

ALFA OCCIDENTALE

Issue 23, April 2019



You are reading the 23rd edition of **ALFA OCCIDENTALE** – the electronic newsletter of the Alfa Romeo Owners Club of Australia (WA Division). WA Alfa Club members are invited to provide contributions to future magazine editions, C/-: secretaryarocawa1@gmail.com In edition #23 of Alfa Occidentale, you will find outlined the latest details concerning the club's upcoming schedule for 2019, including information you need regarding the club's competition, social & driving events.



CONTENTS OF ISSUE NO. 23

Club News and Upcoming Events	Page 2
AROCAWA's 2 nd April club night at Cariola restaurant, North Perth	Page 3
The Cloisonné Alfa Romeo badge	Page 6
At Noble Falls Tavern en route to Northam, Sunday 7 th April	Page 9
Alfa Giulietta 1954 - 1965	Page 11
Alfa's NEW Preferred Partner program for AROCA WA	Page 17
2019 Mille Miglia is coming: Mid-May in Northern Italy.	Page 18
AROCA WA Upcoming Events Calendar	Page 19
AROCA WA's Alfa birthday dinner is announced for Saturday 29 th June	Page 21
50 th AROCA Jubilee gala dinner to be held in Melbourne on August 10 th	Page 23
AROCA's 2019 competition program schedule and booking arrangements	Page 24
3 rd Sunday in the month club informal runs program continues	Page 25
AROCA's on-line club shop – how to purchase your customised Alfa items	Page 26
AROCA WA new member application and membership renewal	Page 27

2019 AROCA WA COMMITTEE

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WA ALFA CLUB NEWS & UPCOMING EVENTS SUMMARY

- A Club run was held to the Fremantle Italian club for dinner on 22nd March 2019. The event attracted 60 attendees, including 10 from the WA Fiat-Lancia club, 48 from the WA Alfa club and 2 children. A great evening was enjoyed by all. There is a standing welcome back from the Fremantle Italian club to attend any of their future dinner events.
- On Tuesday 2nd April, 37 attendees enjoyed AROCA WA's April club night at the Cariola restaurant in North Perth. Photos taken at that excellent evening follow below.

ALFA OCCIDENTALE

Issue 23, April 2019



- On Sunday 7th April, 18 club members and partners enjoyed a great breakfast and an impromptu car display at the Noble Falls Tavern in Gidgegannup before proceeding to the Northam round-the-houses car races. Photos of that morning gathering appear below.
- **June long weekend, 2019.** The club urgently wants to bring the Albany long weekend event to your attention. An Alfa club dinner will be held at Garrison restaurant in Albany for the Sunday evening of the 2019 event. Anyone planning to attend the Albany round-the-houses or the hill climb events, or who may be just touring in the area, should look for their accommodation booking very soon, given the number of people likely to be at this June long weekend event. The committee seeks members' expressions of interest regarding attending the dinner at Garrison.
- **"Classic Cars and Coffee"** monthly Sunday mornings present many highly interesting cars. The next "Classic Cars and Coffee" will be held on **Sunday 28th April, 2019**. The event venue fills quickly, so try to arrive before the scheduled 8:30AM start-time, at University of Western Australia, Car Park 3, off Hackett Drive, Nedlands, 6009. [+ Google Map](#)



APRIL 2ND CLUB NIGHT CARIOLA RESTAURANT, NORTH PERTH

The WA Alfa Romeo club held its April club night on April 2nd 2019 at the Cariola restaurant in North Perth.

Thirty-seven people attended this excellent 3 course Italian pasta evening.



ALFA OCCIDENTALE

Issue 23, April 2019





The photographs above that were taken at this AROCAWA April club night dinner are provided courtesy of Glen Phillips and Greg Smith.



T H E C L O I S O N N É A L F A R O M E O B A D G E



It seems many of us may have always thought that Alfa Romeo has the coolest identifying badge among all modern car marques.

The Alfa badge has imparted a sense of history and exoticism. It also represents Alfa quality and pride, especially when it is produced in cloisonné rendering.

In the post-war era, it was customary for all European cars to have cloisonné badges (from the VW of Volkswagen on to the Prancing Horse of Ferrari). These badges usually look more classic

than does the common US auto manufacturers' practice of inventing a relatively meaningless new name for a vehicle line or model and then rendering that onto the car in a metal script.

Cloisonné is a quite ancient technique for decorating metalwork objects. Since the Renaissance, vitreous enamel has been used in cloisonné. The decoration is formed by first adding compartments (i.e., "*cloisons*" in French) to the metal object by soldering or affixing silver or gold wires, or perhaps by using thin strips placed on their edges. These dividing sections are intended to remain visible in the finished piece, separating the different compartments of the enamel or inlays, which are usually produced using a number of colours. Cloisonné enamel objects use an enamel powder that is made into a paste and then used to fill the cloisons. Thereafter, the formed part needs to be fired in a kiln to fuse the powder into the glazed, vitreous enamel coloured sections. Notably these cloisonné objects, including auto badges, are long lasting, and non-fading.

In antiquity, the cloisonné technique was mostly used for jewellery and to make small fittings for clothes, weapons and other objects; many of which were decorated with geometric or schematic designs and had thick *cloison* walls. Later on, techniques that used thinner wires were developed. This allowed more pictorial images to be produced. Originally, most of these images were of religious figures or used for jewellery. They were always made using enamel. This originally European technique spread to China during the 14th century, where cloisonné remains common today.

The symbolism of the Alfa Romeo company's cloisonné badge is very interesting in itself, despite the fact that this symbolism has little to do with Alfa Romeo, or the automobile. In Barbara Tuchman's 1980 book, "*A Distant Mirror: The Calamitous 14th Century*" she writes, "The acme of ostentation awaited in Milan. To have bought a daughter of the King of France for his son and now a son of the King of England for his daughter was a double triumph for Galeazzo Visconti and one more marvel in



the notoriety of the "Vipers of Milan", so-called from the family device of a serpent swallowing a struggling human figure, supposedly a Saracen."

Tuchman went on to explain that the Visconti family did politics and sex in ways that even the Italian Mafia might find breathtaking. She then points out that the story of Jonah and the sea creature is about repentance. Given that, it is ironic, but appropriate, that the Viscontis chose to adopt Jonah as their family symbol.



The Alfa Romeo badge has a lot to do with Milan. On the badge, the red cross on a white background is symbolic of Milan (and, of course, also of other Western Christian entities and service-oriented groups, such as England, the medieval Knights Templar and the modern Red Cross). The Visconti family chose to adapt the symbol of Jonah (who was not a Saracen) being swallowed by a sea serpent quite early, somewhere around 1000AD.

Later the man being swallowed by a sea serpent was topped by a crown, which symbolized the Viscontis' rule of Milan, begun in 1277. At the end of the Visconti family's long period of rule, the city of Milan chose to retain this symbol.



Many westerners may have been taught early in life that the biblical Jonah was swallowed by a whale; but, in fact, that is not so. In ancient Greek versions of the Bible, Jonah was swallowed by a *ketos*: a "great fish or sea creature." Liturgical art depicting Jonah and the Serpent goes back to around 200AD. However, eventually, the term "sea creature" was transliterated into "whale" during the Middle Ages when the Bible was translated from Greek into other European languages. Apparently, those translators were seeking a more concrete concept for the "sea creature" and one which was big enough to swallow a man.

There has been an evolution in the design of the Alfa badge since the company's inception in 1910, as the graphic below depicts. Throughout the period to 1999, all of these badge variations were produced using cloisonné enamel and so were very durable.

Since that period, it seems that the enamel badges of today are now usually reserved for more up-market Alfa Romeo models while lower priced cars may only have printed plastic badges. Today, you can see many badly faded badges on Alfas, many of which may be less than 10 years old. This certainly applies in Western Australia, where high daytime temperatures, relatively clean air and high UV levels create conditions that can lead to accelerated rates of plastic photo-degradation.



A quick check was conducted looking at the current prices of replacement plastic and cloisonné reproduction badge alternatives. It seems quite surprising that there isn't a greater price difference. For example, the USA-based Centreline company sells a 55mm diameter reproduction badge with "Milano" written on it – i.e., the badge that was used between 1965 and 1971 (for the 750/101 models) – for just US\$20.95, if it is made in plastic. By comparison, the quite comparable cloisonné emblem alternative can be purchased for US\$39.95.



Driving around Perth, relatively young Alfas with faded badges seem commonplace. Upgrading to a non-fading cloisonné alternative could be well worthwhile; particularly as the Alfa Romeo badge so typifies and identifies any Alfa.

Sadly, on my 2002 vintage 156 GTA, I had accidentally damaged its front badge, about 10 years ago.



Fortunately, I had once retrieved the undamaged front badge that came from my 1988 Alfa 75, after it was totalled while I was driving on the New Jersey Turnpike in 1996 (and returning from a Sunday morning birthday brunch in lower Manhattan!) That older 1988 badge appears identical to the 2002 vintage 156 badge. Today, 31 years on, the 1988 cloisonné badge provides the correct hood ornamentation for my 156 GTA and it still looks (almost) as good as when it was new.

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BREAKFAST AT NOBLE FALLS TAVERN ENROUTE TO NORTHAM

Eighteen club members and their partners met for breakfast at the Noble Falls Tavern, outside Gidgegannup on Sunday 7th April before departing for the "Flying Fifty" car races at Northam.

Thanks to Richard Peirce for the following photo essay that he shot during breakfast on the balcony and at the impromptu Alfa display in the carpark.



ALFA OCCIDENTALE

Issue 23, April 2019



Some unexpected visitors take a spin past our cars.



ALFA GIULIETTA 1954 - 65

The original article, which appeared in www.autoclassics.com, dated 4th June 2018, has been modified with further information added or substituted for inclusion in this Alfa Occidentale edition.



The Giulietta Series 750/101 was an early foray by Alfa Romeo into the world of mass-produced smaller-sized sports cars. The 705/101 series was offered in a range of body styles and, progressively, it was produced with more powerful twin cam engines. Today, a good Giulietta does make a superb and usable sporty classic.

Practicality ★★★
DIY Friendly ★★★

Running costs ★★★
Investment ★★★

Spares ★★★
Desirability ★★★★★

2018 UK Prices

- Project level £10,000 - 25,000
- "Good" £30,000 - 50,000
- Concours £60,000 - 80,000
- Most Expensive Auctioned: £230,000 (Giulietta Sprint Zagato – RM Sotheby's)

The Alfa Romeo 750/101 series Giulietta was first produced in 1954 as a 2+2 coupe. Its Bertone-designed body caused a minor sensation at the Turin Motor Show that year. Soon after, a 4-door saloon, 2-seater coupe and a roadster variant also joined the line-up. A handful of coach-built Giulietta-bodied cars were also manufactured.



All Giuliettas of the period featured a 1.3-litre twin cam, inline 4-cylinder engine that was built to varying degrees of tune with either 4 or 5-speed manual gearboxes providing power to the rear wheels. Despite the car's modest engine capacity, due to the lightweight bodyshell, the Giulietta had impressive performance and, over its production period, its power outputs were almost doubled.

Both the rare Sprint Speciale and Zagato variants were capable of reaching 120mph. Over time, due to the series' easily modifiable base engine, relatively few Giuliettas have been left unmodified. Larger capacity engines, disc brake conversions and 5-speed transmission swaps were all common in the modified 101/750 Giulietta. While these modifications did greatly enhance performance, those Giuliettas that were left as standard cars possess a delicacy and balance that tends to see them command significantly higher prices in the market today.

The Giulietta range received a number of improvements and updates over the years it was built, so even standard models can offer strong performance and these vehicles may appeal to those who seek both speed and originality. The Giuliettas do offer a lot of driving excitement and they are relatively easy to maintain. However, a series 101/750 buyer should watch carefully for any rusty or incomplete cars as replacement trim and body pieces can be very hard to come by.

Engine

The Giulietta used an Alfa Romeo Twin Cam straight-four of 1,290 cc, with an aluminium alloy engine block and cast iron inserted sleeves. Bore and stroke measured 74.0 mm (2.91 in) and 75.0 mm (2.95 in). The aluminium alloy cylinder head had a crossflow design and featured hemispherical combustion chambers. The double overhead camshafts were driven by two timing chains, and acted on two valves per cylinder, angled 80°. The 1.3-litre engine had twin carburetors in the hotter variants.

This engine series has offered years of trouble-free service, although regular maintenance and periodic tuning are essential to their continuing performance. Oil leaks around the head gasket and at various seals are normal. Upgraded gasket seals can alleviate the issue. In addition, allowing the engine to warm up properly before driving the car hard is vital to extend the period between needed engine rebuilds.

Without any fancy electronics to keep everything in check, the carburetors do need to be assessed at every service, which should include the recommended oil change every 6,000 miles or, at least, annually. Correctly adjusted valves and cam timing do have a significant effect on engine performance and so that maintenance of the car by an Alfa specialist may well be worthwhile.



Gearbox

All of the Berlinettas were originally fitted with a 4-speed manual transmission. This gearbox tends not to have any major issues, other than needing the occasional oil change. Generally, it is only on high mileage cars that gearbox rebuilds may be required. Additionally, any crunching when engaging gears may require attention as may any overly loose feeling in the shifter.



The later SS and SZ models were fitted with 5-speed gear units. Many owners have since retrofitted these gearboxes onto other Alfa models as well. These 5 speed boxes have no significant problem areas to worry about. Therefore, unless full originality is paramount, the 5-speed gear box can be used to provide improved performance on all of the 4-door models.

Suspension and brakes

The Giulietta featured drum brakes all-round. While braking performance should be adequate on unmodified cars, a brake overhaul can make a big difference to the efficiency of the system. Front disc brake conversions have proven popular in the past and they can provide for much improved stopping power, especially when paired with the more powerful engines.

Suspension systems are extremely robust and generally require only periodic greasing at the joints. If the car seems loose, especially at the rear, then the trailing arm bushes should be inspected. Up-rated springs and modern shock absorbers can greatly improve the car's handling.

Bodywork

The bodywork of the series 101/750 series Giulietta tends to cause the most headaches for vehicle owners, primarily due to rampant rust, limited availability of hard to source panels and the widespread use of non-original parts. Other than ensuring that all the exterior trim and chrome work is present, a thorough inspection of the body and chassis should be undertaken by any prospective purchaser in order to identify the sites of any corrosion and rust. The areas of the car to pay particular attention to include the usual culprits: the footwells, boot, rocker panels and side sills.

Before considering purchase, do also check around the arches and underneath the doors for evidence of badly resprayed panels and/or for poorly repaired accident damage. The Giulietta Spiders, in particular, can suffer from rust that has resulted after water ingress from poorly fitted hoods.

Interior

Make sure that the interior is as complete as possible. There is very scarce availability of minor trim items and this can lead to many headaches down the road towards a fully renovated car. Involvement



with an Alfa car club and contacting noted Giulietta specialists may be the best route to sourcing parts. The manufacturing of convertible tops and seat recovering can be outsourced to specialists, however the metal frames for the seats and roof are harder to source.

Series History

- 1954: Alfa Romeo 750 Giulietta Sprint was introduced in 2+2 Coupe form with a 79bhp 1.3-litre twin cam engine and 4-speed manual gearbox.
- 1955: 52bhp 4-door Berlina saloon and 2-seater Spider models join the line-up. A limited number of Promiscua estate body styles were also produced.
- 1956: Giulietta Sprint Veloce receives a twin carb 89bhp engine.
- 1957: 4-door Giulietta T.I. with more powerful 64bhp engine introduced. Sprint Speciale and Sprint Zagato are offered with a 99bhp twin-carb version of the 1.3-litre engine.
- 1959: Redesign carried out on the saloons with improved instrumentation and minor mechanical changes. It was in 1959 that the series was renamed from 750 to 101.
- 1961: A second update was carried out on the Giulietta range. Standard Berlinettas received a power upgrade to 62bhp while the T.I. models were improved to 73bhp. A new grille design and individual front seating on the T.I. were other notable changes.
- 1963: Giulietta Berlina production ended, with 39,057 units built.
- 1964: The T.I. model also ended its production run with a total of 92,728 made.
- 1965: Giulietta Sprint and Spider models both received new 1.6-litre engines. At this time, they were rebadged as Giulias and these cars were sold until the end of 1965.



Specifications

The Alfa Romeo Giulietta used a unibody construction and a front-engine, rear-wheel-drive layout. The front suspension was by control arms, with coaxial coil springs and hydraulic dampers. At the rear, there was a solid axle on coil springs and hydraulic dampers. The axle was located by a longitudinal link on each side, and by a wishbone-shaped arm linking the top of the aluminium differential housing to the chassis. All Giuliettas (save for the last SZ examples) had hydraulic drum brakes on all four corners. When leaving the Portello factory, these early series Giuliettas were originally fitted with Pirelli Cinturato 155 HR15 tyres.

Model	Years	<u>Compr. ratio</u>	Carburettor(s)	Peak power	Top speed
Giulietta Berlina	1955–61	7.5:1	1 downdraught single-choke	53 PS (39 kW; 52 bhp) at 5,500 rpm	140 km/h (87 mph)



	1961–63			62 PS (46 kW; 61 bhp) at 6,000 rpm	140 km/h (87 mph)
Giulietta T.I.	1957–61	8.5:1	1 downdraught twin-choke	65 PS (48 kW; 64 bhp) at 6,100 rpm	155 km/h (96 mph)
	1961–64			74 PS (54 kW; 73 bhp) at 6,200 rpm	155 km/h (96 mph)
Giulietta Sprint	1954–62	8.5:1	1 downdraught twin-choke	80 PS (59 kW; 79 bhp) at 6,300 rpm	165 km/h (103 mph)
Giulietta Sprint Veloce	1956–62	9.1:1	2 side-draught twin-choke	90 PS (66 kW; 89 bhp) at 6,500 rpm	185 km/h (115 mph)
Giulietta Sprint Speciale	1957–62	9.7:1	2 side-draught twin-choke	100 PS (74 kW; 99 bhp) at 6,500 rpm	193 km/h (120 mph) ^[10]
Giulietta Sprint Zagato	1957–62				193 km/h (120 mph) ^[10]

AutoClassics says...

The Alfa Romeo Giulietta 101/750 series models offer a classic Italian driving experience for a range of tastes with a choice of practical saloons, sporty coupes and convertibles to choose from. While unmodified examples are extremely rare and so command high prices, sympathetically modified examples can be more enjoyable for regular use and these may be a little more easily sourced. Buyers should avoid any rusty vehicles or cars with incomplete interiors particularly, as renovation costs will quickly escalate. Today, the most collectible models are the Giulietta Sprint Speciale and rare Giulietta Sprint Zagato which uses the Speciale's running gear. However, it should be noted that a nicely cared-for Berlinetta T.I. may provide quite similar thrills, but for a fraction of the investment.

ALFA OCCIDENTALE

Issue 23, April 2019



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Giulietta 750 & 101 series 1300 - AlfaStop - passionate about ...
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<https://www.autoclassics.com/posts/buyer-guides/alfa-giulietta-1954-65-buying-guide>


Alfa Romeo Giulietta (750/101) - Wikipedia
[https://en.wikipedia.org/wiki/Alfa_Romeo_Giulietta_\(750/101\)](https://en.wikipedia.org/wiki/Alfa_Romeo_Giulietta_(750/101))

Alfa Romeo Giulietta (101-series) instruction book by Per Einarsson ...
https://issuu.com/per_einarsson/docs/1960_alfa_romeo_giulietta_instructi





ALFA'S NEW PREFERRED PARTNER PROGRAM FOR AROCA WA MEMBERS



Preferred Partner Program

Welcome to the Alfa Romeo® Preferred Partner Program




You can now take advantage of some incredible discounts across the Alfa Romeo® range.

Just head to www.alfaromeo.com.au/fleet using the Preferred Partner Login code below.

Company Name: Alfa Romeo Owners Club of WA

Preferred Partner Login: APP6753

How to Redeem

-  Select the model you wish to purchase and click 'Redeem Offer'
-  You'll then receive a voucher through email displaying your bonus offer.
-  Print the voucher and present it to an Alfa Romeo® dealership to redeem and purchase your new Alfa Romeo.



MILLE MIGLIA 2019 IN NORTHERN ITALY NEXT MONTH FROM 15 TO 18 MAY





AROCA WA EVENTS CALENDAR APRIL 2019 UPDATE

Event	Event Date	Event Coordinator
CLUB RUN & ITALIAN DINNER <i>Evening drive to the Fremantle Italian club for dinner and an Alfa car display</i>	<i>Friday 22nd March 2019</i>	<i>Greg Smith / Richard Peirce</i>
SHANNONS CLASSIC CAR SHOW <i>Ascot Racecourse. We will have a club display space at this show.</i>	<i>Sunday 24th March 2019</i>	<i>See poster in this edition of Alfa Occidentale</i>
COLOURS OF ITALY ITALIAN FESTIVAL <i>Stirling Civic Gardens, Cedric Street, Stirling</i>	<i>Sunday 24th March 2019</i>	<i>See poster below. The event seeks a few Alfas for display.</i>
APRIL CLUB MEETING <i>Cariola restaurant, 276 Walcott Street, North Perth</i>	<i>Tuesday, 2nd April 2019</i>	<i>Andrew Murray. Payment by Try booking. See the event announced below and in an upcoming email</i>
AUTO ITALIA CANBERRA <i>at EPIC arena Mitchell, ACT.</i>	<i>Sunday 7th April 2019</i>	<i>See announcement of this great event in this issue</i>
CLUB RUN TO THE "NORTHAM FESTIVAL OF MOTOR SPORT"	<i>Sunday 7th April, 2019.</i>	<i>Greg Smith. See announcement below for details.</i>
POTENTIAL WEEKEND RUN	Date TDB, potentially late in May 2019	Details TBD
ALBANY "ROUND-THE-HOUSES" SouthWest weekend, including a dinner for Alfa members attending.	Saturday, 1st to Monday, 3rd June, 2019	Andrew Murray. Albany event is held over the June long weekend.
CLUB BIRTHDAY DINNER Annual dinner & presentation night.	Saturday, 29th June 2019	Nick Rahimtulla
AROCA 50TH JUBILEE DINNER <i>Hyatt Place, Essendon Fields, Victoria</i>	Saturday 10th August 2019	See first announcement below for this VIC event.



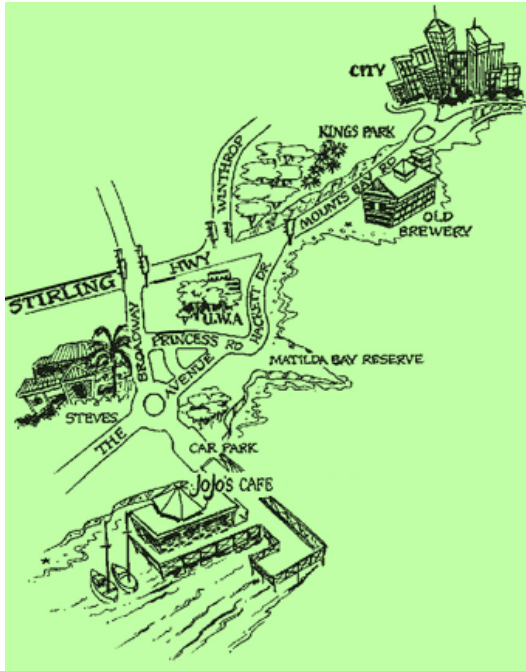
WILDFLOWER RUN Run to wildflower country and an AROCA WA social lunch.	August/ September, 2019 (Date TBC)	Tour Route and organiser, TBD
AROCA WA 2018 ANNUAL GENERAL MEETING AGM and informal dinner.	Tuesday 3 rd September, 2019	Andrew Murray
ROTARY ITALIAN CAR DAY Gloucester Park	Sunday, 1 st November 2019	Andrew Murray
ANNUAL PASTA RUN AROCA WA again organizes this event for all WA Italian car clubs	Sunday, mid- November 2019	Organiser TBD
AROCA WA CHRISTMAS LUNCH Venue TBD	Sunday, 8 th December 2019 (tentative)	Details TBD

AROCA WA REGULAR MONTHLY CLUB EVENTS 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. **Next meeting is on Sunday 28th APRIL 2019.**
- Each month, **AROCA WA's club night** is held on the first Tuesday of the month. Look for details of upcoming meetings in emailed club announcements and in Alfa Occidentale issues.
- **Informal, but regular monthly, WA Alfa Club Runs** are available every third Sunday in the month, starting at 10:00 from the BoatShed café in South Perth. For a map of the starting location see: <https://goo.gl/maps/KVSxLuP4Atx>



ALFA ROMEO BIRTHDAY DINNER



DATE: **Saturday 29th June 2019**

VENUE: **Acqua Viva on the Swan**

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

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

BAR: **A full bar is available.**

RESERVATION: Please confirm your reservation soon by using this Try Booking link: <https://www.trybooking.com/492614> for the AROCA Birthday dinner on Saturday 29th June. Also complete the reservation form below to indicate any special dinner requirements you may have.

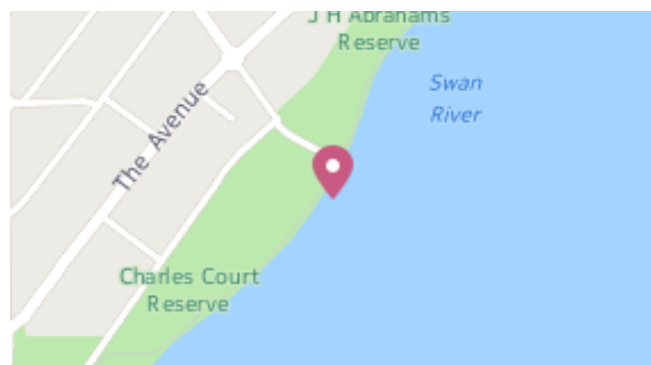
VENUE LOCATION: **Acqua Viva on the Swan is situated at Jojo's Jetty on the Swan River. Drive to the end of Broadway in Nedlands, 6009.**

VENUE PHONE: **(08) 9386 7711**

INTERNET: www.acquaviva.com.au

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

[VIEW IN GOOGLE MAPS](#)





BOOK HERE FOR AROCA WA'S ALFA ROMEO BIRTHDAY DINNER

NO OF ATTENDEES: _____

FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

MOBILE: _____ EMAIL: _____

DIETARY RESTRICTIONS YES NO

(Please specify) _____

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

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

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

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





AROCA'S 50TH JUBILEE GALA DINNER IN MELBOURNE

SATURDAY 10TH AUGUST 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 at Tullamarine.

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.



2019 COMPETITION CHAMPIONSHIP SCHEDULE OF EVENTS

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

- All the events listed above are arranged by the organising party that is shown on the event calendar.
- Each of the events will be listed on the organizing parties' websites prior to the event.
- Most of the events will require that you hold a Speed level 2 Licence. This can be organised through the CAMS website (see link below).
- General requirements for the car include that it has to be road-worthy; you need a fire extinguisher; and a helmet that is compliant with Australian Standard (AS).



- If you want to enter any of the above events you should do this directly through the organiser of the event and also pay them directly.
- After the event please let us know your result. We will score your points in the WA Alfa Romeo club competition.
- The CAMS website/form to obtain a LS 2 Speed Licence is shown in this link:
https://www.cams.com.au/docs/default-source/licence-forms/speed-nonspeed-licence.pdf?sfvrsn=527884c7_7
- To find out more about participation in the club's competition program, please contact the club's competition secretary, Ivan Olsen at ivanolsen51@gmail.com



3^{R D} SUNDAY INFORMAL RUNS CONTINUE

DATE: Every third Sunday of the month

TIME: 09:30am for coffee with a 10:00am tour departure

STARTING POINT: Boatshed café, South Perth. See: <https://goo.gl/maps/KVSxLuP4Atx>

Since the 3rd Sunday April 2018 informal run, the club has used only one starting point for all participants. Every Alfa club 3rd Sunday informal run now starts from the South Perth foreshore at 10:00AM. Park in the Coode Street car park, near to the Boatshed café and the water ramp in the park. Arrive early and enjoy coffee at the café before departure.

These informal trips depart soon after 10:00am on each date. The intention is that the run can commence once a participating member (or members) decide to depart from the starting point. Note that individuals or informal groups can do this as soon as they like after 10:00.

The event, which is another regularly scheduled AROCA WA event, is a great opportunity for club members with concessionally registered cars to take their vehicles out for a run.

Note that any one of these 3rd Sunday runs may involve only one individual vehicle.

Alternatively, some club member drivers may decide to arrive in small groups, and they then should feel free to decide upon an appropriate trip itinerary (or itineraries) on the day.



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

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HOW TO JOIN AROCA WA OR TO RENEW YOUR MEMBERSHIP

Dear Western Australian *Alfisti*,

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

Whether you wish to become a new AROCA WA member, or if you 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 continues to be \$80.00 for current 2018/19 financial year. 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>
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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