, the Mill Point Fish & Chip Shop - Snapper & Chips at \$15.00 per head. NOTE: This food must be pre-ordered by 11th January. **Therefore, please book tickets below using the TryBooking link by COB Friday Jan 11, for you, your partner and any others in your group.**
- LOCATION :** We will meet at the foreshore. The picnic site is at the river end of Hurlingham Street in South Perth, 6151.
- LOW-KEY CASUAL :** On the Tuesday evening, the club will collect the food from the fish shop and provide it to members while they are sitting on the lawns overlooking the river.
- WHAT TO BRING :** Members should bring their own nibbles and drinks, plus glasses, etc, and picnic chairs, as they prefer.
- CAR PARKING :** Plenty is available close by, right in front of the river

SEE GOOGLE MAP REF :
<https://goo.gl/maps/CGU5qXyitF92>

BOOK YOUR MEAL NOW VIA "TRYBOOKING" :
<https://www.trybooking.com/458993>





NEXT CLASSIC CARS & COFFEE SUNDAY JANUARY 20, 2019

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”.

The first Classic Cars & Coffee for this year will be held on **Sunday January 20th, 2019.**

Note that these events 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 has become an extremely busy event for Perth auto enthusiasts.

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





SHANNONS 2019 **CLASSIC CAR SHOW**

ASCOT RACECOURSE

SUNDAY, MARCH 24TH 10.00AM-3.00PM
ADULTS \$10, AGES 16 OR UNDER FREE!
FREE PARKING

SHANNONS INSURANCE

COUNCIL OF MOTORING CLUBS

councilofmotoringclubs.asn.au





FIRST NOTIFICATION:
AROCA'S 50TH JUBILEE GALA
DINNER IN MELBOURNE
SATURDAY AUGUST 10TH 2019



SAT, AUG 10, 2019 AT 7 PM UTC+10

50th Jubilee Gala Dinner

[Hyatt Place Melbourne, Essendon Fields](#) · Melbourne, VIC



Sign ups available ·

Western Australian AROCA members may wish to travel to Melbourne this coming August to join with east coast-based AROCA members who will be attending the 50th Anniversary Dinner celebrations of the Alfa Romeo Owners Club in Australia.

This “black tie” dinner will be held at the new Hyatt Place Hotel, which is situated at Essendon Fields, reasonably close to the Melbourne Airport.

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





AROCA REGULAR MONTHLY CLUB EVENTS WILL CONTINUE IN 2019

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



AROCA WA CLUB COMPETITION CHAMPIONSHIP FOR 2019

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



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

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

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

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

Arrive early and enjoy coffee at the café before departure.



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

BACKGROUND TO THE INFORMAL RUN PROGRAM:

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

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

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



HOW TO JOIN AROCA WA OR TO RENEW YOUR MEMBERSHIP

Dear Western Australian *Alfisti*,

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

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



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

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

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

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

Account Name: AROCA WA.

BSB: 736-054

Account No.: 070313.

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

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

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

We look forward to seeing you at our future events.

With best wishes,

Andrew Murray.
President, AROCA WA.





FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

ADDRESS: _____

_____. POSTCODE: _____

LANDLINE: _____ MOBILE: _____

EMAIL: _____

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

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO

PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

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

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

