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Per Sempre



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Cover photo: Tony Nelson's Montreal photographed in the dead of night, with over 180 photos overlaid to create this image.

Photo by Scott Nelson of TPR Media: <http://tprmedia.com.au/>



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Per Sempre Alfa is published by the Alfa Romeo Owners Club of Australia (QLD Division) Inc. Opinions, statements and views of the authors are not necessarily the opinion of the Club.

Per Sempre Alfa welcomes contributions likely to be of interest to AROCA QLD members. All submissions should be directed to Darryl Green at editor@arocaqld.com. Reports on events should include all relevant details (e.g. dates, captions for photos, names of the author and photographer).

It is assumed that authors offer all magazine contributions gratis.

MAGAZINE DEADLINE IS THE LAST WEDNESDAY OF EVERY MONTH UNLESS OTHERWISE ADVERTISED.



EDITORIALE

darryl green

The house is feeling a bit less crowded this week. After some months (don't ask) of being surrounded by scaffolding erected to replace the roof, we felt a bit less hemmed in when it was possible to get up and down the stairs without a choice of limbo dancing (front steps) or a bit of a twirl around the pole half way up the back stairs (extra points for managing that one with the groceries).

Then my elder daughter Rachael and her boyfriend, Dalton moved out. I'm sure they are celebrating this at least as much as those left in chez Green - but for now, those here are generally enjoying a bit of space. So much so that Ellie, not one generally known for spontaneous urges to perform domestic duties, has taken it upon herself to have a major cleanout around the house now that her sister has gone.

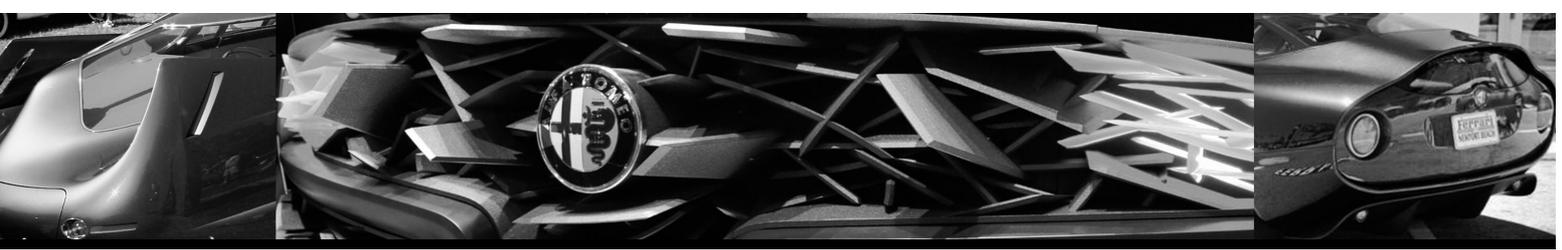
Rachael was not content with simply moving house (something Mr and Mrs Ed are happy to have had nothing to do with). The term "simply" was severely challenged by the arduous process of filling her new dwelling. A pile of packages from online household goods vendors grew to mountainous proportions before being transported to her new abode together with an even larger collection of existing chattels, shoes, other essentials and more shoes. This was all planned to be completed with military precision in one weekend; then a different weekend when the landlord/property manager couldn't quite get their act together in time; then... About the only thing military about it was that war rarely goes to plan. Luckily the troops (Dalton) were not quite as committed to the strategy as the General, and a tactical delay until conditions were more favourable was negotiated.

ANY RATIONAL PURCHASER WOULD HAVE BOUGHT THE VEHICLE WITH PERFECT SERVICE HISTORY

To add to the excitement Rachael felt it was about time she obtained some wheels of her own. Admittedly, she had considered doing so earlier, but was under fairly strict instructions that until or unless the number of vehicles at chez Green dropped below five we did not need another... Also, chez Green is about five minutes walk from her work - something that can't be said for her new address.

So for a couple of weekends Dad has been brought along as the car inspector. I'm not sure why anyone who has seen the succession of vehicles I bring home, and passed a quick, generally negative, judgement on them, would want my input - but it appears so long as I'm not allowed to actually chose what is inspected, I am at least trusted with the inspection...





So we have seen all sorts of cars, for sale by all sorts of sellers. Of course there has been the obligatory visit to the car yards to scout out different marques and models - and to be sized up by the lurking predators (oops - I mean vehicle purchasing consultants, I don't think we met any used car salesmen at all). But far more interesting are the private sales. These cover a whole gamut of approaches.

First we have the "I need to sell the car - but I also need to get the groceries in it and take the dog to the park..." seller. This seller considers preparing a vehicle for sale to consist of hosing it down, taking a bad phone photo (preferably in daylight, but this is optional) and posting an ad on carsales. When someone does turn up for an inspection for the vehicle, some additional steps, such as retrieving small animals, children, electronic gadgets, the groceries etc are generally performed before the car can be inspected and/or test driven. So far we have not accidentally abducted any children or pets, but it has come close.

Then we have the "it's not my car but I feel very protective about it while the owner is away" (proxy) seller. This seller's agent expects that you will decide to buy the vehicle, ideally without touching it and certainly without doing anything that might require any effort (such as refuelling or a bit of cleaning). While no effort or knowledge of the vehicle is provided, the seller's agent is, reluctantly, prepared to take the prospective purchaser for a drive around the block, and perhaps, if we are very well behaved, even let one of us drive briefly...

To compensate for the protectiveness of the type A proxy-seller we have the type B proxy seller. This is a family member left with a sh*tbox in the front yard by some relative off on some form of travel. This one is very happy for you to take the car for a drive and would probably be happiest if the vehicle was not returned, and ideally was incinerated, on the test drive. Vehicle preparation for sale is limited to finding the keys. Things like tyres with air in them are not part of the service.

But all is not lost - we did also encounter that near mythical creature - the one careful lady owner, not as a figment of a vehicle purchasing consultant's imagination, but as a real human being. Not only that, but this wonderful seller even had a real mechanic, to whom said vehicle had been taken regularly, the logbook stamped and the extra services/oil changes done at the mechanics recommendation recorded separately!

It is clear that any rational purchaser would have bought the vehicle with perfect service history on the spot - unless put off by the sheer implausibility of it and the resulting concern that it might turn into a pumpkin at midnight. I have yet to meet a rational car buyer. It appears my daughter is no exception (yes, there is a strong possibility this condition is genetic). Instead she has been engaged in protracted negotiations with another type of seller.

This one started as a member of the "I'm far too busy to actually sell my car but it is a fantastic vehicle that should sell itself" clan. This type of seller has typically moved onto another vehicle, leaving the former apple of his eye carefully stored anywhere he can find to park it. Having forgotten about those few niggling maintenance items that would have been attended to had he not bought another car, the seller is at first startled by revelations that all is not perfect. However, after a bit of memory jogging (jiggling?) he does seem to remember some issues and is very happy to fix them - perhaps - maybe - if we agree on a price to buy the car first... And a set of fixes. In this particular case, the seller is a competitive Irish dancer, and it appears this potential transaction is going to conclude with a lot of fancy footwork and energy expended but not actually moving anywhere. But somehow the involved negotiations, and the way the car obviously appealed to its current owner in the same way it appeals to its prospective one, establishes a terrible bond between seller and buyer. No dancing ensues but a deal becomes almost inevitable and, eventually, the seller realises that, despite intentions, he is time-poor enough that taking it off his hands as-is is actually what he wants. A price is agreed and a workshop is engaged to do the work.

Club sponsors and other Alfa Romeo Specialists can rest easy - unlike the last car purchase by the Greens (which, is now running well - see photographic evidences elsewhere in this issue) this one isn't going anywhere near them. While I have seen a certain BMW at Quattromotive on a few occasions, we thought it preferable to limit the pain any one mechanic has to suffer - by getting abuse about German marques from a specialist in that field. Rachael was quite adamant that she didn't want an Alfa, having seen the work put into maintaining them - we will see how that works out. Did I mention that the one lady owner perfect service history vehicle was a Mazda? And did I mention that I may have let slip that the closest thing to a modern version of an Alfa 75 TS crossed with the luxury of a 166, and that is a hatchback, would have to be a BMW 120i? Maybe I do have to take some of the blame.

Interestingly, just as Alfa is moving towards rear wheel drive, BMW is apparently doing the opposite for its smallest models. The next 1 series is to be based on the same, front wheel drive, platform as the next (BMW owned) Mini. So its looking like practical small rear wheel drive has now been abandoned by all manufacturers, with those that have a small RWD platform at all limiting it to sports models like the Subaru BRZ/ Toyota 86 (which isn't really all that small) or the MX-5/yet to be revealed (but due here in 2016) FIAT Spider.



PRESIDENTE

peter mathews

The new Giulia – what can I say – sounds fantastic in the clip, but what was my first impression – I must say I was a little disappointed, because I was expecting something akin to the previous drawings that had been released over the past few years, and my first impression was from the side – “an old Subaru” – from the rear – the taillights look a little like a Korean number – front looked great.

However, it does grow on you, and our fellow Alfista Vincent Giorgi has just visited the newly opened Alfa museum in Arese and has taken some photos of a beautiful white one – and of course it was an instant hit with me. Why you may ask? Yes, I am a bit biased towards white Alfas and it does look great. Hopefully Mr Ed. has snuck the photo into this edition for you to make up your own mind. I suspect it is very much aimed at the US market, so I will be patient and wait until we see some more of the model. I look forward to hearing your thoughts.

Thanks to Jesse Wolfe from EuroMarque, I had the privilege of test driving the upgraded Giulietta QV with the hot 1750 177kw motor out of the 4C and with the dual clutch gear box, and what a little hottie it is! Fabulous handling and braking, and breathtaking acceleration up Bartley’s Hill. The version I drove is the launch edition, which has lots of extra carbon fibre bits. Great value, lots of room and surprisingly comfortable through our rough suburban roads, with those large very sexy rims and low profile tyres.

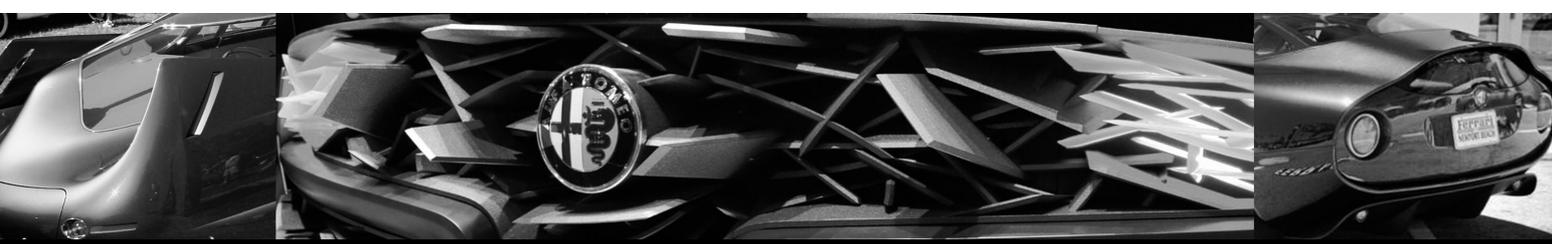
I then had a 2014 diesel Giulietta over-night which was indeed something else. Now those who know me well, are aware that I am a bit of a diesel fan! Our other two cars are both diesel, the Prado, and a Benz C220 twin turbo diesel which is sensational! I know why Benz is blitzing the F1, their technology is right up there. The diesel Giulietta is ideal for everyday driving, with all that lovely low down torque, and I remember reading Alain de Cadenet’s write-up where he was most impressed with the diesel version, which at the time was his pick of the range. So who am I to argue with him! Unfortunately Jesse has just sold the last one, but they are a great buy second hand.

Enough of my rambling – July has been a big month! Lots happening especially on the social scene. The run to Alfa Farm was a great success, thanks to the hospitality of John and Donna Thompson and the organising skills of John Anderson – many thanks to you all. John Thompson has the most amazing collection of Alfas, as well as walls and walls of beautiful Alfa models!

Also the run to Warwick on the 19th organised by John Anderson and the mid-week run hosted by Doug and Cynthia Earl and Darryl and Betty Bell – thanks to you all for organising great runs.

The weekend at the Sunshine Cast was successful, with a good crowd at the Karts on Saturday and lots of Alfas actually competing in the hill climb at Noosa on the Sunday. I know that this event involved a lot of hard work by the Green’s and the Anderson’s, many thanks to you both.

Club night involved a great Presentation from Phil Ross, the Business Development Manager from Shannons. Phil shared his life story about his passion for cars and racing cars in particular. It was great to also hear the Shannon’s story which was one I was not aware of. Many thanks to Phil for giving up his time, especially on the State of Origin night, and to Bernie for organising the night.



Planning for the Concours d'Elegance is well underway. Roger has organised some spectacular trophies, the like of which we have not seen before in the Club. There are some photos in the magazine, so make sure you enter, as these will look stunning on your mantelpiece! We have changed the categories a little based on feedback. The latest are as follows:

Pre 1960 Vehicles | 1960-1979 Vehicles | 1980-1999 Vehicles | 2000-Current Vehicles |

And there will be a Peoples' Choice Award and a Presidents' Choice which will be judged by the three Presidents from the clubs.

There will also be runner up awards in each of the age categories. To encourage entry, we are offering Early-bird Registration which involves registering your attendance for the Concours d'Elegance before 13 September 2015, and you will go into the draw to win a \$100 shopping voucher from Supercheap Auto!

My sincere thanks to the wonderful organisational skills of Keith Faulkner supported by the Committee members.

Next month is also action packed with a day run to the Gold Coast hinterland on the 23rd August organised by Doug and Cynthia Earl, and the "soiree" hosted by Neil and Jenny Summerson on their property at Peak Crossing on 30 August. Make sure that you register for this one by e-mailing Tony Nelson on etyp@jagqld.org.au.

Lots of racing coming up, so see Mark's column for all the details. Diarise September 19 for the Festival of Italian Motorsport at Lakeside. We will have Happy Laps again, which was a great success for those who want to have a run around Lakeside with their special Alfa. Stay tuned for more details.

I promise that by next month I will have a summary of the results of our survey. Thanks to everyone who participated earlier in the year.

I look forward to catching up with you all over the next month – off to Fraser Island in August for a week for our usual Tailor fishing expedition, so hopefully will have some stories about "the one that didn't get away! You never know, Alfa might even have a real 4 wheel drive before I die! In the meantime I will stick with the Prado – Spiders aren't too good in the sand!

Ciao for now!

Presidente Pete

NEWS - speculazione



The Museo at Arese re-opened to the public on 30 June after providing the venue for the unveiling of the new Giulia on 24 June. The renovated premises host a reorganised display of 69 out of the overall collection of around 250 vehicles. It is open every day except Tuesday, if you are planning a visit.

Overall Fiat Chrysler is making the numbers, according to its recently released profit figures for the last quarter. However, digging a bit deeper shows it is a mixed bag. The recovering US economy and the US's ongoing penchant for SUVs is raking in the dollars for Jeep. Maserati, on the other hand, has seen sales of its flagship Quattroporte fall, while the cheaper Ghibli is doing substantially better in terms of volume, but less profitably. Maserati's overall volumes fell by 11 percent, and the

groups operating margin is down to 7 percent of revenue, compared to 9.9 percent in the same quarter of 2014. One factor in this has been a dramatic reduction in sales in China, which Marchionne said looked like a permanent change in the market and was preventing FCA from extracting a significant margin for Maserati and Jeep models exported there. Maserati intends to release a SUV, the Levante, based on the Ghibli platform. Pricing has not been announced but it is

expected to be at the premium end of the market, competing with models such as the Porsche Cayenne. Still, with a headline profit figure for the entire FCA group of 333 million euros for the quarter, Sergio's bonuses seem safe for now, but it remains to be seen whether Alfa Romeo can add significantly to volumes, as planned, given the difficulties Maserati is facing.

No more realtà on the new Giulia but omniauto.it have done some image editing to come up with this impression of a base model Giulia. Personally, I suspect the large and lower grille will be de-emphasised in the less overtly performance oriented variants. We will find out what it really looks like at the Frankfurt Motor Show in September.



Spy photos of the FIAT 124 Spider based on the same platform as the Mazda MX-5 show a higher, longer nose, hinting at a significantly different, possibly retro look as well as, potentially, different powerplant options. All will be revealed in November at the LA Auto Show.

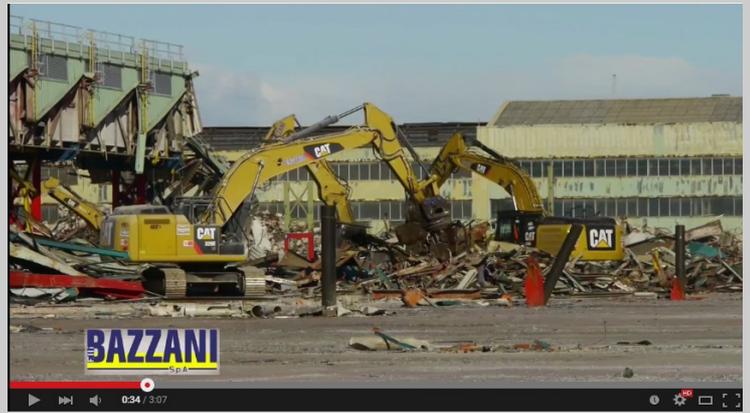


WWW



<https://www.youtube.com/watch?v=hoGquiEBA08>

Arese in its Heyday (1966)

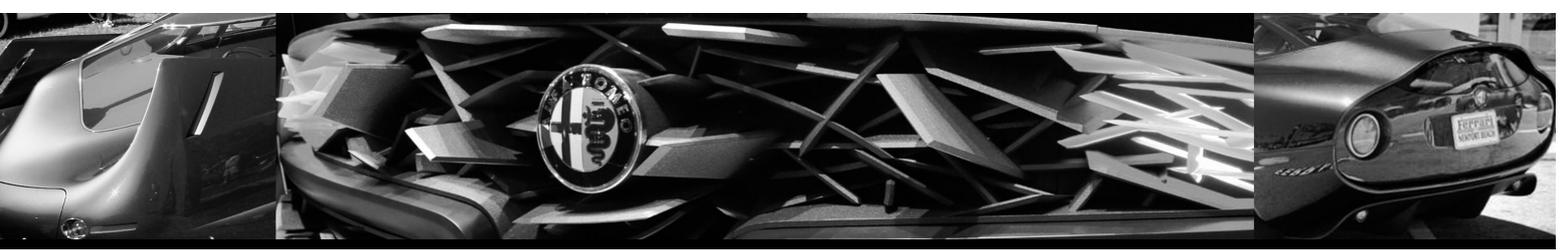


<https://youtu.be/kTMeQ5XYBaU>

Arese Today - Demolition of Alfa Romeo Factory

facebook





<https://youtu.be/3BNS9UeuBcc>

Arese Today - New / Restored Museo Alfa Romeo

ebay



1955 Borrani
Wheels, Pair

US \$12500.00

Buy It Now



One (with option
for second) 1919
Alfa Artillery Wheel

US \$950.00

Buy It Now



Four Campagnolo
Magnesium GTA
Wheels

EUR 1010.00

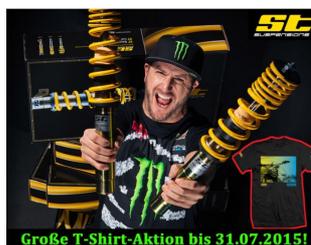
Place bid



Alfa Romeo Folding
Mountain Bike

US \$1256.99

Buy It Now



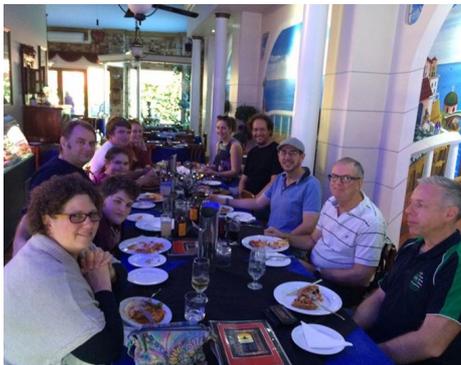
ST X Coilovers for
159 Sportwagon
+ Ken Block T-Shirt

EUR 719.10

(not specified: How
much extra without Ken
Block merchandise?)

Buy It Now

YouTube





SOCIALE

john anderson

Hi to all.

I understand that this edition of the magazine will be the last one before the AGM in early September, where we elect our committee members. That means that I've been in this job for a year now. Where has the time gone?

It has been my privilege and a lot of fun to be the Social Secretary. I intend to continue on, and will talk about ideas that I have for next year in coming editions. Many people have given me some ideas, so please let me know if you have one. Mostly, the events have gone smoothly, have been well attended, but most important of all - enjoyed by a wide range of members. We've tried a few new things, and there have been things we just didn't get around to, but will try soon. Some have been good, and others have given us lessons. But all were worthwhile doing. It's been a busy yet enjoyable club year, socially.

The highlight of the year (for me) was our 40th Anniversary dinner. It took a lot of work from a lot of people, but mostly from President Pete. It was a shame that our Patron, John French couldn't make it, but he tells me that he's keen to come to our Christmas Party - so look out for him there. It was great also to hear from Kevin Bartlett about his career, especially with Alfas. Some of us were running at Lakeside the next morning, and KB was there, popping in regularly to have a chat with his new friends. But on the night, the Brisbane Club provided not only a fantastic venue, but fantastic food and service as well. And the chemistry in the room between friends old and new was something to behold. A great night all round, and the best social event that I can think of since the last AGM.

While someone has already put their hand up for most committee positions, if you really want to contribute in a particular position, I suggest that you nominate regardless. It's better for the club if more members want to be involved. It injects new ideas, gives longer-serving members a well-earned break, and assures the future of the club. So it would be great if you threw your hat into the ring. Even if you want to be Social Secretary. It's fantastic that former president Col Densley has returned to the Committee after a long break as Membership Secretary. Col's help in that key role to the running of the club is invaluable, and very welcome. So please follow Col's excellent example, if you can.

PAST EVENTS

July started with the Alfa Farm run, and members turned out in droves to check out this unique property, which is the physical expression of all the Alfa thoughts inside John Thompson's head. For Alfisti, it is a little slice of heaven. John's collection of complete cars is awesome, as are the numerous Alfas in various stages of wrecking. And his collection of die-cast models and memorabilia is truly astounding. His wife Donna is not one to be upstaged, with a beautiful porcelain collection, and 3 star expertise in making cupcakes. There's already talk of another visit early next year.

On July 19, we had a small but happy band of Alfisti head down to Warwick via Gatton and Peaks Crossing. We had fun driving through twisty roads, and enjoyed our stops at Hot Rods Cafe and Cafe Jacqui. There was even a classic car display in Warwick after lunch to check out.

On the weekend of July 25-26, we had our first club weekend away for this year. It started at the Big Kart Track at Landsborough, where about a dozen Alfisti gathered, and most took to the track. It seemed that how much fun you had depended on the general repair of the kart you got. I got a particularly bad kart on the second run (compared to the one I got for the first run), with very heavy steering, poor handling and a massive misfire. There was also a rather large bump on the racing line at the exit to one of the corners, which I hit every time. Later My wife pointed out that I'd bruised my spine! From there we had a great pizza lunch in Maleny, and then a superb drive to Boreen Point via the back roads. We stayed the night, then headed to the Hillclimb in the morning. I saw 5 Alfas competing, plus a fantastic range of classic cars attempting to tame the hill. There was even a turbo diesel Land Cruiser, of all things! I think my favourite car was the ex John Goss Jag XJS, still in Bathurst livery (its just a very nice tribute car - ed). And the most exciting was an Audi Quattro S1 replica (with around the same power as the real thing).

FUTURE EVENTS

Not much happens socially in August until Sunday the 23rd. Doug and Cynthia Earl are kindly leading a run to Binna Burra through some of the hinterlands best roads - certainly some of the most scenic. Coffee Break will be on Mt Tamborine at the Spice of Life Cafe, and lunch will be at the Binna Burra Teahouse. Please let me know for catering purposes on social@arocaqld.com if you are coming by Wednesday August 19th, and I'll let the Earl's know. Many thanks to them for organising this.

The very next Sunday (Aug 30th), Neil and Jenny Summerson are hosting a 'show and shine' type event that raises funds for the Fassifern Valley Rotary Club. There will be many examples of classics from other marques as well, including Jaguar, Fiat, Volvo and Corvettes. I understand that it is a bit of a privilege for the club to be invited to



this event, and they want plenty of notice if you're coming. So to let them know, or to get more information, contact etyp@jagqld.org.au.

And the Saturday after that (September 5th), the Cootha Classic is back on again this year at Mt Cootha. This is run by the sons of club member Tony Nelson. So contact him on midweekdrives@arocaqld.com to get more information.

Two weeks after that on September 13, Rad Soames has kindly offered to do a run in the Gold Coast Hinterland, and he'll be leading it in his 4C. This is a different run to the Earl's earlier in the month, starting at the Fox and Hounds pub near Mt Tamborine, and looping around via Canungra and Beechmont to Hinze Dam. It'll finish with Lunch at the Gold Coast Italo Australian Club at Clear Island Waters. Let me know on social@arocaqld.com if you want to come. Many thanks to Rad for organising this.

And then there's the big one - our Concours D'Elegance at Ormiston House. This is one of the best venues in the country for such an event, and we hope to attract some of the older and rarer Alfas in the club, as well as cars from the Fiat and Lancia clubs. If your car is not concours standard, don't worry - just enter whatever car you have in the Display Car section of the event. You'll be up for a trophy, and the prestige of winning the category. Even if you do have a concours car, bring it along, show it off, and represent the marque. The website has a page with all the details (click on the Concours banner).

Looking further ahead, we have the annual Bocce challenge on October 8th, and our second weekend away in Stanthorpe on the 16th/17th/18th of October. Details on the website. We're also organising a visit to JH Classics on October 11th including a BBQ, a range of cars that they've restored including several Austin Healeys and possibly my Junior, if it's back together by then (that's up to me, not them).

So as you can see, lots of things coming up! Might have to take it easy in November... And we should be able to tell you about the Christmas party in the next issue.

Ciao.

JA



COMPETIZIONE

mark jackson

This year just keeps flying past with another three Alfacomp events run and won in July

Morgan Park Historic Races – Saturday/Sunday July 4th/5th. Many thanks to James Anderson for this report:

The HRCC Historic Queensland race meeting was run over a very chilly June weekend at Morgan Park. The race meeting is always well attended by a wide variety of historic cars from Qld and interstate, and this year was no exception with over 200 cars entered. While the weather was cold, the track conditions were perfect during the day which saw some very competitive racing across all categories for the weekend.

The weekend started with a bang (literally) with a blown gearbox in my car in practice on Friday. Thanks to John Wishart for lending me a gearbox, and lots of help from all of the Alfa Team, we changed the gearbox on Friday and were ready to run again for the weekend.

The Group S category was well represented with 6 Alfa 105s running in a 20 car field, while John Weekes and Norm Singleton ran in the very competitive Group N under 2 litre field. The front of the group S field was dominated by quick Porsches and other interstate cars. Andrew Wilson was quickest Alfa in qualifying and race 1, before engine dramas put him out for the weekend. Manuel Pena and I both had a solid weekend in the mid field, with plenty of competition to dice with. Paul Young and John Carson kept a healthy battle up all weekend, putting in many close racing laps. In group N, Norm Singleton ran close to the front, eventually taking out a 2nd place for Group N under 2 litre for the weekend. John Weekes had plenty of competition in the 30+ car field, enjoying the improved handling of his 105 coupe during many battles.

A special mention also to all the AROCA members who made the trip out to spectate - it is always good to have some support in the stands!

AROCA Regularity Round 3 – Sunday July 12th at Lakeside Raceway. This event was originally scheduled to be on Saturday as part of a two day QRDC round, but due to a general lack of entrants throughout the categories it was scaled back to a one day event on the Sunday. This confusion didn't help our entry numbers, with only three AROCA starters.

Unsurprisingly, the event was won by Mr Regularity, Damian Bogatek, from Steve Bowdery and John Anderson. Damian didn't have it all his own way, however, with a DNF in the first run due to an oil filter issue. John also had some problems in the first run, but got them sorted and competed strongly for the remainder of the day.

Supersprint Round 3 - Saturday/Sunday 18th/19th July at Morgan Park Raceway. Yet another chilly weekend in Warwick found just seven competitors in the third round of the Supersprint Series. This round was scheduled to replace one earlier in the year that had been washed out.

John Coleman in his very quick Alfa 75 won the event easily from Jason Wishart and Ken Percival. Alan Broadhurst and I had a great dice in almost identical 147 GTA's, with Alan winning fairly comfortably, while Doug Stonehouse spent his weekend battling with a set of tyres that should have been replaced at least six months ago. Serge Oberhauser had another frustrating weekend with a mysterious vibration in the GTV6.

All of the competition results are on the "Risultati" page

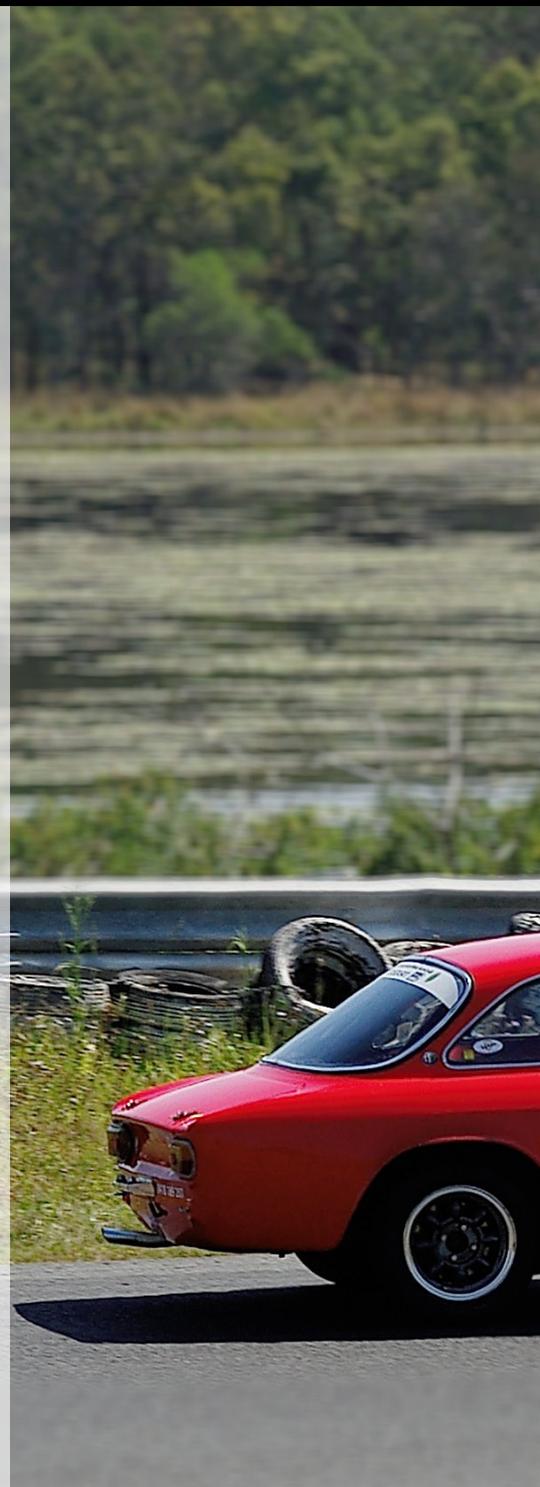
Night Navigation Run – Friday July 17th. A big thank-you must go out to the three teams that represented our club in this event – James Marshall/David Saunders, Michael & Stephanie Galletly and Benjamin Keir/Jim Watt. James and David finished third outright of the fourteen teams, missing only one question - a great effort.

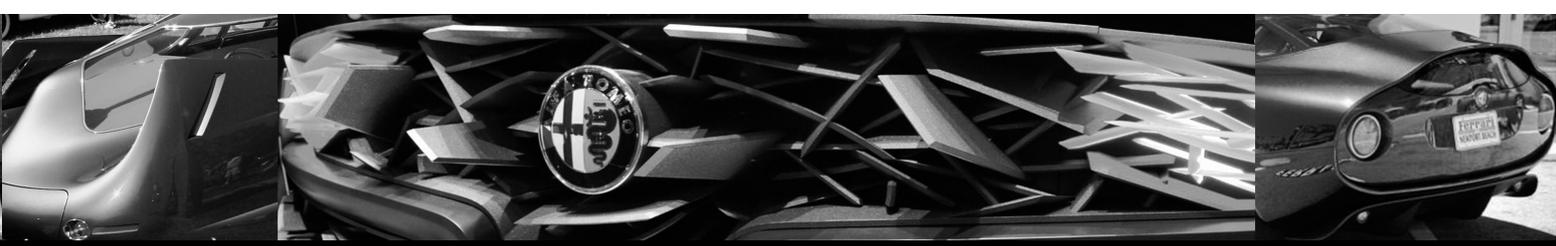
Upcoming Events

AROCA Regularity Round 4 – Saturday August 15th at Lakeside Raceway. This Regularity event is round 4 of our AROCA Regularity Series. This is a half day event starting at 12noon for drivers' briefing. Speed is not necessarily important but consistent lap times are. Pre-registration is highly recommended - <https://www.qldraceways.com.au/secure/members/login.php>

Supersprint Round 4 - Saturday/Sunday 29th/30th August at Morgan Park Raceway. Round 4 of the 4 round Supersprint Series. This consists of 6 to 8 timed 3 or 4 lap runs of one of the various Morgan Park configurations. Pre-registration is mandatory for this series.

Queensland Raceway Historic Races – Saturday/Sunday 29th/30th August at Queensland Raceway - This is a race event for CAMS log-booked cars and requires a CAMS race licence.





AROCA Sprint Round 3 – Saturday September 5th at Queensland Raceway
- This is a Street Sprint starting at 12 noon (4x4 lap timed runs). Pre-registration is recommended. To enter follow the link to the QR website <https://www.qldraceways.com.au/secure/members/login.php>

Festival of Italian Motorsport – Saturday/Sunday 19th/20th September at Lakeside Raceway. This is our major competition event for the year and includes racing in the Italian Challenge Series on both days of the week-end, plus a Regularity event on Sunday only. We are also planning to arrange “Happy Laps” for non-competitors on Sunday. Fields are limited for the two competition events so make sure you get in early..

Upcoming Interclub Championship Events

Event 6 – Sunday August 16th on the Lakeside DTC. The sixth round of the 2015 Interclub Championship will be a Lakeside Skid Pan DTC run by the Lotus Club. Entries are now open and close on August 14th.

For any further information on any of the above events, contact the Competition Secretary at competition@arocaqld.com or on 0413122839

See you at the track
Mark Jackson





SUNSHINE COAST WEEKEND AWAY

It was a small but determined group that turned up on Saturday morning at the Big Kart track and we thank them for their dedication. It was great to see Maurice Calderwood and his beautiful 1974 Berlina when we arrived, and although he didn't try his hand at karting we do hope he enjoyed his morning with us. The Anderson clan joined the usual influx of Green family members, Chris Cheshire arrived in his black 916 series Spider and Rob Cante and Brent Hampstead were pumped up and ready to race after a warm up sprint through the back roads in Rob's newly acquired Giulietta QV.

Out on the track, pre-race tactical planning paid off for Darryl Green, with Ellie Green following team orders and taking out Brent Hampstead when it looked like he was going to overtake her father for the lead. It took a few laps for young James Anderson to find his rhythm and once he did there was no stopping him - no doubt it won't be long before we see dad John removed from the driver's seat of the Alfetta so that James can take over. Following the usual post-race discussion we made the short drive to Capriccios Italian Restaurant in Maleny to fuel up on pizza, pasta and coffee, then Rob and Brent led us up to Howell's Knob Lookout for a photo shoot before reducing our number by two.

Route 22 from Maleny to Kenilworth is a wonderful winding piece of road that is fun to drive and has enough spectacular scenery that your passengers won't notice how fast you are really going. Chris left us in Kenilworth, where we had stopped in anticipation of meeting up with out of town member Alan Watson, only to have him call to say he was stuck in Brisbane recovering from surgery. We wish you a speedy recovery Alan and hope that you can make it down this way again soon. The Greens and the Andersons continued to drive the back roads on to Cooroy in search of an open Patisserie but were disappointed by about 15 minutes.

Dinner that night at the Apollonian Hotel at Boreen Point made up for it though, with their cheesecake served in wedges large enough for three to share.

A warm sunny morning and breakfast by Lake Cootharaba was a peaceful start to Sunday and we headed for "The Hill" relaxed and well fed. It's a quick drive from the Lake into Tewantin and we made it to Gyndier Drive in time to catch most of the first

run of the day. The Alfa contingent did the Marque proud as usual, with no retirements, breakdowns or high speed encounters with immovable objects. Several competitors were gracious enough to take time from their busy schedule and give us a few comments for this article. Thanks guys, much appreciated. We hope to see you back at "The Hill" in November for the next Noosa Hill Climb.

(Report on Hillclimb itself held over until next months' edition due to space constraints and boring forms that the secretary insists must go in the magazine - ed).





karen green - pics darryl green & john anderson





ALFA FARM GALERIA

peter mathews



AROCA 2015 Concours d'Elegance

You may have noticed the full-page promotion of the Concours d'Elegance that's been running in the past few issues of the magazine. Looks very impressive, but what it's all about, I hear you ask?

The Club celebrates its 40th anniversary this year and the Anniversary Dinner in May was well attended by past and present members. The Concours is the second major event celebrating the Ruby Anniversary of our Club and, like the dinner, will be held in style!

The Concours is the brainchild of Club President, Peter Mathews, who drew inspiration from similar events run at Ormiston House by the Rolls Royce, Mercedes-Benz, Porsche and Ferrari Car Clubs.

Ormiston House, located approximately 28km east of the CBD, dates from the 1860s and is one of the finest examples of Colonial architecture in Brisbane. The house is set amongst 14 acres of equally historic grounds and gardens overlooking Moreton Bay.

With such a magnificent backdrop, we are hoping to draw out into public some of the exquisite Alfas we know are out there. We have also extended an invitation to our sister organisations, the Fiat Car Club and Lancia Club, so the Concours will truly showcase some of the best Italian automobiles in Brisbane.

The event will be held on Sunday 27 September and gates will be open to the public from 10:30am to 4:00pm. Entry to Ormiston House costs \$5 per adult and \$1 per child with all monies going to the Friends of Ormiston House to support the ongoing maintenance of the historic property. There is also a small café run by volunteers, but the beautiful gardens make this an ideal spot for picnicking, so pack a basket of goodies and bring a few chairs to relax under the trees.

All Club members are warmly invited to attend the Concours. The event is not quite Pebble Beach or Goodwood, so your car doesn't have to be pristine to be displayed. There are a number of categories available for Concours judging, but if you only want to display your Alfa, you can still be in the running for the People's Choice Trophy. You could also pick up one of the "gate prizes" we will be handing out during the day just for having your car on show. So, get ready to polish up your pride and joy and head down to Ormiston!

Members intending to display their cars are strongly encouraged to pre-register for the event. This places you under absolutely no obligation to attend on the day, but gives us the ability to plan the day and maximise the enjoyment for participants and the public.

There is no fee to enter the Concours or display your vehicle, but you will need to pay the same entry fee to the Ormiston House grounds as the general public.

You can register for the Concours using the online registration form on the Club website (www.arocaqld.com), or simply contact one of the event organisers. There's also lots more information about the Concours on the Club website or talk to one of the event organisers at the next Club event you attend.

Event Organisers:
John Anderson: 0416 171 773
Peter Mathews: 0408 456 632
Roger Brameld 0412 884 068
Bernie Campbell: 0408 781 828
Keith Faulkner: 0403 878 749

or email concours@arocaqld.com.

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Alfa Romeo Owner's Club of Australia (Queensland Division) Inc.

Notice of Annual General Meeting

Notice is hereby given of the Annual General Meeting of the Alfa Romeo Owners Club of Australia (Queensland Division) Incorporated, to be held at the Shannon's Insurance Clubrooms Unit 5, 305 Montague Rd. West End on Wednesday 9th September 2015 at 7:30pm. This date is also the date of the monthly Club Night.

Agenda of Annual General Meeting

1. Opening of the meeting	8. Appointment of Club Auditor, Account or approved person
2. Apologies/present	9. Appointment of Club's solicitors
3. Minutes of previous AGM	10. Election of Interim Chairman
4. Adoption of the previous minutes	11. Election of Office Bearers
5. Business of the previous minutes	12. General Business
6. President's report	13. Closure of Meeting
7. Treasurer's report	14. Date of next Meeting

Apologies to the Secretary by Tuesday 8th September 2015.

Management Committee Nomination Form

Position	Nominee	Second	Nominee's Signature
President			
Vice President			
Secretary			
Treasurer			
Membership Secretary			
Competition Convenor			
Club Night Convenor			
Magazine Advertising			
Social Convenor			
Promotions Officer			
Member at Large			
Member at Large			
Member a Large			

If you wish to nominate for a position, please advise the Club Secretary

A photocopy of this form is acceptable

Alfa Romeo Owner's Club of Australia (Queensland Division) Inc.

Committee Nominations

The Alfa Romeo Club of Australia (Qld) Inc invites nominations from interested and qualifying members for Management Committee positions. Members wishing to nominate are requested to advise the Secretary.

President

Chief Executive of the Club. Chairperson for General and Committee meetings. Primary representative of the Club in its dealings with the public. Represents the Club at National meetings at Alfesta. Has a second or casting vote on tied votes at committee meetings. Must be a full member or Life Member and own or regularly drive an Alfa Romeo.

Vice President

Deputises for President in the President's absence. Assists in the administration of the Club. Must be a full or life member.

Secretary

Deals with the incoming correspondence and arranges outgoing correspondence as directed by the committee. Collects mail, keeps minutes of General and Committee Meetings. Must be a Full Member or Life Member

Treasurer

Manages the Club finances. Controls the Club bank accounts, keeps records of income and expenditure and of financial memberships. Issues receipts to members. Must be a full member or a life member.

Social Convenor

Organises functions and events of a social nature, such as lunches, dinners, Christmas party, day trips, etc. Can call on other Committee members or General members for assistance.

Competition Convenor

Organises functions and events orientated towards motorsport such as circuit sprints, driver training days, observation runs, etc. Can call on other Committee - members or General members for assistance.

Club Night Convenor

Organises general meeting entertainment, such as guest speakers, films and videos, visits, etc. Can call on other Committee members or General members for assistance. Welcomes new members at meetings and introduces them around.

Membership Secretary

Manages the Club's membership database, issues membership cards. Liaises with the Club's Treasurer, particularly at membership renewal time.

Promotions Officer

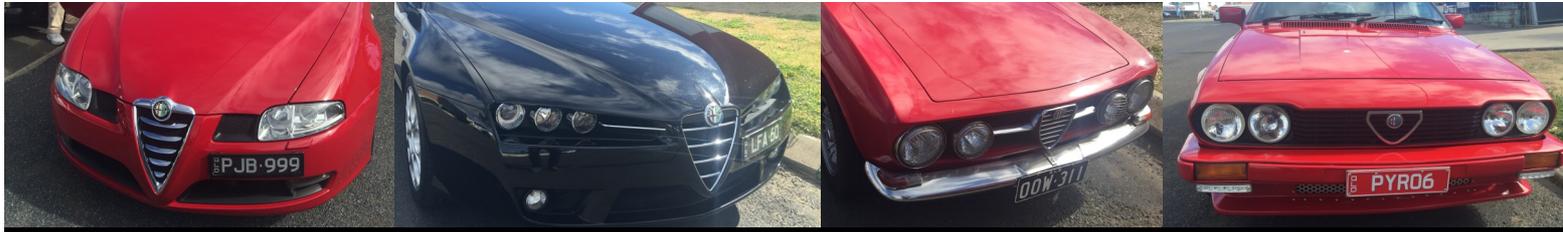
Coordinates promotional activities for significant Club events such as Alfesta, Motor Show displays, rallies, Concours, etc. Assists the President in the general promotion of the Club and seeks advertisers for the Club magazine.

N.B. Proxy form must be handed to the Secretary (or acting Secretary) before the commencement of the meeting (Rule 27 (o))

I, _____ of _____
being a member of the above named Association, hereby appoint _____
of _____
or failing him/her _____
of _____
as my proxy to vote for me on my behalf at the Annual General Meeting on the 9th Day of September, 2015 and at any adjournment thereof.

Signed this _____ day of _____ 2015
Signature: _____

A photocopy of this form is acceptable.



DAY RUN WEST

john anderson

It had snowed a few days before to the south of Warwick, and even to the north in Toowoomba. So we weren't expecting to go swimming or anything. But it wasn't too cold when 4 intrepid Alfisti lined up at Goodna for the start of the run. There was the Densleys in their 'Redback' 939 Series Spider, the Halaszs in the magnificent Pyro (116 GTV fitted with a 3 litre V6), the Browns in their beautiful 105 1750, and Roy and Barry in their equally gorgeous 916 Spider. So all the major model groups relevant to the current generation were represented.

For myself, my own 939 Spider had developed a roof issue coming home from the Alfa Farm run, and hadn't yet been fixed. I wasn't going to drive into areas where it had recently snowed without a roof, so I needed some other Alfa. My Stepnose was in bits, my Smoothnose Junior had too much rust to be registered, and the Police don't like the idea of driving race cars on the road. So I was stuck.

But then I remembered a little known fact - so little known, that only my imagination knew it. In 2006, Alfa had a joint venture with Toyota, which produced the Alfa Romeo Prado - a much better result than the Arna. Armed with encouragement from the fantasy world that is my imagination, I converted my 2006 Toyota Prado into the Alfa 'version' (see pics). So I had an Alfa for the run. Anyway, that's my story, and I'm sticking to it.

The first leg to Hot Rods Cafe at Gatton was an easy stroll down the highway. There, we met up with Paul Bayly and his daughter Kheera, in their red GT V6. My daughter Keira was accompanying me, so was pleased to have someone who's name sounded the same as hers, and who was closer in age to talk to. Unfortunately, I didn't learn from my trip to the USA, and allowed Keira to buy the 'American Pancakes'. Out came a mountain of food that you wouldn't think a 9 year old girl had a hope of eating. And so it was. But she gave it a red hot go! My Eggs Benny were just what I wanted, and the murmurs of satisfaction from our colleagues indicated that they also enjoyed their meals.

When all were finished, and we'd had enough conversation and taking in the 50s diner-style decor, we headed south to Warwick via the Gatton-Clifton road, taking us through Ma Ma Creek, Hirstglen, Pilton, and other small but picturesque places in the Lockyer Valley. The roads were undulating and twisty, and I found myself in the middle of the pack, driving a 2+ tonne vehicle designed for off-roading, trying to keep up with four cars designed for these types of roads, and who's drivers were keen to keep as close to the speed limit as possible. Of course, the Alfa Prado has some Alfa blood (in my imagination), and when we got to Warwick, the others were impressed at how well it had kept up.

Cafe Jacqui looked after us, even though most of us were still full from Hot Rods. Their Cafe food was simple yet delicious, and there was something for everyone. The Jumpers and Jazz festival was on, and quite a few events were happening in town, including a classic car/hot rod display. Some went for a wonder before and after lunch to check it out, while predictably Keira just wanted to head to the park and the swing sets, dragging Dad behind her. We all headed home in our own time.

I headed back via Cunningham's Gap, and ran into the racers returning from Morgan Park, where racing had concluded before lunch. At Aratula, we caught up for a chat with the Jacksons, Dougie, the Broadhursts, and Serge and Toni, and an ogle at the race cars. I passed KP's stepnose (which was on a trailer behind his motorhome) around Maryvale, but he didn't stop in Ara. I wonder if he remembers the Alfa Prado?

So all up, a pleasant drive with pleasant weather, lots of interesting cars to look at, and great company. And I got another Alfa in the family without upsetting the wife. What more could you ask?





doug earl, photos by darryl bell

MIDWEEK DAM!

The 15th of July just happened to be the coldest morning so far for the year. There was frost everywhere so it was indeed pleasing to see so many club members brave the elements and attend the mid-week drive to the View Café at the Hinze Dam.

Darryl and Betty Bell organized the run from the Acacia Ridge Hotel to Canungra and they departed with thirteen humans and one canine. It was expected that Darryl and Betty would have cars scattered all over South East Queensland on this section but they did an excellent job and arrived in Canungra on time and with the convoy intact.

Three more club members met the group at Canungra. We then enjoyed a great hillclimb to the summit of Beechmont where there were spectacular views of Mt Warning, Mt Barney, Tamborine Mountain and the high-rise skyline of the Gold Coast.

There was a short chilly stop at Graceleigh Park before a winding descent through Lower Beechmont to the junction with the Nerang-Murwillumbah Road. From here, it was just a short trip to the Hinze Dam where two more mid-week drivers joined the group.

Tony and Sophie, the owners of the View Café greeted us with coffee and tea in their heated function room which has a majestic view across the Advancetown Lake. They provided an excellent breakfast and really appreciated our visit.

There was an interesting assortment of motor vehicles on this mid-week drive. As well as the usual collection of regular Alfas, there was a Fiat Panda, a Corvette and an Alfa 2600 Sprint Coupe.

A big thank you to all mid-week drivers who attended on such a cold morning. It is always great to catch up with old friends and meet new club members.



Alfetta GTV Sports Sedan Debut @ June AROCA Club Night



This Alfetta Sports Sedan began construction in late 1984- early 85, after my having been racing a 105 – 2000GTV in 1980 through to 84 competing at both Surfers Paradise and Lakeside circuits, the 105 GTV is one of a number of "Special to me" cars owned, which I really regret having had to part with, due to the usual need of money and family commitments, etc.) the 105 having been a well campaigned car with success at Sydney circuits wearing "Quick fit tyre" sponsorship, after which it was bought to Qld, it then competed at Bathurst and was then purchased by me, Ops, perhaps this is another story for another time, back to my Alfetta Sports Sedan.

Firstly why an Alfetta?, it was the Tony Edmonson Sports Sedan that was an influence at that time, with Sports Sedans of all makes a main stream race category at the time, along with my having owned a nice 2lt Alfetta road car, passion figured I should build my track version, so the seed had been planted to look for a starting point and low and behold I found a donor car with an undamaged body and mechanicals needed, no trim, wheels missing, no glass, etc, just a shell sitting forlorn in a wrecking yard at Narangba.

So yep, a deal done, out with a hired trailer to pick-up the jewel, then straight to a sandblaster, remove the paint and nasty stuff to make it easier to chisel, cut away, grind, etc, the necessary body panels needed, which were very few.

Now having the body required, the next task is to cut out all the panels we don't need, the floor, including boot floor, inner sills, firewall, inner guards etc, that became quite some job with along with lots of "band aids" loss of blood sweat and tears, the next task was to build a space frame to support the mechanicals and panels, after much navel gaze, sleepless nights, and discussing the frame project with an engineer, we came up with the frame design we have, hanging the transaxle, needed some thought and how far back to locate the engine!, we only use one drive shaft! the engine is solid mounted, so after sourcing steel mate-

rials, I commenced fabrication of the frame, again with hours of cutting, re-cutting, filing, drilling, then hours (nickel/bronze) welding, this took quite some time with working fulltime and being away with real work - so now that's how those years have passed!

Having built the frame, i began fitting the turret and door pillars, after having fabricated and fitted the suspension components required, I had a rolling "Alfetta" – Yar-hu (of sorts).

Then the need of alloy panelling inside, measure, re-measure more cutting, folding, filing, drilling, hundreds of 1/8" rivets, again it was only time!, + blood, lots band-aids + sweat, tears, oh so much fun.

Now it's time for some forming of fibreglass body panels, firstly door skins - make moulds, remove steel panels, lay-up the fibreglass, presto! we have door skins, as we use 10" wide wheels I had to make the guard moulds to suit the wheels, again this all takes time to shape and build the (plug) for each side, for the front guards and grille opening I contacted Tony Edmonson at the time, who was willing to sell me a one-piece front, of which i was very thank-full, perhaps not the best quality, but a front guard panel section which helped me with some shape to work with.

Yep, we now needed to make a bonnet, and a rear hatch panel, just make more moulds! Glassing etc, wow - now we have a full body.

Back to some mechanicals, we needed to build an engine, so after much discussion with a friend, it was decided we "Turbo" the car, back then in the 80's this was the best option for more power, (Wow, now just look at the cars of today!) so low compression, change the cams and blow through the 45mm webers, and up and away we go.

Next, was transmission, lock- up the diff, to stop i came by a pair of lockeed race brake callipers for the front and are using standard brakes on the rear.

So to help wind this story up, now that we have completed the car, the sports sedan race category was in its last years of main stream racing, early 1990's, however we tested the car at Lakeside and was quite pleased, as we had old tyres it was kept to a Sunday drive only, I kept the car till about 1995, then I was in need of more funds (again) as we all seem to do, so the car was sold.

Come 2011, after my having located the car "fell in love" again! WoW = wife impressed as you can imagine, so back to my home it goes, guess what, we need to rebuild it again don't we, and I do mean re-build.

Re-make the bodywork, repaint, replace every bolt and nut, + brake and fuel lines, new exhaust (muffler this time) and pipes, re-make many alloy panels, make a fuel injection manifold, install the electronics, etc, etc.

The AROCC June meeting saw the end results of the past 4 years of the re-build, (we can't rush this! can we), Yes I am pleased with the end result and it was really great to 'unveil' the car to the car club of which I helped establish and having had many years enjoying the company of other "Alfisti" in the past.

I do wish to acknowledge the help from the following people who helped with the original creation of the car, that was Brian Michelmores & Simon Harrex, along more recently with others especially Gary Whittaker and my brother Ricky Poulos, a big thank you to all, for the help with the car we now have.

We will keep you posted on the next sighting.

Alfisti

Tony Poulos.

ROCK ON AT STANTHORPE

(no, not the 70's rock bands – that's later in the year just in case you're interested)
but our very own

WINE AND FOOD WEEKEND

October 16th – 18th October

Bookings are rolling in, so grab your accommodation – details below:

We have arranged a "block booking" of standard double rooms for our group for 16th & 17th October at the **Apple and Grape Motel**, in the town centre (www.appleandgrape.com.au).

Simply contact your friendly hosts, Steve, Helen or Margaret on **07-4681 1288** or admin@appleandgrape.com.au to book accommodation and quote Alfa Club to receive your special rate. Twin, family and a limited number of deluxe suites are also available but tend to go fast as our visit coincides with Race Day (the four leg variety, not four wheels) being held on the same weekend.

Planning continuing – keeping the favourites and whetting your appetite (for food, wine and the Granite Belt generally) with our new offerings – further updates in the August issue.

Simply phone or email both Garry and Jude to advise that you're attending so we have live-updates on numbers for all catering venues and also advice of **special dietary requirements**.

Garry Spowart
P 07-32669354 - M 0419 709 416
E treasurer@arocaqld.com

Jude Vaughan
P 07-3394 2517 - M 0412 942 517
E vetschoice@optusnet.com.au

Look forward to catching up for a great weekend with friends, food and wine.

VALE - ROBERT JOHN HAWLEY 11.3.60 - 3.7.2015

It is with great sadness that I report that Rob died unexpectedly on 3rd July 2015, aged 55.

Rob would be known to a number of our longer standing members, having been a member of our club for many years from the late 80's, through the 90's before going over to the Porsche club to continue his passion for all things motoring.

I first met Rob and his wife Daniela in about 1990 or 1991 when we were all competing in a navigation run. He had at that time a very nice 105 1750 GTV that

started off white, but after a restoration became a lovely french blue which was very quick and also very reliable.

My early and abiding recollections of Rob were that he was a quiet, unassuming, thoughtful, straight-up- and-down fellow who was always ready to help with any query particularly of the motoring variety, who when you were speaking gave you his whole attention and response. Underneath was his great passion for cars and transport and competition events.

Rob was born in Port Moresby where his father worked on contract. His family then moved to Bundaberg where he attended state school and then high school. When his schooling was completed he came to Brisbane and went into law by way of articles of clerkship and study at QUT. He worked at Nicol Robinson and Kidd and then Watkins Stokes Templeton where he became a partner.

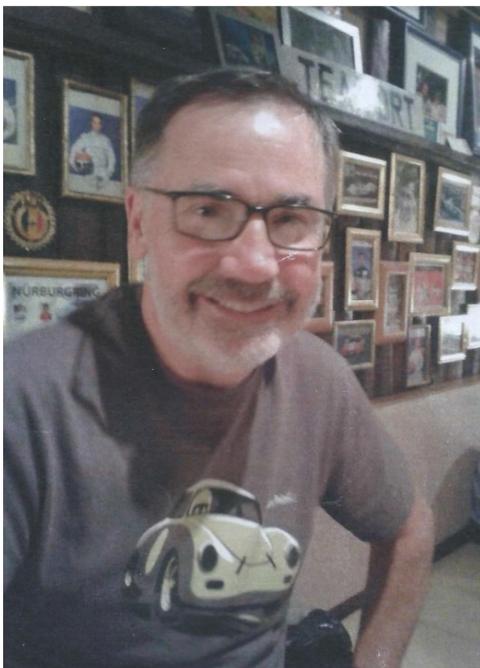
In the 90's he then took a change of direction for a while by setting up a suspension business called Autotech at Enoggera. In 1998 he came back into law coming to work with Stephen Leach and myself in our law practice at Rochedale. He became a partner there in 2000 until ill health caused his retirement from the

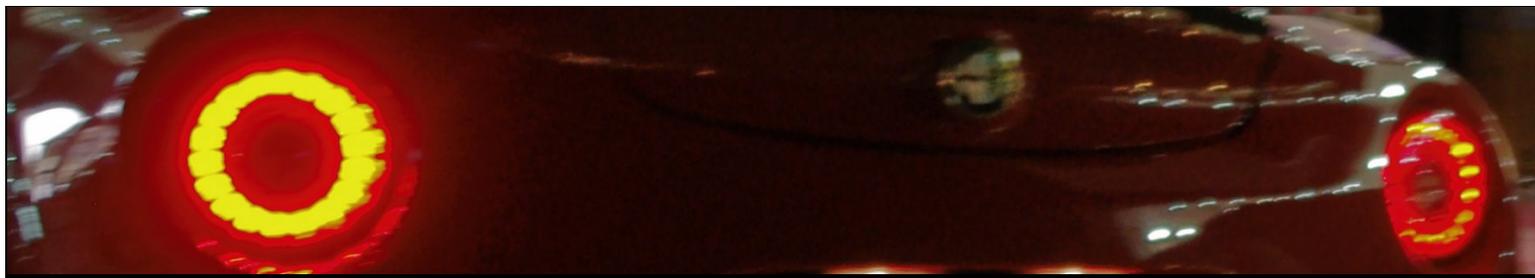
partnership in 2012. His health stabilised after that and he was fortunate in recent years to undertake some great travels with his family. His death due to an aneurism to the heart came out of the blue.

Rob was a devoted husband to Daniela and father to their two children, Christian and Emma, Christian following in the motoring vein by working in a diesel fitters workshop, Emma showing great sporting prowess representing Qld in junior national hockey championships.

Rob had a succession of Alfas, his first being a Sud back in the 80's, then the 105, then a lovely white 1980's GTV 6, and a 75, all of which he got great pleasure and service from. Going to the other side he also had two Porsche 911's one for road and one for track use. In the last few years he had two open wheelers, the first a Formula Ford 2000 and the second a Ralt.

From the days of the 105 onwards he used to be a regular at the racetrack at various events in SE Qld, along with competition in motorkhanas, hill climbs, Nav runs, Midnight to dawn events and bitumen rallies. Rob was a gentleman and an example of a life well lived, albeit far too short. He will be greatly missed. Farewell, my good friend. (Steve Jones)





CLUB NIGHT

Bernie Campbell

At last month's club meeting Phil Ross from Shannons regaled us with the story of how he came to work for Shannons, along with a few other interesting tales including why Shannons have a bird cage before moving on to the not always exciting subject of insurance. Phil provided some useful tips on how to get the best deal, especially multi vehicle (including trailers and bikes) discounts and the discount for CAMS license holders.

There has been a change in our plans for our August Club Night. Unfortunately, owing to business pressures, our planned visit to Automotion has had to be cancelled. I have been able to secure a new Guest Speaker thanks to help from Martin Kelly.

Martin's friend Bob Frawley will be our Guest Speaker. Bob has been involved in Drag Racing competitively since 1967 and is in a tie for first place in the current year's competition. During his time in the sport Bob successfully ran his

engine rebuilding business until retirement but is still in great demand because there are a lot of tricks up his sleeve. He will bring his current car a "Chev" powered modified dragster to our August meeting. He will also bring a set of working start lights known as a "Christmas Tree" which will allow the competitive members to match their skills and maybe a champion will be unearthed.

Because of the change our venue and date will also change. We will have to hold the meeting at Shannon's Club Rooms at 305 Montague Road, West End. The meeting date will now revert back to Wednesday August 12 as we have a set booking for the rooms. This should not be a problem as that date is the public holiday for the Ekka. As usual the Club will provide pizza and drinks. Please assemble from 6.30pm.

Caio
Bernie.





Colin Densley **MEMBERI**

Hi Everyone,

Our President Pete has convinced me to take up the cudgels of Membership Secretary to relieve John (Anderson) of carrying out dual roles of Social Secretary and Membership. This has come at a membership renewal time so it is really jumping in at the deep end. John and Jude have helped me considerably with the hand over and I definitely will be relying on them in the future to cover all the intricacies of the position. That being said:

Many thanks to those who have already renewed.

We have 5 new families joining our club this month, 3 from the Brisbane Metro area, 1 from the Gold Coast and 1 from the country, so welcome to you all.

On our trip to Warwick on the 19th July we met a couple of prospective new members from the Toowoomba area who own a 2600 Sprint which is undergoing restoration. They are also members of the Model T Ford Association. So I hope to hear from them shortly.

New Members

- Paul Cavallari and Seivland 2013 Red Giulietta Diesel TCT
- James, Michelle, Brooke and Ryan Marshall in their 2012 White Mito QV
- John Salkeld in his 1982 Silver Alfasud Ti
- Colin & Veronica Clarke with their 2014 White Giulietta QV
- Kim, Jenni, Kate & Ben Sanderson with a 1975 Silver Spider 2000, 1967 Red duetto 1600 and a Red 1985 Alfetta GTV 6.

Have a good one.
Colin



Member Vincent Giorgi took this photo of the new Giulia when visiting Milan recently.



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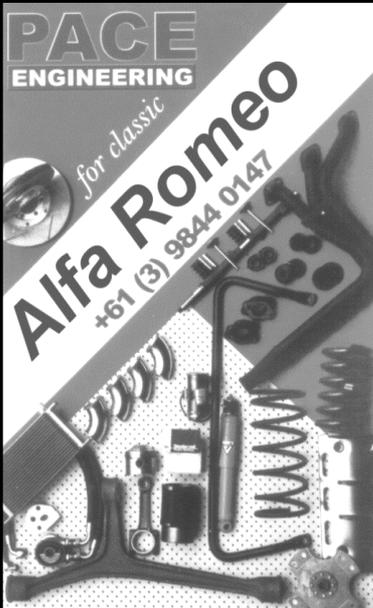
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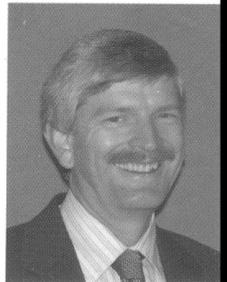
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Alfesta 2016 March 25th to 28th



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times, and exploring unique parts of our wonderful country. And of course it's about camaraderie - making new friends, re-acquainting with old ones, and sharing our love of Alfas.

Whether or not you've been to an *Alfesta* before, consider coming to *Alfesta 2016* on the Limestone Coast next Easter. Share your enjoyment of

owning and driving an Alfa with similarly smitten people from around Australia, whilst experiencing a lovely part of SA.

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Phone Graham: 0428 218 919

alfaclubnationals2016@alfaclubsa.org.au

www.alfesta2016.alfaclubsa.org.au





EVENTI

AUGUST 2015

Sat 15	AROCA Regularity Round 4 - Lakeside Raceway, Dakabin
Sun 16	Interclub Championship Rd 6 - Lakeside DTC
Wed 12	Members Club Night - Shannon's, West End NOTE DATE and VENUE CHANGE!
Sun 23	Day Run - South - Gold Coast Hinterland Leave Oxley Creek Environment Centre on Sherwood Road (UBD map 179) at 9.00
Wed 26	September Magazine Deadline
Sat 29	Supersprint Round 4 - Morgan Park, Warwick
Sat 29	Historic Races - Queensland Raceway, Willowbank
Sun 30	Peaks Crossing Picnic. A 'Show and shine' type event that raises funds for the Fassifern Valley Rotary Club. It will be attended by Jaguar, Jaguar Enthusiasts, Alfa Romeo, Fiat, Volvo (sports), Corvette, Mustang, Triumph, Morgan, Austin Healey and Motoring Enthusiasts clubs. Members who wish to participate, they can register at midweekdrives@arocaqld.com
Sun 30	Supersprint Round 4 - Morgan Park, Warwick
Sun 30	Historic Races - Queensland Raceway, Willowbank

SEPTEMBER 2015

Sat 05	AROCA Sprint #3 - Queensland Raceway, Willowbank
Sat 05	Cootha Classic Hillclimb - Mt Cootha contact Midweekdrives@arocaqld.com for details.
Wed 09	Club Night (AGM) - Shannon's, West End
Sun 13	Day Run - GC Hinterland. Start at Fox and Hounds Inn (7 Elevation Drive Wongawallan) at 9.30
Sat 19	Italian Challenge Race Series Round 3 - Lakeside Raceway, Dakabin
Sun 20	Italian Challenge Race Series Round 3 - Lakeside Raceway, Dakabin
Sun 20	Festival of Italian Motorsport Regularity - Lakeside Raceway, Dakabin
Wed 23	October Magazine Deadline
Sun 27	Concours d'Elegance - Ormiston House, Wellington St, Ormiston
Sun 27	Interclub Championship Rd 7 - Willowbank

OCTOBER 2015

Thu 08	Annual Bocce Challenge - Bocce Courts - Newmarket
Sun 11	AROCA Regularity Round 6 - Lakeside Raceway, Dakabin
Sun 11	JH Classics run with Austin Healey Club
Fri 16	Stanthorpe Weekend - Day 1 - Stanthorpe Wine District
Sat 17	Stanthorpe Weekend - Day 2 - Stanthorpe Wine District
Sun 18	Stanthorpe Weekend - Day 3 - Stanthorpe Wine District
Sun 25	AROCA Sprint #4 - Queensland Raceway, Willowbank
Wed 28	November Magazine Deadline



EVENTI

NOVEMBER 2015

Sat 07	Italian Challenge Race Series Round 4 - Queensland Raceway, Willowbank
Sat 07	Noosa Hillclimb - Noosa
Sun 08	Italian Challenge Race Series Round 4 - Queensland Raceway, Willowbank
Sun 08	Noosa Hillclimb - Noosa
Wed 11	Members Club Night - Shannon's, West End
Sun 15	Day Run - TBA
Sat 21	AROCA Sprint #5 - Lakeside Raceway, Dakabin
Sun 29	AROCA Sprint #6 - Queensland Raceway, Willowbank

DECEMBER 2015

Sun 06	Christmas Party - TBA
Wed 09	Members Club Night - Shannon's, West End

MARCH 2016

Thu 24	Alfesta Day 1 - Limestone Coast SA
Fri 25	Alfesta Day 2 - Limestone Coast SA
Sat 26	Alfesta Day 3 - Limestone Coast SA
Sun 27	Alfesta Day 4 - Limestone Coast SA
Mon 28	Alfesta Day 5 - Limestone Coast SA



RISULTATI

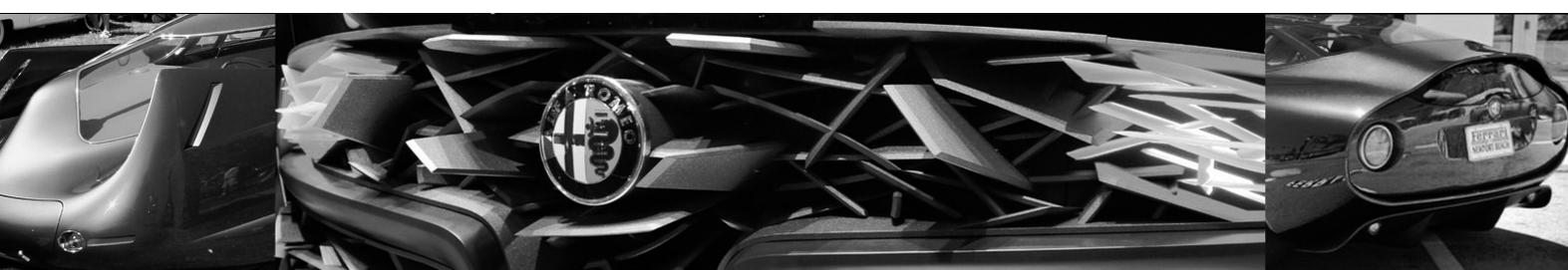
2015 ALFACOMP Standings

			Spr 1	Reg 1	Race 1	Spr 2	Race 2	Race 3	S/S 1	Reg 2	S/S 2	Race 4	Reg 3	S/S 3	Total Events	Total Points	Best Events	Alfacomp Points
1	Mark	Jackson	10	16	16	0	20	0	12	8	16	0	0	11	8	109	8	109
2	John	Coleman	0	0	14	0	9	0	14	0	20	0	0	20	5	77	5	77
3	Ken	Percival	0	0	20	0	14	0	11	0	14	0	0	14	5	73	5	73
4	Damien	Bogatek	7	20	0	0	0	0	0	10	0	0	10	0	4	47	4	47
5	Serge	Oberhauser	8	0	0	8	0	0	7	0	8	0	0	9	5	40	5	40
6	Jason	Wishart	0	0	0	0	0	0	20	0	0	0	0	16	2	36	2	36
7	Alan	Broadhurst	0	0	0	0	0	0	9	0	11	0	0	12	3	32	3	32
8	Doug	Stonehouse	0	0	0	0	0	0	10	0	10	0	0	10	3	30	3	30
9	Peter	Salmon	0	11	0	6	0	0	6	6	0	0	0	0	4	29	4	29
9	Steve	Bowdery	0	14	0	0	0	0	0	7	0	0	8	0	3	29	3	29
11	James	Anderson	0	0	0	10	0	8	0	0	0	10	0	0	3	28	3	28
11	Paul	Young	0	0	12	0	0	7	0	0	0	8	0	0	3	27	3	27
11	Greg	Murphy	0	0	12	0	14	0	0	0	0	0	0	0	2	26	2	26
14	George	Brook	0	0	10	0	11	0	0	0	0	0	0	0	2	21	2	21
14	Jenny	Mitropoulos	0	0	0	7	0	0	5	0	9	0	0	0	3	21	3	21
16	Rob	Robson	0	0	10	0	10	0	0	0	0	0	0	0	2	20	2	20
16	Charles	Webb	0	0	0	0	0	0	8	0	12	0	0	0	2	20	2	20
18	Andrew	Wilson	0	0	0	0	0	10	0	0	0	7	0	0	2	17	2	17
19	Warren	Parker	0	0	0	0	16	0	0	0	0	0	0	0	1	16	1	16
19	Brent	Hampstead	0	0	0	0	0	0	16	0	0	0	0	0	1	16	1	16
21	John	Fenwick	0	12	0	0	0	0	0	0	0	0	0	0	1	12	1	12
21	John	Anderson	0	0	0	0	0	0	0	5	0	0	7	0	2	12	2	12
23	Jason	Overland	0	10	0	0	0	0	0	0	0	0	0	0	1	10	1	10
24	Marcus	Ferguson	0	0	8	0	0	0	0	0	0	0	0	0	1	8	1	8
24	Lee	Morrissey	0	0	0	0	8	0	0	0	0	0	0	0	1	8	1	8

2015 ALFACOMP SUPERSPRINT #3-MP A Series Rd 3

DRIVER	ALFA	CC's	RUN1	RUN2	RUN3	RUN4	RUN5	RUN6	RUN7	RUN8	Lap	S/S
John Coleman	Alfa 75	3200	4.42.35	4.35.52	4.42.86	4.36.72	4.36.92	4.48.89	DNS	<u>4.34.82</u>	1.29.91	20
Jason Wishart	GTV2000	2000	DNS	DQ	4.57.98	<u>4.40.57</u>	DNF	4.44.09	4.41.93	4.48.35	1.32.10	16
Ken Percival	GT Junior	2000	4.54.40	4.52.22	4.52.19	4.51.20	<u>4.48.35</u>	4.51.50	4.51.27	4.48.86	1.34.44	14
Alan Broadhurst	147 GTA	3200	5.17.58	5.03.15	4.58.11	4.55.19	4.56.33	4.59.47	<u>4.52.51</u>	DNF	1.36.14	12
Mark Jackson	147 GTA	3200	5.01.11	5.07.49	5.02.30	5.00.44	5.01.25	5.03.49	4.59.14	<u>4.56.61</u>	1.37.50	11
Doug Stonehouse	GTV2000	2000	5.26.13	5.12.27	5.07.95	<u>5.05.13</u>	5.07.30	5.07.93	5.07.14	5.11.04	1.39.77	10
Serge Oberhauser	Alfetta GTV6	3000	<u>5.11.80</u>	5.16.97	5.14.83	DNS	5.14.55	DNS	DNS	5.13.34	1.42.31	9

Fastest time underlined S/S=Supersprint Points Lap=Best individual lap time



2015 ALFACOMP RACE #4 -Morgan Park Historics

Sprint	Reg	S/S	Race	DRIVER	ALFA	CC's	Qual	Race1	Race2	Race3	Race4	TOTAL	C/P
				1st James Anderson	GTV2000	1962cc	1.37.57	13th	14th	12th	8th	47	10
10	24	39	36	2nd Paul Young	1750GTV	1750cc	1.39.80	15th	15th	14th	11th	55	8
0	0	54	23	3rd Andrew Wilson	1750GTV	1840cc	1.31.99	7th	21st	DNS	DNS	74	7
0	0	39	34	Non-members participating in Alfas									
7	40	0	0	Group Nc									
				Norm Singleton	1750GTV	1778cc	1.32.79	5th	4th	3rd			
16	0	24	0	John Weekes	GTV2000	1962cc	1.37.31	11th	11th	12th			
0	0	36	0	Group S									
0	0	32	0	Manuel Pena	1750GTV	1820cc	1.34.34	11th	8th	13th	DNS		
0	0	30	0	John Carson	GTV2000	1962cc	DNS	16th	17th	15th	10th		
6	17	6	0	Stephen Callaghan	GTV2000	2000cc	1.44.32	18th	19th	DNF	DNS		
0	29	0	0										
10	0	0	18										
0	0	0	27										
0	0	0	26										
0	0	0	21										
7	0	14	0										
0	0	0	20										
0	0	20	0										
0	0	0	17										
0	0	0	16										
0	0	16	0										
0	12	0	0										
0	12	0	0										
0	10	0	0										
0	0	0	8										
0	0	0	8										

Interclub Night Navigation Run - July 17th

Driver	Navigator	Car	Club	Details
1 Chris McMahon	Peter Stringfellow	Mercedes GLA250	MGCCQ	0 missed plus 92 kms
2 Elspeth Galletly	Tony Galletly	Alfa 156	Lotus Club	0 missed, 96 kms
3 James Marshall	David Saunders	Alfa Romeo	AROCQ	1 missed 97 kms
4 Shane Murphy	Sam Murphy	Range Rover	Lotus Club	1 missed, 105 kms
5 David Yould	Gary Taber	Porsche Cheyene	Porsche Club	2 missed, 92.1 kms
6 Eric Manderson	Laurence Feran-Farrell	Toyota MR2	MR2 Club	4 missed, 93 kms
7 Dick Reynolds	Jon Young	Toyota Corolla	Lotus Club	8 missed, 91.7 kms
8 Michael Galletly	Stephanie Galletly	Toyota Corolla	AROCQ	18 missed, 82 kms
9 Jason Arnold	Greg McWhinney	Renault Megane	Porsche Club	18 missed 101 kms
10 Phil Hart	Rod McCray	Porsche GT3	Porsche Club	18 missed, 131 kms
11 Benjamin Keir	Jim Watt	Alfa Romeo	AROCQ	23 missed, 51 kms
12 Kenneth Philp	Daryl Wilson	Lotus Europa	Lotus Club	24 missed, 99 kms
13 Nigel Phillips	Nerys Phillips	Mercedes CLK350	BMW	The Director lost them
14 Paul Bacon	Bodie Bacon	BMW	BMW	returned home

2015 ALFACOMP REGULARITY #3 QR QRDC

DRIVER	ALFA	CC's	QUAL	RUN1 BestLap	RUN2 BestLap	RUN3 BestLap	RUN4 BestLap	TOTAL	PLACE	C/P
Damian Bogatek	Alfetta GTV	2000	1.09.08	146 1.08.47	54 1.09.26	22 1.08.79	16 1.09.04	238	1st	10
Steve Bowdery	Alfetta GTV	2000	1.15.90	128 1.14.95	72 1.16.24	30 1.15.22	37 1.15.27	267	2nd	8
John Anderson	Alfetta	2000	1.17.02	146 1.18.04	83 1.16.00	84 1.13.71	48 1.15.34	361	3rd	7

C/P = Alfacompt Pts 1 point for each 0.1 second over nominated time, 2 points for 0.1 second under time

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If you experience any problems submitting your classified online, please contact the Classifieds Editor (Phone: 0403 878 749 or email: classifieds@arocaqld.com). A classified will remain listed for three months unless the classified owner requests otherwise.

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Wanted 2006 147 Passenger Front Window

My neighbour's lawn mower flicked a small rock into the front passenger window of our 2006 147 Alfa, smashing it. We are after a replacement urgently. We reside in the Pine Rivers Area. | Negotiable | Contact: Allan, 0400924474, Macktom74@hotmail.com

Wanted Alfetta GTV6 Front Bumper

I need a Alfetta GTV6 front bumper in good condition to get my GTV6 back on the road. | Fair market price | Contact: Fortunato, 043 870 9417, fortty@galluzzo.com.au

For Sale Alfa 147

2005 model, 94 000km, Selespeed 2.0L, leather seats, mag wheels, full service history. In excellent condition and fully serviced. Owner moved overseas and car is offered cheap for quick sale. NSW plates. | \$4,950 | Contact: Peter, 0422688507, petahoop@yahoo.com.au

For Sale Advan A048 semi slicks [View Photo]

Set of 4 Advan 048 medium compound semi slicks the size is 205/55R16. The tyres are brand new, as I bought them just over a month ago and still unmounted. I am only selling them because once I received them they ended up being the wrong size for my car. | \$1,000 Negotiable | Contact: Stephen, 0403908442, steve_o_irish@hotmail.com



For Sale Alfa GT V6 [View Photo]

Alfa Romeo GT V6 3.2i, 2007 model. One owner, low Km (58,000KM), in excellent condition - like new. Stromboli grey/black leather interior. Water proof customised car cover included | \$19,900.00 | Contact: Merita, 0407358885, meritam@ghpools.com.au



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rebuilt T/S gearbox with modified LSD. Suspension: 28mm torsion bars with RSR coil overs, huge RSR front sway Bar, ball joint front castor arms, all poly bushes, RSR rear adjustable springs with RSR shocks, modified DeDion with lowered roll centre and neg camber. Bolt on spacers with lengthened studs. Brakes: Volvo 4 pots on front, 105 rears, braided lines, new master cylinder, adjustable bias next to driver. Body: 1992 3L body, very good condition, no rust, red paintwork, extensive lightening, bond roll cage, 2.5L lightweight bumpers, lexon windows and rear screen, sparco race seat, fibreglass boot and bonnet. 1050kg with full tank. One of the fastest and definitely the best sounding Alfa race cars around. | Sell to Best Offer | Contact: John, 0413905954, Jannycoleman@gmail.com

For Sale 1992 Alfa 75 Twin Spark

White in good condition, has new radiator, engine mounts, 4 new Koni shocks, 4 new tyres, new donuts and universal. Engine is sweet and gearbox good. Unregistered. | \$3,500 ONO | Contact: Paul, 0411592175 0755 244885 w 0755 242203h, bearyoungie2@aapt.net.au

For Sale Alfa 156 JTS

Absolutely pristine condition Alfa 156 JTS manual. This car has only done a total of 65,000k's and looks younger. It is among the very last of the 156s, only delivered in 2006. Has very tasteful modifications to bring it up where I thought it should be. For example, the console, and switch surrounds have all been stripped of the sticky rubber and carbon dipped, or painted to match dash. Comes with usb interface, leather boots for shift and hand brake. wooden steering wheel and shift knob. Plastic pieces on exterior have also been carbon dipped and painted. It is still covered by a deluxe AWN warranty for the next 1.5 years. Tires are near new, with less than 10,000 gentle k's. It really is a must see car. 1000's of dollars in receipts, including braking upgrades and gearbox upgrade. | \$11,500.00 | Contact: David, 0478757381, david_k@hotmail.com

For Sale Alfa GT 3.2 manual

Beautiful condition. 18" wheels, with a matching set of Michelin Pilot 3 directional tyres - all with good tread. The car has 8 months NSW business rego. Full service history, I'm the second owner, and am only selling as I need a more suitable vehicle for work. I always use 98 octane fuel, and Penrite synthetic oil. The car has just been serviced, and had the timing belts done and water pump replaced at 56,000km. Everything works, and I have had nothing but pleasure from this car. Can come with a comprehensive warranty up to 3 years by separate negotiation. | \$19,990 | Contact: Mark, 0400792090, mbakermarco@aol.com

For Sale 1972 Spider Veloce

Australian delivered car. Just finished a six year restoration. 100 percent brand new. Every item refurbished or replaced with new. Many upgrades. High comp pistons. Elec ignition. Extractors. Upgraded brake rotors. Sub-frame connectors underneath to stiffen body. Dynamatted throughout. 2 pack paint. Very nice to drive. Ive done 2,000 miles to sort out bugs. Now its ready for someone to enjoy. | \$38,990 | Contact: Brad, 0417714715, bjsellick@bigpond.com

For Sale Alfa 3.0 V6 12v Race Cams

Pair of Race cams for a 3.0L 12V V6 engine. I had them custom rem ground by Tighe cams to the exact design by Jim Kartamalakis in his V6 high performance manual. He states them as a max street cam, I think they would suit a race car more than a street car. Max intake lift is



11.8mm and exhaust is 10.8mm. I have moved onto other projects and never got around to fitting them, so they are unused. Asking what I paid for them. If you want the fastest 12V around then you need these. | \$750 | Contact: Cameron, 0423147396, Ckd.wright@gmail.com
For Sale 1985 Alfa Romeo Sprint Coverleaf
[View Photo]

80,000Klm, 1.5 litre, Manual, Alloy wheels, Recaro cloth seats. The body has a lot of rust from being un-garaged for the past few years. In last 10 years has had new radiator, new Pirelli tyres, rebuilt brake master cylinder, rebuilt rear brakes, left front cv joint. The engine is really good, still pulls hard and sounds great. Carbies are leaking fuel so the floats may be gummed up. All offers considered for whole car. Alternatively, send me a list of parts and I will contact you if I part the car out. | make an offer | Contact: Simon, 0468450589, simon_knight@hotmail.com



For Sale 2600 Sprint Left Door

Brand new (never fitted or painted) left hand door for 2600 Sprint. Has been kept under cover and in dry conditions. Freight and delivery at cost of the purchaser. | \$700 | Contact: John, 0418769012, darhenn1@gmail.com

For Sale Alfa 156 Wheels & Tyres [View Photo]

4 rims with good tyres to suit 2000 model Alfa 156 | \$400 | Contact: Brian, 0406141681, bmgtwo@hotmail.com



For Sale Alfa 156 Body Kit [View Photo]

Complete body kit Inc rear spoiler to suite 2000 model Alfa 156 | \$390 | Contact: Brian, 0406141681, bmgtwo@hotmail.com



For Sale 1985 Alfa Romeo 90

Car in good running order. Rego ALF-250. Colour grey metallic. | \$3,800 | Contact: Giovanni, 0488264042, jonanco@bigpond.net.au

For Sale 1986 Alfa Romeo 75 V6 [View Photo]

First registered 1987. One owner since new. Well maintained. Still in good shape. Genuine 322,000 km. on the clock. Goes like a rocket (like they all do). Recently deregistered as we upgraded to a new Skoda automatic (Gail has a knee implant). Needs a few small things done to get it back in top shape. First to see will buy. Car situated in Cairns Qld. | \$1,500 | Contact: Dan & Gail, 0428772057, dngreardon@hotmail.com



For Sale 1971 Spider Project

Alfa Romeo 1750 Spider Veloce RHD. Manufactured August, 1971 and delivered to Alfa Romeo London. Chassis No AR1835120 Engine Series AR 00548. Body fully stripped some rust under windscreen. Photos of all parts before disassembly. Hood in very good condition, new clutch, good tyres. Engine has new liners, bearings, pistons etc. Head overhauled ready for engine reassembly. | \$6,500 | Contact: Kevin, +61414744799, kbo@internode.on.net

For Sale 156 V6 6 Speed Manual MY04 [View Photo]

Last of the Busso 2.5s! This car has low mileage, service history and has never been raced or flogged. Body is in very good condition and the tan interior, wooden steering wheel and gear knob make this a special car to be in. 4 new Pirelli tyres and a factory skirt/spoiler kit complete the picture. Car has only 113k kms and price is very negotiable. | \$9,500 | Contact: Mike, 0408686702, loxleym@ozemail.com.au



For Sale 2001 Alfa Spider 2dr Twin Spark [View

Photo]

Manual, good condition. 177000kms. All new oils. Registered. Reluctant sale but must sell ASAP. | \$7,000 | Contact: Immanuel, +61455456047, ipodesta@icloud.com



For Sale Alfa 33 Race Car [View Photo]

1985 Alfa 33 2wd wagon (unregistered). Vehicle located in Sydney. Cheap entry level track car for an Alfa enthusiast. AASA log book; VRA category racer – race, supersprint or regularity. Rebuilt motor (new rings and bearings) with 5 events completed. Brand new clutch kit has just been installed. Heavy lowered springs, extractors. 8 wheels and R-series tyres with a few more events left in them. Very reliable 1.5 block bored out with 1.7 pistons (1.6 litre). Stripped out shell with no rust. All the race gear so you just turn up at the track. Very strong wet weather performer. SMP South under 1.10; Wakefield 1:18s; Winton 1:53s. | \$1,450 ONO | Contact: Andrew, 0410343102, abwhome6@bigpond.com



For Sale Vertini wheels - fit Alfa 159 [View Photo]

Vertini 20" wheels and tyres to suit Alfa 159. Tyres all good tread. One of which has less than 50km use. Makes a car look fantastic and sharpens up the handling. Some gutter rash on wheels. | \$700 negotiable | Contact: David, 0404171887, woodard@bigpond.net.au



FINALE



Beelzebug (n.): Satan in the form of a mosquito that gets into your bedroom at three in the morning and cannot be cast out.

PER SEMPRE ALFA

Next issue: September 2015

Deadline: 26 August 2015

Ciao!

The Macca's sign above was erected by persons unknown as a prank - in the middle of Simpson Desert...

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