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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 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.

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EDITORIALE

darryl green

The Greens made their regular pilgrimage to the Leyburn Sprints last month, and it was good to see at big turnout, with a near record field of competitors and a similarly large number of spectators.

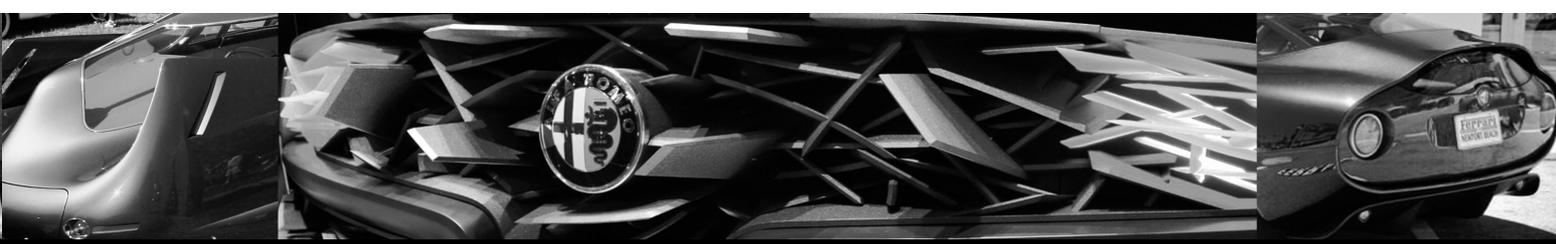
This year was the 20th running of the event (we have only been to the most recent 6 or so) which was marked by a Jack Brabham tribute dinner with several *Legends of Motorsport* attending and speaking, including club patron John French along with Bo Seaton, Jim Bertram, Brian Michelmores, Bruce Allison, John English and Paul Stokell as well as Bo's grandson Aaron. David Harding, the former manager of the Lakeside and Surfers Paradise racing circuits also spoke giving an interesting insight into a simpler era of motorsport, and leaving a fairly clear impression of what he thought about the way the current era is run. Anyone interested in hearing a few choice anecdotes from this cast, including John French's version of the infamous rock story, can view the (edited of some of the more controversial comments) Youtube clip (see the WWW page of this magazine).

You would be hard pressed to find anyone at this type of event for any other reason but to have fun, and fun is infectious.

The Leyburn sprints themselves are hardly serious motorsport but every competitor, from current and ex professional racing drivers to those who just want to scratch an itch and see how their car will go around a tight street circuit, enjoys themselves. I'm sure for some swapping stories in the pits is a bigger part of the event than the actual driving, while others just enjoy a chance to burn some rubber or get some opposite lock happening outside a school.

Spectators range from gray nomads looking for (or accidentally finding) something a bit differ-





ent at a stop on their travels to those for whom the event is a permanent fixture on their calendar. A lot of people, competitors and spectators alike, just keep coming back. So much so that the (generally older) competitors I spoke to at dinner suggested that only the physical inability to do so would stop them. Even so, it is obvious that natural attrition requires an ongoing influx of new competitors if the event is to remain successful. So far this seems to be happening. While the amount of gray hair in the pits suggests that the term historic racing can be applied to the drivers as well as their vehicles, there remains a steady influx of new (if not always young) competitors.

Perhaps the most important thing about events like Leyburn is that they are in fact, precisely the opposite of serious - they are fun. You would be hard pressed to find anyone at this type of event for any other reason but to have fun, and fun is infectious. There is no sensible reason for punting a mechanical monster with over 600mm of suspension travel around a tight street circuit, but Graeme Robertson, driving a vehicle with a springless suspension system of his own design was certainly having fun - as were those watching.

Of course, different competitors had their own ideas of what constituted fun - the battle between a Gogomobil and an Austin 7 for slowest time certainly gave those drivers time to enjoy the (entertained) crowd. By contrast, it is doubtful that the drivers battling it out for fastest time overall in Formula Libre open-wheel hillclimb specials were aware of the crowd at all during the 43 seconds or so it took them to complete the 1km circuit (the Gogomobil managed to get around in about 1 minute 25 seconds).

A big factor in spectator appeal is the variety, while for the competitors, the opportunity to try to better ones own time regardless of what other competitors are doing makes it fun for all.

At the more serious end of the motorsport spec-

trum, things are a bit more complicated - but it remains unclear to me and, judging by the views of those at the dinner, to a lot of others, why a race between identical vehicles is going to attract the interest of motorsport fans and why, if that race is all about pitstops, or saving tyres, or fuel, according to some arbitrary formula, either the fans or the drivers will find it interesting. Certainly when one gets to the F1 level, and looks at the level of regulation and technology, it is hard to see how a much simpler formula couldn't deliver at least as entertaining a test of driving skill.

Still, there are plenty of other categories, and perhaps it is those we should be looking to for the future of motorsport. The German DTM and Japanese Super GT classes have been moving towards a common technical formula for years. DTM and Super GT already share chassis and aerodynamic regulations, and from 2017 the DTM engine regulations, currently based on a 4L V8, will move to a 2L turbocharged 4 cylinder engine formula, producing around 600 hp and align with Super GT. The resulting formula, known as Class One, is also planned to be used in North American IMSA racing. While the actual competition series remain separate, DTM and Super GT plan to hold special events where vehicles and drivers from the separate series compete. That includes Audi, BMW, Honda, Lexus, Mercedes and Nissan for now. Presumably the US series would see at least Ford and GM vehicles - it is interesting to speculate on which series FCA might enter and which of their brands they would use. The internet has already produced renderings of a new Alfa Giulia based DTM car - we can always hope reality aligns with fiction. Now, wouldn't that be an interesting line-up at Bathurst?



PRESIDENTE

peter mathews

It is my great pleasure to incorporate my Annual Report into the President's column so that you may all join me in reflecting on the year that has been.

This time last year in my first President's column I reflected how proud and privileged I was to be elected President. After 12 months in the role, that pride and sense of privilege has only increased. Like many of you, I have been involved with many Committees and Boards over my working career, but few would match the professionalism, dedication, passion and camaraderie that I have experienced with the fantastic 2014-2015 AROCA QLD Committee. The Committee has been extremely active during the last year with all Committee Members working very hard to deliver some fabulous experiences for us all.

There are a couple of highlights during the year for me. Perhaps the greatest highlight was the 40th Anniversary Dinner at the Brisbane Club which enabled generations of AROCA members to gather and celebrate the anniversary with our life members, inaugural members, and our guests Kevin Bartlett and John French. My thanks to Roger, John, Keith and Garry for all the work behind the scenes to make it happen. It was terrific to be able to award life memberships to Jude and Tony Vaughan and Mark Jackson, for all their commitment and hard work over the years for the Club.

The FOIM and the happy laps were a great success with 45 cars not normally on the track, driving around lakeside. We are repeating this experience at the FOIM at lakeside on the weekend of 19-20 September so we are hoping for a similar turnout. My sincere thanks to Mark Jackson, Roger Brameld and John Anderson for helping to make this a success last year. Make sure you register for this year.

Competition goes from strength to strength thanks to the dedication of Mark Jackson. This year we have entered the Interclub Challenge, which has been a series of competitions including night runs and Motorkhanas as well as regularity and sprints. AROCA is up there with the leaders, so it is great to see the Alfisiti spirit coming to the fore when compared with other motoring groups. The competition in regularity, the Italian Challenge, Sprint, Supersprint, hillclimbing, and historic racing is very strong which shows that the marque of Alfa Romeo is still a force to be reckoned with on the track.

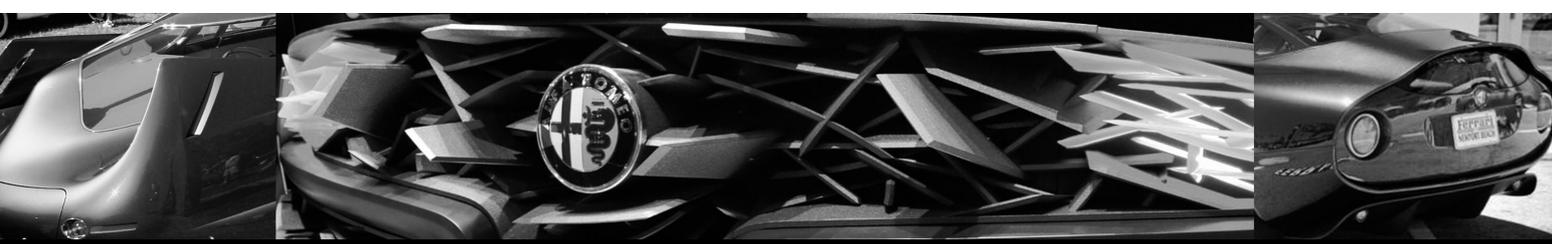
The social agenda has been full to the brim with new ideas and lots of variety to appeal to all tastes. John Anderson and his team have generated some fabulous runs to all points on the compass, appealing to our more remote members to the south, north and west in particular. These have been complemented by Tony Nelson and his mid-week runs, which are attracting growing numbers as more members transition to retirement or manage to escape the office for half a day. My sincere thanks to John and Tony for the wonderful variety of offerings in the calendar.

We have two weekend events this year, one to the Sunshine Coast organised by Darryl and Karen Green and John Anderson and the ever popular Stanthorpe Weekend organised by Jude and Tony Vaughan and Garry Spowart. Thanks to you all for your efforts.

Our finances have been well governed by our very able Treasurer Garry Spowart. Garry produces excellent financial reports each month and keeps the accounts payable and receivable ticking along with great precision. Garry also provides very wise counsel in relation to governance and is currently revising and updating our constitution which will be circulated to members in the coming year. Many thanks Garry for your fine treasury work during the year.

Our magazine editor Darryl Green, ably assisted by Mrs Ed., has done a sterling job in ramping up the magazine with colour centrefolds and an e-version which has proved to be very popular, with the ability to display those beautiful colour photos in all their glory. Development of the e-version was a collaborative effort with Keith Faulkner and John Anderson contributing to its development, led by Darryl. My sincere thanks to you all, for managing the birth of this initiative so smoothly.

Our website is the envy of every motoring club, thanks to the dedication and never ending hard work of our webmaster Keith Faulkner. The website is updated almost daily, and is



absolutely accurate. Keith has also chaired the sub-committee for the Concours D'Elegance at Ormiston House scheduled for 27 September. Keith's attention to detail is mind blowing! Every last detail is scripted and his artistic and creative talents are displayed in the wonderful poster and forms for the event. Thank you very much Keith for all your support.

Karen Green took on the role of Secretary which she has done with great timeliness and accuracy, keeping us all in line with the delivery of our commitments and managing the governance aspects of the Club. Many thanks Karen for your commitment and the commitment and support of the whole Green family which reflects the true Alfisti spirit.

Our Club Nights continue to provide a variety of fascinating speakers and topics varying from visits to our many suppliers to guest speakers from other clubs and organisations, and the opportunity to inspect some amazing vehicles at our Club venue. The success of our club nights are due to the untiring efforts of longest serving active committee member, Bernie Campbell, who always manages to find a new and interesting venue, speaker or topic, and keep us well watered and fed at our Club Nights. Thank you Bernie for your companionship and wise guidance and counsel, to all of us on the Committee.

We are blessed with great sponsors and advertising due to the marketing, promotional and organisational skills of Jude Vaughan who beavers away in the background attracting advertisers and sponsors, and fills gaps everywhere in the Committee activities. Jude and Doug Stonehouse pack and mail our magazines to you all each month, and Jude assisted other committee members with a range of activities during the year. My sincere thanks to both Jude and Doug for their hard work and commitment. Rob Cattle has continued to update our Facebook page with club photos and activities as our publicity officer – many thanks Rob – we look forward to venturing into additional social media channels with your support in the future.

John Anderson filled the role of membership secretary for part of the year, and we welcome Colin Densley back to the Committee as the new membership secretary. Colin is a previous President and an avid supporter of the Club. Now that he has retired from business, we look forward to working with Colin, who brings a great a different range of skills to our Committee.

I would like to thank all the sponsors of our events this year. Sponsorship is a very important to enable us to provide great functions and activities to you all. I would like to especially thank Frank Toaldo from GT Motors, Cameron Wright from Automotion, Phil Ross from Shannons, Jesse Wolfe from Euromarque, Richard Anderson from Avanti, and the many other sponsors and advertisers who take space in our magazine and promote our events.

My sincere thanks to our Vice-President Roger Brameld, very ably assisted by Desyree. Roger is always there with wise counsel and support, and filling in when I have been away on business; and has been a tower of strength and a great friend to me.

I thank you all for your support of the Club over the past year and, subject to the AGM and nominations for the Committee, look forward to working with the upcoming committee and all members to make 2015-2016 an even better year.

Ciao for now

President Pete

NEWS - speculazione



Not quite as prestigious as Pebble Beach, but the Concorso Italiano in Seaside, California had over 300 cars on display. To see more of them visit <http://www.sportscardigest.com/concorso-italiano-2015-photo-gallery/>

Sergio Marchionne has addressed a dealer conference in Las Vegas and a number of stories have leaked regarding FCAs product plans. These include:

- A sub 4 second 0..100km Jeep using the engine from the Hellcat
- A 4 door coupe similar to the 1999 Charger concept, supposedly using Giulia derived underpinnings (which is either a major stretch for the Giulia or a smaller Charger).
- A convertible reviving the Barracuda name, also if the rumours are to be believed built on a Giulia derived platform.

It will be interesting to see how much of the platform really is shared across the group and how successful FCA will be in differentiating the products and generating demand for all of them.



An interesting assortment of classic sports and racing cars ran in the Nurburgring Oldtimer Grand Prix from 7-9 August. The event draws over 60 000 spectators for the 20 races in various classes, including a total of 30 classic F1 cars. <http://www.sportscardigest.com/oldtimer-grand-prix-2015-report-and-photos/>



FCA recently showed this 4x4 version of a FIAT Ducato fitted out as a luxury go anywhere camper at the Düsseldorf Caravan Salon. Other information includes a not very convincing Youtube video. None of this suggests that this particular plan is going to come together... Like the A-team's GMC, it is strictly a one-off.



WWW



John French and others at Leyburn Sprints Legends Dinner

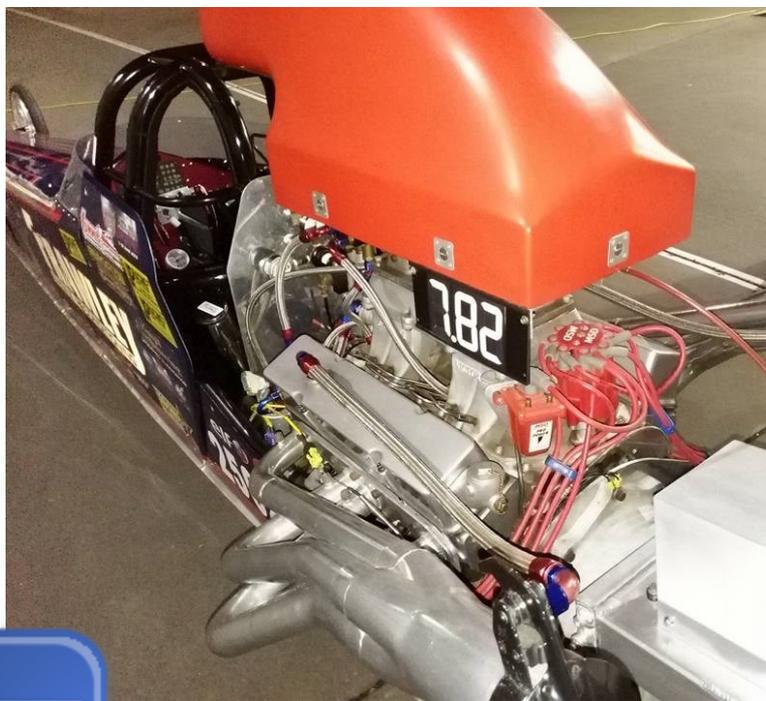
<https://youtu.be/opYMOQSLyWf>

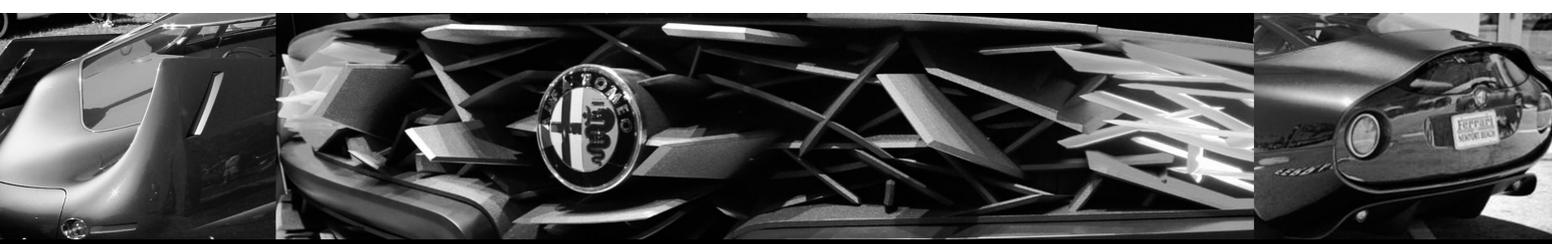


Great Sound when the Giulia Departs

https://youtu.be/EK5G16K_gIE?t=98

facebook





Chasing Giulia : 2016 Alfa Romeo on a HOT lap of the Nürburgring Nordschleife

<https://youtu.be/EQvEsCQSGTQ>



ebay



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"special" flared
fibreglass guards,
blacked out
chromework...

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Superleggera (in
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Alfa Romeo 8c 2900
Touring 1937 1/6
Patrice De Conto.

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Place bid

YouTube



SOCIALE

john anderson

To all the Fathers out there, happy Fathers' day for the 6th! May your family remind themselves of how much you contribute to their lives, so that they let you play with your Alfas during the rest of the year! This month was a bit light on for social events. There was the Day Run South to Binnaburra on the 23rd led by Doug and Cynthia Earl. I wasn't able to attend due to family commitments, but I hear that despite the cloudy weather everyone had a great time. Many thanks to Doug and Cynthia for organizing this event.

Neil and Jenny Summerson are hosting the Peak's Crossing Classic Car Picnic this weekend as I write, but last weekend as you read. So hopefully there will be a write up in the next mag.

COMING UP

If August was quiet socially, September is the complete opposite!

The Cootha Classic is back on at Mt Coot-tha next Saturday, September 5th. Come and see classic cars roaring up the hill! Contact midweekdrives@arocaql.com for details.

The following Sunday (Sep 13th), Rad Soames and his 4C are leading a drive through the Gold Coast hinterland. Starting at the Fox and Hounds Inn at Wongawallan at 9:30 am, you'll head up and over Mt Tambourine, down through Beechmont to Hinze Dam, and then to the coast for lunch at the Gold Coast Italo Australian club. Let me know ASAP on social@arocaql.com if you want to come, so that Rad can confirm numbers with the venues. Many thanks to Rad for organizing this run.

Two weeks later on the 27th is our Concours d'Elegance at Ormiston House. We expect to attract the rarer Alfas, Fiats and Lancias to the concours, and members' cars to the Display section. So polish up your pride and joy, bring her along, and check out the other cars in one of the best venues for car displays in the country. You'll go into a draw for a prize if you enter early. Or, just come along, bring your friends, and have a look. Check out the Concours' page on the website for full details, including downloadable entry forms.

Looking into October, we've tentatively booked a day on the 11th at JH Classics at Yatala, as a joint day with the Austin-Healy Club. Haven't finalized the details as yet, so keep an eye on the website. But they are putting on a BBQ, and there will be a display of cars that they've recently restored, including Austin Healeys and maybe even my Junior, if I get all the bits to put it back together in time.

But you must not miss the Stanthorpe weekend away on the 16th, 17th, and 18th. It's a weekend full of good company, wineries, good food, and sheds full of Alfa stuff. See the article in this mag or the website calendar for full details.

NEXT YEAR

Now for a preview of next year. We had many events this year prompting some complaints that they went too many. Despite that most events were well attended by enthusiastic Alfisti. So we must of been doing something right. Anyway, the intention is to average one AROCA Social event every 6 weeks or so, so 8 events for the year. But as with this year, we should expect to be invited to other club's events, sometimes at short notice. So there will be others. No dates have been set as yet, because we try not to clash with other events, many of which aren't set as yet. But it will all be sorted by December.

We plan another January run to start the year. But as this is in the warmer months, it'll be at night. Spiders in particular will be encouraged to go. I haven't chosen the venue as yet, but the idea will be to meet for an early dinner somewhere central to Brisbane, and then do a loop out to Wynnum-Manly, then across the river and up to Redcliffe, and then back to the start for dessert and coffee. It'll be nice to cruise along the waterfronts enjoying the summer air.

We'll return to Alfa Farm in February or March, if only for Donna's cupcakes.

I promise that the dyno day will occur in the first half of the year sometime but setting a date will have to wait until we know the Competition calendar, as I expect many of our racers will be interested in the opportunity.

We will repeat the President's run to Cooyar in June when it's nice and cool and there aren't too many flies.

We'll have a run up to the Sunshine Coast to check out the Glass House Mountains and a motoring-themed Cafe that I've found.

The weekend away to Stanthorpe will return in October, and as usual, is not to be missed.

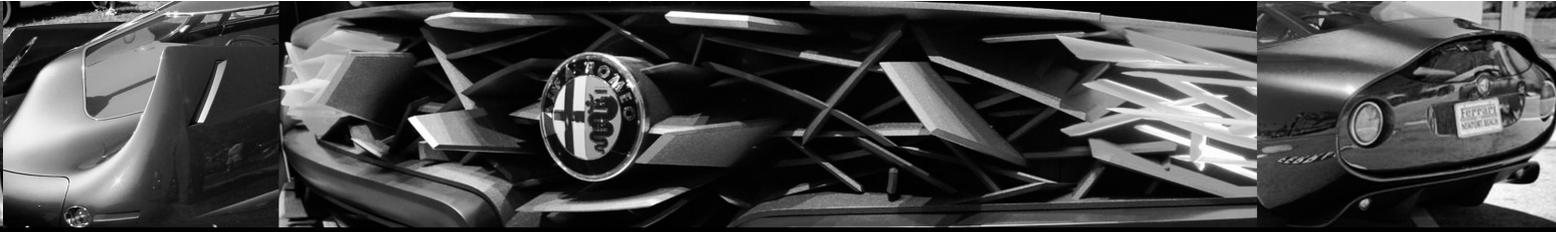
If all goes well with the Concours, we will probably do something similar next year, although not necessarily in the same form, as we'll listen to all feedback.

And we'll finish the year with our Christmas party, which will probably be to the north of Brisbane.

There will be other events of course, but this should be enough to get us started.

I'm away at the end of the month for a few weeks, but I'll be back to see you out on the road in October.

Until next month,
JA





COMPETIZIONE

mark jackson

August saw competition in another three Alfacomp events as well as a very interesting Interclub Championship event at the Lakeside Driver Training Circuit.

AROCA Regularity Round 4

Originally we had six starters for this round of the regularity series, but unfortunately Peter Salmon was a late withdrawal due to continuing car problems. It was great to see Norm Ryan having a go in only his second venture onto the track in his beautiful 105 coupe and there were also the usual regularity stalwarts of Damian Bogatek, Steve Bowdery, John Anderson and myself. Unfortunately, after setting a new Lakeside PB in qualifying, Damian had problems with a rear oil seal and withdrew from the event after the first regularity run. This left the rest of us with at least a chance of winning, and Steve and I finished up having a close battle. Steve was a little bit too conservative in the final run and I managed to just pip him. John finished third with Norm rounding out the result in fourth place

Supersprint Round 4

The magazine deadline gremlin has struck again – the results are available on the AROCA Qld website

Queensland Raceway Historic Races

Same weekend as the Supersprint – same problem

Interclub Championship Event 6

Lakeside DTC. This was a khanacrosse style event run on the Lakeside driver training complex. Organized by the Lotus car club it was fantastic fun on a tight, twisting 700 metre track. AROCA Qld had three representatives – Doug Stonehouse, my youngest daughter Kara and me. Doug did really well, finishing 30th in the field of 51 starters, I finished 38th and Kara 51st in her first ever competitive event. Naturally enough, the field was dominated by Lotuses and the Lotus club duly won the event from the Porsche club with AROCA in third place.

All of the competition results are on the “Risultati” page

Upcoming Events

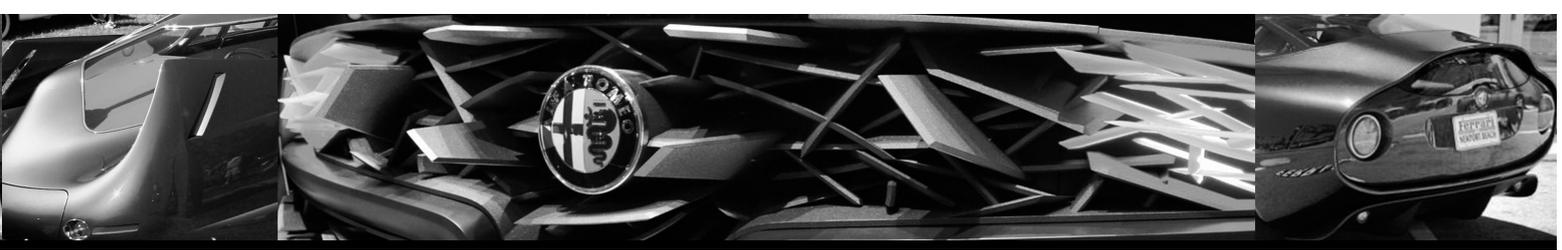
AROCA Sprint Round 3

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>

The Festival of Italian Motorsport is on Saturday/Sunday 19th/20th September at Lakeside Raceway, Dakabin. This is definitely an event not to be missed.

There will be racing on both Saturday and Sunday as part of the Italian Challenge Series, with a regularity event on Sunday. All competition entries at Lakeside and Qld Raceway are now done on line. The web address is <https://www.qldraceways.com.au/secure/members/login.php> If you haven't done an online entry before it can be a little daunting, but if you have any problems please give me a call 0413 122839 or ring the friendly staff





at QR on 1800 722377. There will be no “Show and Shine” this year as we have the concours event on at Ormiston House the following weekend. Unfortunately other car clubs have already booked the Sunday “happy” laps, but there will be an opportunity for some untimed laps on Saturday during the lunch break for a cost of \$35 which includes circuit entry and a light lunch.

Upcoming Interclub Championship Events

Round 7

The last event on this year’s Interclub Championship calendar is a motorkhana at Willowbank hosted by the HSCCQ. Unfortunately it’s on the same day as the concours on Sunday September 27th, but it would be great to have 3 or 4 competitors there that enjoy driving their cars more than showing them. We need to turn up at Willowbank because we’re only a few points in front of the MG Car Club and BMW Car Club in third place on the ICC point’s ladder. To enter go to the HSCCQ website - <http://www.hscq.com/upcoming-events/hscq-motorkhana/>

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

See you at the track

Mark Jackson



I WENT TO A COMMITTEE MEETING

words tony nelson
photo scott nelson

and this is what I saw

When I put up my hand to create Mid-Week Drives, the committee elected me a non voting committee member of the Queensland Alfa Romeo Club, so I had the authority to create the drives.

I am invited to the monthly committee meeting, which commences at 7.30pm and I thought I should share with you why your club runs so smoothly. As usual, what looks and seems so easy is only because we have a dedicated team giving up their also precious time, steering your club.

Each month, the committee members meet at Jude and Tony Vaughan's home to discuss the current matters before the club.

Jude makes a great cup of coffee / tea before the proceedings start and webmaster Keith is known, not only for this wise advice, but for the treats he arrives with.

They are a very friendly group, listening when I make a suggestion, even though I have no power to vote or change the course of the club.

Just because there is this friendly atmosphere, don't think there is not robust debate on issues committee members think strongly about and I must admit my debating skills have been polished up for these encounters.

We shall only remain a strong, progressive club from the contributions of members.

For most of the time, the dreaded AGM, where members are

known to check out the flooring or ceiling patterns, is not a problem for this club, as most positions are already filled before the event. If you think you can also make a contribution, contact our very approachable President Pete.

As we all know, a picture tells a thousand words, so I invited our eldest son Scott to come to the July meeting to photograph the committee in action. You will know Scott produced the front cover photo for this year's monthly magazine. As well as being a new father, he has business pressures pulling him away overseas to photograph a client at race meetings and by the time you read this, he will have travelled to Spa in Belgium on assignment and was at Monza Italy, a week before young Henry arrived in this world. Scott and youngest son Tim are also responsible for the media for the 5th September return of the Cootha Classic.

As this edition goes to press, I am hoping Scott will be in town to help drive one of my cars to the 30th August event at Neil and Jenny Summerson's Peak Crossing property. This year we have expanded to 13 car clubs attending, all of which are either associated with the Summersons or myself. The clubs were attracted by the fact the event happens on a private property with no viewing public attending and absolutely all proceeds going to charity.





THE INDESTRUCTIBLE GIULIETTA

Rob Robson

I bought this grey 1.8 Giulietta in early 1998 as the old Alfetta sedan was getting difficult to start, and had rust.. We used it as our every day car for many years, and coming with a tow bar was used for towing the box trailer to the tip as well as shifting building materials for repairs to our building portfolio. The original engine became smoky and was using oil so it was replaced with the 2 litre out of the Alfetta. In 2006 I decided that Lynne (my wife) needed a more reliable car as she was involved in supply teaching in the Mackay region, so I bought a BMW!!!

The Giulietta was relegated to the tip trips for a while ,until the Endeavour Rally decided to start in Mackay in 2009 because of a long time participant (Ding) convinced the rally boss to start in Mackay. As I had won outright back in 1990 in a 1956 Vanguard, it seemed a good idea to go again . The rally that year was called to the tip(which was Cape York). Having never been there, the closest being to Cooktown in 1974 in a Citroen DS19,it seemed like a good idea as well as a driving adventure.

The Giulietta was then subject to a 6 month rebuild to give it more ground clearance. This was achieved with 14 inch steel Alfetta wheels with 195x14 8 ply off road tyres ,adjustment to the front suspension to allow more droop from the raised position, and stiffer rear springs and Koni rally shocks. The latter turned out to be a mistake as the corrugations to the cape overheated them ,We should have gone with big off-road gas pressurised 4 wheel drive shocks. The problem with this setup was that I changed the shocks 3 times.. The other small mistake made was to go with a standard twin spark transaxle ,without the extra friction discs, so that we ended up stuck in sand with one wheel drive ,but we had lost some ground clearance as the rear springs had lost tension, because the Konis could not cope with the corrugations .

I had a sump guard made up out of 6 mm aluminium which made the engine bay fairly waterproof ,as well as a BULL BAR and a roll of carpet to roll down in front of the radiator. This was well tried out when we crossed the Burdekin river north of Charters Towers ,with water coming over the bonnet.

One of the requirements of the rally is for each car to carry a jerry can of 20 litres of fuel and 10 litres of water and some provisions .As well as that we had two spares (not used) as well as a spare set of shocks and tools etc.

The start being at one of my portfolio buildings then went up to the mountains west of Mackay .The first special stage was quite rough to start and we were using all the revs available until we came to a Fairlane which had burst a front shock which then caught fire, quickly put out . The next hold up was when a Commodore (whatever that is) got stuck in a small creek . We got through ok but we left half our exhaust there .The exhaust came out of the mild steel extractors into 2 feet of pipe to a slip joint, which failed. So we had NOISE. We managed to get to Charters Towers that night in time for the state of origin on a big screen in front of the pub, when many others missed out (I don't know what all the fuss was about, haha).

It was fairly uneventful from there to Weipa where we had problems buying petrol and XXXX, whatever that is! The next day we had an event. As we were waiting for our time to take off on a wacko stage (i.e. timed stage) a 4wd. + caravan (grey nomads) went through. Twenty minutes in we came around this corner in trees with shadows ,so i was looking ahead to glimpse the 4wd and did not see the cattle grid, which we hit at 90 kph which launched the poor Giulietta. Down we came and bent the Dedion to good negative camber for racing (saved \$400,which is what I paid to have another bent).

The trip up the Cape from there was rough with the previously mentioned bogged incident and another Telegraph track incident when we couldn't get up the bank of a steep creek. However when we got to Bamaga we found a front wheel bearing had collapsed and we had to get a new hub flown in from Townsville (thanks to Julian Lord's world wide contacts). While waiting for the hub, on the rest day Ding offered his 4.5 l Range Rover for our use ,as he went on the boat trip to Thursday island. It was so different to the Alfa ,as it was not really necessary to use more than 2500 rpm but in the Alfa we didn't get going until we got to the same rpm.

We left The Tip last without the tail end Charlie, as he had gone off with the Commodore V8. We left 3 hours later and caught them at the lunch stop (3pm for us). The twin point dissy had stopped so they were towed on a 2. M bar for 200 km. We then tried to do catch up which was 120kph on the dirt and the last 50 k it was 5000rpm in 5th ,such a blast. When we got to Coen the repair team had a Subaru chained to a power pole at one end and the other to a Land Cruiser, to pull it back near straight, but the next day it was decided that 70 kph was the max. Part of the creed of the rally is that all cars get to the finish!

When I went in the old Vanguard in the 90's the average speed to be aimed at was the average of the first 10 cars ie fastest cars, but CAMS had ruled that this was too fast! So the target speed was now the average of 10 cars pulled out of a hat. This meant that we had no idea what the target speed was,so boring!

The trip from there to Townsville was fairly uneventful, with the 70kph subbie making it to the finish.

The Giulietta has now been relegated to tip runs (not Cape York!) or as the race tow car but when Lakeside had its 50 celebration I turned the Giulietta into a sedan race car so I could compete in all four theme events in four different cars. I used my 1935 Austin 7 In the open wheeler day, my 1952 Morgan+4 on the sports car day, and the Alfetta GTV (wild one, now sadly deceased).

P.S. Does anyone want 6 good 195x14 8ply truck tyres ,now on steel Alfetta wheels to do one of these outback adventures?

Which car at the Leyburn Sprints this year had a body made by a blacksmith's son, but a chassis made by someone else and features almost all the technical features of the, advanced for its time, car it is a replica of, but contains no parts from that model (or manufacturer)?

While I could save that one up as an Editor's Quiz question, I have half a page to fill - so it seems better to tell at least some of the story....

I was strolling through the pits on Friday, and saw what was clearly a replica (the wheels aren't quite right, but as regular readers of the ebay section of the WWW page would know the price of Borranis is a little terrifying) 500 Mondial. As I looked at those wheels I noticed something strangely familiar about what was behind those wheels - a very familiar Brembo calliper at the front, and no brakes of any kind visible at the rear - just a peek of the de Dion tube - a very familiar de Dion tube...

The proportions of the car certainly weren't much like a transaxle Alfa, but there were clearly more than a few Alfa parts involved - so I took a peek, expecting to find a completely bespoke cassis and floorpan - but no - imagine my surprise when on looking under the front (I recommend a camera with a wide angle lens for this - its certainly easier on ones back...) it had 116 chassis rails and evidently a lot more 116 chassis and floor behind that.

As it turns out the owner (wondering about this strange person looking under his car) was a countryman of the blacksmith's son and the racing driver who's 500 Mondial the body moulds (no blacksmithing involved, the son had apparently seen the writing on the wall and

gone into the composites business) were taken from. That's right, Bengt, the owner and Erik (Ockelbo) Lundgren (the blacksmith's son) are both from Sweden, as was the owner of Ferrari 500 Mondial chassis number 58, from who's car Ockelbo made the moulds.

Amazingly, Bengt's car, only recently completed, has been a work in progress almost since the original was new. Bengt Johannesson had started working for SAAB in 1959, but rather liked the look of the Ferrari and started on making his replica. However, life in the form of working for SAAB, a bit of rally and ice race driving in SAABs and an R8 Gordini then immigrating to Australia got in the way.

That's enough of the story for now and gives enough hints to tell you what the car isn't (yes, I know I said it isn't a Ferrari, but there is something else that it might have been, and isn't). It should also let you guess the technical features it shares with the original (and what provides them). All will be revealed next month, but if you think you know or can guess more about this vehicle before then, email your answers to editor@arocaqld.com. There are prizes for first correct answers!

On the subject of correct answers : Nobody managed to figure out just what it was about the cover photo of Tony Nelson's Montreal that revealed the amount of work in assembling the image (other than general lighting "quirks"). You are all correct! Nothing does. I had mistakenly believed that it wasn't possible to have the headlights on and the "eyelids" closed but Tony Nelson was kind enough to point out how I had erred in failing to consider that the "eyelids" are vacuum operated - so with the motor off the Montreal is a bit like your editor without coffee in the morning - the lights are on but something is still missing.

ROCK ON AT STANTHORPE

where we missed seeing 100mm of snow, but Spring is already bursting at the seams for our

WINE AND FOOD WEEKEND

October 16th – 18th October

As the weeks go by, it's great to see the list attendees growing - familiar and new faces. Look forward to whetting your appetite for the Granite Belt.

To secure your accommodation

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 Margäret 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.

Fun in the planning, so some snippets of what's on offer...Friday night Welcome Dinner – great location in town, close to Motel and central for members arriving throughout the evening. Saturday breakfast down by the railway tracks, (where you can straddle the border of Qld & NSW). Girraween National Park, Garry's selection of wineries, then lunch beside a barrel and need I say, more great wineries, followed by Dinner at one of our favourite restaurants. Sunday breakfast in the vineyard, fun at Michael and Daniella's sheds and interesting wineries that Garry has up his sleeve as we travel around the north side of town.

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.

Will email in the following weeks to confirm your preferred meal selection for some venues as this will assist staff in planning for our group and serving efficiently so we can sample more of what the region has to offer.

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.



IMAGES OF LEYBURN darryl green

Above from left: Fastest (Dean Amos Judd powered Gould), one of the slowest (Gogomobil). Fastest historic (1976 Bowin Hay with 4.4L V8). One for Richard. CAMS now sanction Drift. Camping equipment as varied as that on the track.

Below, clockwise from top left: 600mm of spring-less suspension and a V8 doesn't help on a school (corner) run. Not a 500 Mondial. First time out for this Sud (well - in this post rally rollover lifetime). Rielly Brook showing his dad how it's done in the Beninca turbo.





THE HILL - NOOSA HILLCLIMB



We sent motorsport reporter Ellie Green out to ask the hard questions about the hillclimb... This was the result.

How has the weekend been so far at the hill?

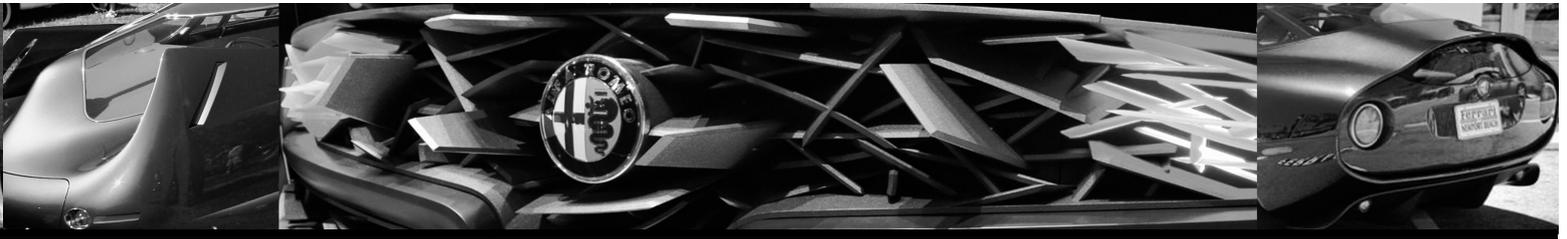
Karl: - Fantastic! It's been great, Sunday has been way better than Saturday. The weather has been better, for racing anyway. The track warmed up, it was a little cold on Saturday a bit too shady. So it should be quicker today.

George: - It's been fantastic, Rielly overheated on Saturday, but after short circuiting the thermos switch its been fine, and but no mechanical issues. Don't know about times today I haven't checked, on Saturday I was second. Rielly and Marcus weren't too far behind. I'm still getting beaten by a girl in an MG. It's embarrassing! Car feels great though, first time I've taken it out with slicks, it slides a bit but the doors are staying closed!

Marcus: - The weekend is improving, no rain. It was a bit slippery yesterday on the track. It's a terrible turn out from the Alfa club! But at least you are here and your dad's flying the flag (or should I say shirt) for the club. But no broken Alfas and a better track than yesterday.

Alex: What a great weekend with 6 Alfas competing Everybody completed the weekend with no major issues or incidents except for me spinning 180 deg at Turn 2 but this was my first time here so "over enthusiasm" got the better of me!!
 Congratulations to all especially Trevor Bassett, official placings are:
 58 - Trevor Bassett Alfa 105 Junior 2lt
 86 - George Brook Alfetta GTV 2lt Turbo
 90 - Carl Saddington Alfetta GT 2lt
 102 - Riley Brook Alfetta GTV V6
 109 - Alex Berry Alfa 156 2lt
 110 - Graeme Berry Alfa 156 2lt
 (Just 0.01 seconds between me and the old man!!)
 118 - Marcus Ferguson Alfetta GT 2lt
 Great weather, great people, great racing





interviewer: ellie green. photos: darryl green & john anderson





BINNA BURRA RUN

doug earl. photos darryl bell and peter mathews

Eleven club members departed from the Oxley Creek Environment Centre on an overcast but warm Sunday morning under the guidance of our tireless President Pete.

At Camp Cable Road the group was joined by two more club members and a prospective new member John Ryan, a vet from Beaudesert. This could have proved handy as Garry and Sheridan Spowart had their constant canine companion with them. John would have been there to render assistance if this pampered pooch had been struck down with a life threatening illness.

We passed a nasty accident on the Waterford-Tamborine Road and this was a timely reminder of how fast things can happen on our roads. Years ago at a defensive driving course the instructor told us the most dangerous kilometre on a car journey is the next kilometre.

The section to Tamborine Mountain was slow going because of the Sunday drivers ahead so we arrived at the Spice of Life Cafe a bit late. Steve and Di Jones were waiting to join the day run there and Paul Jansen called in for a chat during our coffee break.

The descent from Tamborine Mountain was via the goat track. It is now all

bitumen but in the 1950s it was rough gravel and buses had to zigzag to get around the tight corners.

The best part of the day run was the hill climb to the Beechmont plateau. Some years ago I came down this road with a psycho bus driver who used top gear with a fully laden bus and relied only on the fiercely burning brakes. That memorable day I thought he was going to dedicate all our lives to the Lord. Beechmont to Binna Burra is a really beautiful part of the world, great scenery and roads designed for Alfas.

We arrived on time at the Binna Burra Teahouse for lunch. Binna Burra has limited parking and this can be really difficult on Sundays. Fortunately, Gay at the Teahouse was very car club friendly and reserved parking for us right next to the restaurant. It was a magnificent sight to see nine sparkling Alfas representing a wide range of models and colours in one exclusive parking area.

With such a great car club, we are often spoiled by the sheer number and variety of events on the calendar so many thanks to those who attended to make this run so enjoyable.



Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated

Financial Report
For the Year ended 30 June, 2015

Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated

Income Statement
For the Year ended 30 June, 2015

	Note	2015 \$	2014 \$
Revenues from ordinary activities			
Member subscriptions	2	14,512.50	14,082.45
Functions and social events	3	36,506.50	114,482.00
Advertising income		2,135.00	3,947.86
Interest income		898.12	1,003.22
		<u>54,052.12</u>	<u>133,535.53</u>
Expenses from ordinary activities			
Functions and social events	3	45,414.52	108,161.20
Magazine expenses		12,020.41	10,990.21
Audit		1,458.00	1,458.00
Trophies and prizes		1,360.87	828.15
Secretarial		311.30	155.15
CAMS Licence	4	1,123.00	1,090.00
Donations		3,200.00	475.00
Sundry		164.85	755.40
		<u>65,052.95</u>	<u>123,913.11</u>
Operating (loss)/surplus from ordinary activities before income tax expense		(11,000.83)	9,622.42
Income tax expense	1(a)	-	-
(Loss)/Surplus from ordinary activities after related income expense		(11,000.83)	9,622.42
Members' Funds at the beginning of the financial year		40,246.38	30,623.96
		<u>29,245.55</u>	<u>40,246.38</u>

This income statement should be read in conjunction with the accompanying notes.

Page 3

Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated

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Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated

Balance Sheet
For the Year ended 30 June, 2015

	Note	2015 \$	2014 \$
Current Assets			
Cash	5	36,498.55	46,816.38
Total Current Assets		<u>36,498.55</u>	<u>46,816.38</u>
Total Assets		<u>36,498.55</u>	<u>46,816.38</u>
Current Liabilities			
Creditors and accrued expenses	6	7,253.00	6,570.00
Net Assets		<u>29,245.55</u>	<u>40,246.38</u>
Members' Funds			
Accumulated Funds		<u>29,245.55</u>	<u>40,246.38</u>

This balance sheet should be read in conjunction with the accompanying notes.

1. Statement of Accounting Policies

This financial report is a special purpose financial report prepared in order to satisfy the financial reporting requirements of the Associations Incorporation Act Queensland. The Management Committee has determined the Club is not a reporting entity.

The financial report has been prepared on an accrual basis, is based on historic costs and does not take into account changing money values or, except where specifically stated, current valuations of non-current assets.

The following specific accounting policies, which are consistent with the previous period unless otherwise stated, have been adopted in the preparation of this financial report:

a) Income Tax

The club is a non-profit organization. The majority of the Club's income is not assessable because of the mutuality principle. Assessable income is offset by allowable deductions and the club has no income tax liabilities.

b) Creditors

Creditors are recognized at the amount to be paid in future for goods and services received.

3. Functions and Social Events

	2015 \$	2014 \$
Revenues		
Festival of Italian Motorsport	10,250.00	9,120.00
Alfesta	0.00	84,735.00
40th Anniversary Dinner	11,013.50	0.00
Christmas party	2,020.00	1,396.00
Italian Challenge 2014	1,800.00	11,600.00
Italian Challenge 2015	8,700.00	0.00
Wenzel Legacy	0.00	3,500.00
Stanthorpe weekend	2,523.00	3,980.00
Club Nights	200.00	161.00
	<u>36,506.50</u>	<u>114,492.00</u>
Expenses		
Festival of Italian Motorsport	8,184.40	5,746.80
Alfesta	300.00	83,546.91
40th Anniversary Dinner	12,461.38	0.00
Christmas Party	5,566.78	1,597.27
Italian Challenge 2014	4,333.97	9,096.93
Italian Challenge 2015	10,300.00	0.00
Wenzel Legacy	0.00	3,500.00
Stanthorpe weekend	2,387.00	3,451.41
Club Nights	1,880.99	1,221.88
	<u>45,414.52</u>	<u>108,161.20</u>
Net (Loss)/Surplus	(8,908.02)	6,330.80

2. Member subscriptions

A Membership Register is maintained in accordance with the requirements of the Club's Constitution and section 9 (1) (d) of the Associations Incorporation Regulations 1999. Members included on the Register at 30 June, 2015 comprised:

Category	
Life Members	12
Honorary Members	14
Ordinary Members	213
Corporate Members	7
Associate Members	1
Total Membership	<u>247</u>

4. Insurance

The Club has entered into an insurance contract which provides cover in respect of public liability claims, in accordance with the requirements of the Associations Incorporation Act, 1999, and other insurable events (CAMS licence).

	\$	\$
5 Cash		
Postage Imprest	250.00	250.00
Cash at Bank: Cheque account BoQ	10,744.35	21,960.30
Term Deposit	25,504.20	24,606.08
	<u>36,498.55</u>	<u>46,816.38</u>
6 Creditors and accrued expenses		
Audit	1,473.00	1,500.00
Wenzel Legacy	1,300.00	1,700.00
Prepaid Membership Fees	4,480.00	3,370.00
	<u>7,253.00</u>	<u>6,570.00</u>
7 Mortgages, Charges and Securities		

There are no mortgages, charges or securities of any description affecting the property of the club.

Statement by Members of the Management Committee

The Management Committee has determined that the club is not a reporting entity and that this special purpose financial report should be prepared in accordance with the accounting policies outlined in Note 1 to the financial statements.

In the opinion of the Management Committee:

1. The accompanying financial report as set out on pages 2 to 8 presents fairly the financial position of the Alfa Romeo Owners Club of Australia, Queensland Division Incorporated, as at 30 June, 2015 and the results of the Club for the year ended on that date.
2. At the date of this statement, there are reasonable grounds to believe that the Alfa Romeo Owners Club of Australia, Queensland Division Incorporated will be able to pay its debts as and when they fall due.

This statement is made in accordance with a resolution of the Management Committee and is signed for and on behalf of the Management Committee by:

P.R. Mathews

Peter Mathews
President

Brisbane
26th August, 2015

Garry Spowart

Garry Spowart
Treasurer

Opinion

In our opinion, the financial report of Alfa Romeo Owners Club Of Australia, Queensland Division Incorporated presents fairly, in all material respects, the financial position of the association as at 30 June 2015 and its financial performance for the year then ended in accordance with the accounting policies described in Note 1 to the financial statements, and the requirements of the Associations Incorporation Act (Qld) 1981.

Basis of Accounting and Restriction on Distribution

Without modifying our opinion, we draw attention to Note 1 to the financial report, which describes the basis of accounting. The financial report has been prepared to assist Alfa Romeo Owners Club Of Australia, Queensland Division Incorporated to meet the requirements of the Associations Incorporation Act (Qld) 1981. As a result, the financial report may not be suitable for another purpose.

PKF HACKETTS AUDIT

C Bradley

Cameron Bradley
Partner

Brisbane, 27 August 2015

INDEPENDENT AUDITOR'S REPORT
TO THE MEMBERS OF
ALFA ROMEO OWNERS CLUB OF AUSTRALIA, QUEENSLAND DIVISION INCORPORATED

We have audited the accompanying financial report of Alfa Romeo Owners Club Of Australia, Queensland Division Incorporated being a special purpose financial report, which comprises the balance sheet as at 30 June 2015, the income statement, notes comprising a summary of significant accounting policies and other explanatory information, and the statement by members of the committee.

Committee Members' Responsibility for the Financial Statements

The Committee Members of the association are responsible for the preparation and fair presentation of the financial report, and have determined that the basis of preparation described in Note 1, is appropriate to meet the requirements of the Associations Incorporation Act (Qld) 1981 and is appropriate to meet the needs of the members. The Committee Members' responsibility also includes such internal controls as the committee determine is necessary to enable the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on the financial report based on our audit. We conducted our audit in accordance with Australian Auditing Standards. Those standards require that we comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Society's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the committee, as well as evaluating the overall presentation of the financial report.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Independence

In conducting our audit, we have complied with the independence requirements of Australian professional ethical pronouncements.

Management Committee Nomination Form

Position	Nominee	Secondar	Nominee's Signature
President	PETER MATHESON	M/A	<i>Peter Mathews</i>
Vice President	ROGER BLUMER	KAREN GREEN	<i>Roger Blumer</i>
Secretary	KAREN GREEN	JUDE VAUGHAN	<i>Jude Vaughan</i>
Treasurer	GARRY SPOWART	JOHN ANDERSON	<i>Garry Spowart</i>
Membership Secretary	COLIN DENSLEY	KATH FRANKIE	<i>Colin Densley</i>
Competition Convenor	MARK JACMIN	GARRY SPOWART	<i>Mark Jacmin</i>
Club Night Convenor	BREWARD PARNWELL	KATH FRANKIE	<i>Breward Parnwell</i>
Magazine Advertising	JUDE VAUGHAN	KATH FRANKIE	<i>Jude Vaughan</i>
Social Convenor	JOHN ANDERSON	KATH FRANKIE	<i>John Anderson</i>
Promotions Officer	ROB CANBLE	PETER MATHESON	<i>Rob Canble</i>
Member at Large	KEVIN FORCIVAL	PETER MATHESON	<i>Kevin Forcival</i>
Member at Large	DOUG STONIBRO	MARK JACMIN	<i>Doug Stonibro</i>
Member at Large	TOM WILSON	PETER MATHESON	<i>Tom Wilson</i>

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

A photocopy of this form is acceptable



CLUB NIGHT

Bernie Campbell

Thanks to Bob Frawley for bringing his Alcohol fueled dragster along to the August club night and explaining some of what goes into making a competitive and reliable drag car and drag racer.

The September meeting should be a bit quieter as it is the night for our A.G.M. and will be held at Shannon's Club Rooms at 30 Montague Road ,West End. The Club will provide pizza and drinks and coffee from 7.00pm so that we can commence proceedings at 7.30.

After a short normal meeting when the usual activities and reports will be discussed, we will then commence the A.G.M. At the conclusion of all the formal business our own film producer Doug Stonehouse will entertain us with some of his excellent video of our Club members enjoying themselves com-

peting on the racetrack at some recent track days.

As far as I know nominations have been received for all committee positions so no one will be coerced into nominating for a job they may not want. So there is no reason for not attending.

Hope to see you at the meeting.

Bernie.





Colin Densley **MEMBER**

Hi fellow Aflisti,
This has been a busy month getting all the renewals out. So far we have had 187 members renewing their membership and I am following up the remaining 67 who are a bit late.

The Dunlop family have joined our fold this month. John and Di have moved to Northern Queensland from W.A. along with their 1971 and 1975 Spiders.

I shall be away for the last half of September and all of October so I am handing the role temporarily back to Jude Vaughan and John Anderson while I am away.



Roger Brameld liked the look of this 1938 8C Spider by Touring at Pebble Beach last month

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*Don't have your
holiday ruined next
Easter!*

Alfesta 2016 -The AROCA Nationals March 25th to 28th

The AROCA South Australian Division is proud to host the AROCA Nationals, affectionately known as *Alfesta*, during the 2016 Easter weekend in the beautiful Limestone Coast region of South-Eastern SA.



We're offering a package erupting with fun, indulgence, camaraderie, good food, and of course, Alfes, balanced with plenty of free time so you can go exploring or relaxing or whatever...

Some of the planned events include:

- A Show'n'Shine at a spectacular Mt Gambier tourist attraction.
- A short trip to Nelson, Victoria, (well, it is a National event!) for a cruise on the Glenelg River, including morning tea followed by lunch at a jolly nice seafront restaurant in a scenic coastal town.
- Delizioso dinner and musica at an Italian Ristorante in Mt Gambier
- The Ray Sharp Memorial Observation Run finishing in the fascinating town of Penola followed by lunch at an historic winery in the heart of the world-famous Coonawarra wine region.
- The fabulous Gala Presentation Dinner in The Palais at The Barn.

Events & Activity Package

The package includes all activities and meals (excluding drinks).

Cost per adult: \$405.00 Children (2 to 12 years): \$200.00

See the Alfesta 2016 website for more information or to book.

Accommodation Package

The Barn, Mount Gambier's newest, most luxurious accommodation, is offering a range of accommodation options with prices expressly for Alfesta 2016 participants.

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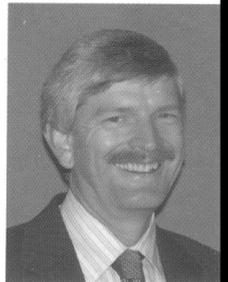
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EVENTI - THIS MONTH IN DETAIL

Saturday 5 September Cootha Classic - A one-day event encompassing street sprints on the public roads of Brisbane's iconic Mt Coot-tha. For casual entry information, visit the event web site. Note no parking at the venue - see <http://coothaclassic.com.au/travel-parking/>

Wednesday 9 September - Clubnight and AGM. Shannon's, West End 7:00pm.

Sunday 13 September - Rad Soames will lead us in his 4C on a drive through the Gold Coast Hinterland. Start is at the Fox and Hounds Inn (7 Elevation Drive Wongawallan) at 9.30. From there you head towards Mt Tamborine until you get to Maudsland Road. From there you go to Birdsvie Road which then takes you back up to Mount Tamborine. Use the goat track to go down on the other side of Mount Tamborine, back via Beechmont to the Hinze Dam. From there to the Gold Coast Italo Australian club where the drive would end (around 12.30). People can have lunch there before returning home. See website for link to google map of route.

Saturday 19/Sunday 20 September - The Festival of Italian Motorsport at Lakeside Raceway, Dakabin. This is definitely an event not to be missed.

There will be racing on both Saturday and Sunday as part of the Italian Challenge Series, with a regularity event on Sunday. All competition entries at Lakeside and Qld Raceway are now done on line. The web address is <https://www.qldraceways.com.au/secure/members/login.php> If you haven't done an online entry before it can be a little daunting, but if you have any problems please give me a call 0413 122839 or ring the friendly staff at QR on 1800 722377. There will be no "Show and Shine" this year as we have the concours event on at Ormiston House the following weekend.

Unfortunately other car clubs have already booked the Sunday "happy" laps, but there will be an opportunity for some untimed laps on Saturday during the lunch break for a cost of \$35 which includes circuit entry and a light lunch.

Sunday 27 September Concours d'Elegance - Ormiston House, Wellington St, Ormiston. For full details for competitors, display only or visitors see the club website.

Sunday 27 Interclub Championship Motorkhana at Willowbank hosted by the HSCCQ. Unfortunately it's on the same day as the concours, but it would be great to have 3 or 4 competitors there that enjoy driving their cars more than showing them. We need to turn up at Willowbank because we're only a few points in front of the MG Car Club and BMW Car Club in third place on the ICC point's ladder. To enter go to the HSCCQ website - <http://www.hscq.com/upcoming-events/hscq-motorkhana/>

Wednesday 7 October - Annual Bocce Challenge. If you think getting on the track brings out the competitive streak in Club members, wait until you witness the annual "Avanti Spares and A.P.F. Motors Bocce Challenge" between AROCA and the Fiat Car Club. The fun takes place at the Brisbane Bocce Club, located off Foster Street, Newmarket, at the back of the now defunct Italo-Australian Club [see map]. **If you have not played Bocce before do not let that deter you because we all play Bocce as though we have never played the game before!** As a result it is always a great night with the Fiat Club members who are desperate to win the trophy. Light refreshments (sausage sizzle and soft drinks) will be provided. A gold coin entry fee will be charged for the night. All monies raised on the night will be donated to Multiple Sclerosis Research and our Club will donate a further \$200.00 to the total. Please assemble from 6.30 pm.

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

Wed 07	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

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

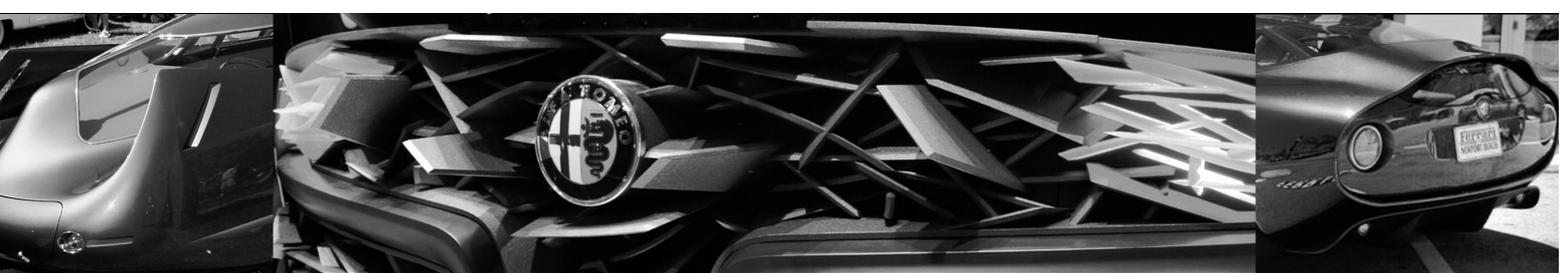
	Spr	Reg	Race	Spr	Race	Race	S/S	Reg	S/S	Race	Reg	S/S	Reg
	1	1	1	2	2	3	1	2	2	4	3	3	4
1 Mark Jackson	10	16	16	0	20	0	12	8	16	0	0	11	10
2 John Coleman	0	0	14	0	9	0	14	0	20	0	0	20	0
3 Ken Percival	0	0	20	0	14	0	11	0	14	0	0	14	0
4 Damien Bogatek	7	20	0	0	0	0	0	10	0	0	10	0	5
5 Serge Oberhauser	8	0	0	8	0	0	7	0	8	0	0	9	0
6 Steve Bowdery	0	14	0	0	0	0	0	7	0	0	8	0	8
7 Jason Wishart	0	0	0	0	0	0	20	0	0	0	0	16	0
8 Alan Broadhurst	0	0	0	0	0	0	9	0	11	0	0	12	0
9 Doug Stonehouse	0	0	0	0	0	0	10	0	10	0	0	10	0
9 Peter Salmon	0	11	0	6	0	0	6	6	0	0	0	0	0
11 James Anderson	0	0	0	10	0	8	0	0	0	10	0	0	0
11 Paul Young	0	0	12	0	0	7	0	0	0	8	0	0	0
11 Greg Murphy	0	0	12	0	14	0	0	0	0	0	0	0	0
14 George Brook	0	0	10	0	11	0	0	0	0	0	0	0	0
14 Jenny Mitropoulos	0	0	0	7	0	0	5	0	9	0	0	0	0
16 Rob Robson	0	0	10	0	10	0	0	0	0	0	0	0	0
16 Charles Webb	0	0	0	0	0	0	8	0	12	0	0	0	0
18 John Anderson	0	0	0	0	0	0	0	5	0	0	7	0	7
19 Andrew Wilson	0	0	0	0	0	10	0	0	0	7	0	0	0
19 Warren Parker	0	0	0	0	16	0	0	0	0	0	0	0	0
21 Brent Hampstead	0	0	0	0	0	0	16	0	0	0	0	0	0
21 John Fenwick	0	12	0	0	0	0	0	0	0	0	0	0	0
23 Jason Overland	0	10	0	0	0	0	0	0	0	0	0	0	0
24 Marcus Ferguson	0	0	8	0	0	0	0	0	0	0	0	0	0
24 Lee Morrissey	0	0	0	0	8	0	0	0	0	0	0	0	0
26 Norm Ryan	0	0	0	0	0	0	0	0	0	0	0	0	6

2015 INTERCLUB CHAMPIONSHIP Standings

CLUB	Rnd 1	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	TOTAL
Lotus Club Qld.	20	19	17	20	20		96
Porsche Club Qld.	16	18	19	18	19		90
Alfa Romeo Owners Club Qld.	18	A	0	18	19	18	73
MG Car Club Qld	17	b	20	0	16	17	70
BMW Car Club Qld.	15	a	0	20	17	15	67
Holden Sporting Car Club Qld.	20	n	16	0	0	16	52
Z Car Club	0	d	17	0	0	13	30
WRX Club	0	o	0	0	0	14	14
Sprite Club Qld	0	n	0	0	0	12	12
MX5 Car Club	0	e	0	0	0	0	0
MG Car Club Gold Coast	0	d	0	0	0	0	0

2015 ALFACOMP REGULAR

DRIVER	ALFA	C
Mark Jackson	147GTA	
Steve Bowdery	Alfetta GTV	
John Anderson	Alfetta	
Norn Ryan	105	
Damian Bogatek	Alfetta GTV	



DTC Times August 16

Car No	Driver	Car Club	Make	Best Time
23	Garry Pitt	LCQ	2002 Lotus Elise HPE	0:00:45.995
41	Phillip Hart	PCQ	1999 Porsche GT3	0:00:47.522
5	Martin O'Brien	LCQ	2013 Lotus Elise S	0:00:47.708
7	Dick Reynolds	LCQ	1988 Caterham Super 7	0:00:47.743
2	Steve Johns	MGQ	2002 Sports 1300 Esprit	0:00:47.756
3	Lindsay Close	LCQ	2007 Lotus Elise	0:00:47.791
19	Daryl Wilson	LCQ	1998 Caterham Super 7	0:00:48.854
44	Chris Saunders	PTE	1970 Ford Escort	0:00:48.955
15	Liam Philp	LCQ	2001 Caterham Super 7	0:00:48.980
43	Doug Tapper	SCM	1993 Nissan Skyline	0:00:49.047
16	Rob Stevens	LCQ	2002 Lous Elsie	0:00:49.237
31	Paul Torrisi	LCQ	2004 Lotus Elise	0:00:49.283
32	Adam Kudra	HRC	1990 Nissan Skyline R32	0:00:49.293
33	Allan Ridgewell	SCM	1993 Nissan Skyline	0:00:49.343
37	Michael Sorrell	PTE	2005 Mitsubishi Lancer EVO	0:00:49.478
10	Jason Keen	WRX	2006 Subaru Impreza WRX Sti	0:00:49.684
25	Ken Philp	LCQ	2001 Caterham Super 7	0:00:49.715
6	Jason Arnold	PCQ	2012 Renault Megane	0:00:49.972
49	Geoff Marsh	PCQ	2015 Porsche Macan	0:00:50.512
24	Robin Smyth	HRC	1972 Ford Escort	0:00:50.632
12	Jeff Jackson	LCQ	2003 Lotus Elise	0:00:50.648
11	Eric Van Dyk	PCQ	1989 Porsche 944 S2	0:00:50.694
4	James Driscoll	LCQ	1976 Jaguar D Type Replica	0:00:51.067
18	Kent Kieseker	PCQ	1981 Porsche 911	0:00:51.195
9	Jon Young	LCQ	1988 Caterham Super 7	0:00:51.305
27	Kris McKerron	LCQ	2004 Lotus Elise 111R	0:00:51.493
42	Troy Jackson	HSC	1993 Nissan 180SX	0:00:51.879
8	Michael Jones	HSC	2012 Toyota 86	0:00:51.995
22	Peter Cox	SCM	1991 Toyos Celica GT4	0:00:52.070
45	Doug Stonehouse	ARQ	1973 Alfa Romeo GTV2000	0:00:52.109
21	Tony Galletly	LCQ	1999 Mazda MX5	0:00:52.149
29	Stuart Baird	SCM	2015 Locost Clubman	0:00:52.174
1	Shane Murphy	LCQ	1968 Lotus Super 7	0:00:52.345
50	David Holman	PTE	2010 Ford Focus	0:00:52.777
36	Neil Koest	ZCC	2014 Nissan 370Z	0:00:53.047
26	Joshua Luckel	PTE	1997 Toyota SEP91	0:00:53.099
40	Graham Hobbs	PCQ	2014 Porsche Cayman	0:00:53.523
34	Mark Jackson	ARQ	2003 Alfa Romeo 147	0:00:53.691
47	John Carson	HRC	1974 Alfa Romeo GTV2000	0:00:53.716
54	Matthew Nicholson	MGQ	1993 Nissan Skyline	0:00:54.012
39	Bo Williams	SCM	2014 Toyota 86	0:00:54.024
30	Gerry Allen	IWM	1977 Ford Escort	0:00:54.342
13	Evan Lambkin	HSV	2007 Holden HSV R8	0:00:54.519
14	Mike Driscoll	LCQ	1976 Jaguar D Type Replica	0:00:55.627
17	Scott Counsell	SCQ	1964 Austin Healey Sprite	0:00:55.680
48	Jonathon Kroning	BMW	1990 BMW E30	0:00:55.738
52	Greg McWhinney	PCQ	1981 Porsche 911 SC	0:00:56.071
38	Malcolm Whatmore	PTE	1998 Nissan 200SX	0:00:56.173
20	Ryan Darby	BMW	2007 BMW Z4	0:00:58.756
28	Les Palmer	HRC	1966 Ford Mustang	0:00:59.868
46	Kara Jackson	ARQ	2003 Alfa Romeo 147	0:01:00.683

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C's	QUAL	RUN1	RUN2	RUN3	TOTAL	PLACE	C/P
3200	1.07.62	39	20	27	86	1st	10
2000	1.16.35	20	13	59	92	2nd	8
2000	1.15.61	59	93	90	242	3rd	7
2000	1.29.82	51	206	128	385	4th	6
2000	1.08.27	74 DNS	DNS	N/A		5th	5

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Your classified can be up to 6,500 characters long and you may also upload one digital image. The image must be in .JPG format and be less than 1Mb in size. Please check the spelling and punctuation of your classified before clicking on the "Submit" button.

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 Alfa Sprint

Interested in purchasing a mint condition, late model & unmolested Alfa Sprint (1984+). | \$Dependent on condition | Contact: Noel, 0450065284, noelmcdermott@me.com

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

For Sale 1972 Alfa Spider 2000 Veloce

Need to sell quickly. All offers will be considered. Runs perfectly. Minor interior fixes needed. e.g. passenger window not 100%, stain on drivers floor, small tear in gear stick cover. | \$16,500 ono | Contact: Corey, 0404393456, coreydstegman@gmail.com

For Sale 1984 Alfetta GCL

This is the last model Alfetta sedan produced and is suitable for restoration. Body is straight and has never been crashed the only rust is in the corners of rear windscreen. The interior is similar to the 90 with electric windows, seats, mirrors etc. Body has quad headlights, fog lights, bib spoiler and towbar. Bumpers are straight and undamaged. A second 2litre motor from a 1984 Guilietta plus electronic distributor, radiator, headers, alternator and other parts included. | \$1,250.00 | Contact: Bernard, 0408 781 828, clubnight@arocaqld.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. | \$2,900 ONO | Contact: Paul, 0411592175 0755 244885 w 0755 242203h, bearyoungie2@aapt.net.au

For Sale Alfa 105 Step Nose Body [View Photo]

Body stripped, sandblasted and painted, ready for rust repairs and finishing paint job, includes doors boot and bonnet plus several boxes of bits, no engine or gearbox, phone for more details. | \$5,000 | Contact: Paul, 0755 242203h 0755 244885b 0411592175m, bearyoungie2@aapt.net.au



For Sale 1998 GTV 3.0 Race Car [View Photo]

916 series GTV3.0 1998 with 2004 update. 56,000Kms. Fast and great fun, easy to drive, handles like it's on rails and stops on a dime. NSW road registered (but lives in QLD) so suitable as a "drive to track, race and driveback home" car. Cams approved roll cage, Cams log book, Q2 limited slip diff, Cf2

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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

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 56,000kkm. 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, mbaker-marco@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. Subframe 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 re 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]

80,000Kkm, 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 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 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 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, loxley@ozemail.com.au



FINALE



Is this what they mean by a Tourist Trap?



Mrs Ed hasn't been allowed to drive for medical reasons for a few months. Finally she couldn't stand it any more and took the car to the shops anyway...

Decafalon (n.): The gruelling event of getting through the day consuming only things that are good for you, including coffee?

PER SEMPRE ALFA

Next issue: October 2015

Deadline: 23 September

Ciao!

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