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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/>



## ALFA ROMEO OWNERS CLUB OF AUSTRALIA (QUEENSLAND DIVISION) INC.

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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](mailto: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

**H**ave you noticed how some car clubs emphasise Ownership in their naming (Alfa Romeo *Owners* Club, for example) while others emphasise Driving (Jaguar *Drivers* Club of Queensland)? Recent news articles about autonomous vehicles made me wonder if, as we move further into the 21st century, we will start to see car *Users* clubs appear, as driving and ownership start to decline?

In Google's (and others) vision for the future of personal transport, nobody will actually own a car, much less drive one. Instead, you will summon a vehicle, hop in and it will automatically take you to your selected destination, then depart to collect its next user (children growing up with this will no doubt start calling the car "Mum"). So just like catching a cab, but hopefully without the usual choice between Alan Jones and the latest Bollywood musical as an accompaniment (or the driver interspersing a commentary on other drivers with a stream of phone-calls).

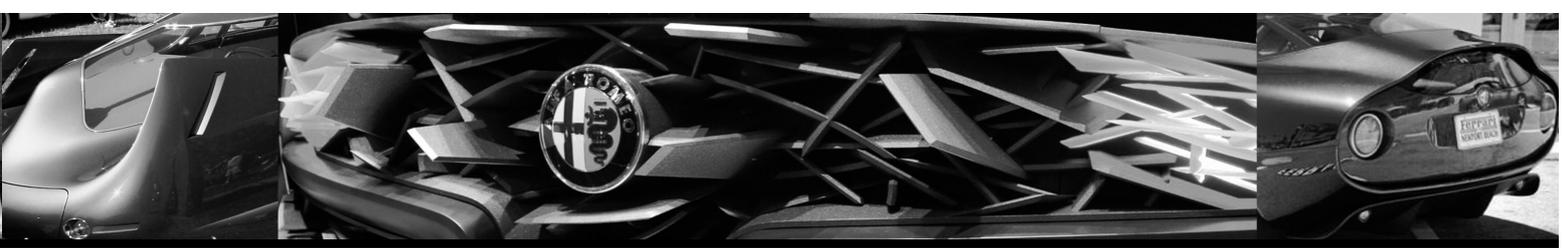
The similarity to a taxi service hasn't been lost on Uber, who are also investing in autonomous vehicle research. But when Uber introduces autonomous vehicles, will Uber's own drivers start protesting (or attacking) them? More realistically Uber may simply seek to extend its reach and market share in areas and at times when the number of human Uber drivers is insufficient to meet demand.

## THE BRISBANE PUBLIC TRANSPORT USERS GROUP, AN ENTITY THAT HAS MANAGED TO GET 131 LIKES ON FACEBOOK

In this brave new world the Autonomous Vehicle Users Club would seem to have about as much appeal as the Brisbane Public Transport Users Group, an entity that has managed to get 131 likes on Facebook since it was created in 2008... Does that mean only 131 people like to use public transport? No. Does it mean nobody feels a spirit of camaraderie with the person they have shared their daily commute with for the past 5 years (no, I don't mean your significant other)? Probably. And if not, any connection is likely to have stemmed from something other than the shared use of a bus route. Camaraderie with others who aren't even travelling in the same vehicle seems even less likely.

Already it looks like a big no for the Autonomous Vehicle Users Club. As it turns out the chances of their being any autonomous vehicle users any time soon seems low. Gartner have placed autonomous vehicles right at the peak of the hype cycle this year. It is easy to see why





Gartner have placed it there. The press likes to bandy around some fairly outrageous figures for the rate at which autonomous vehicles will take off. Lux Research is widely cited to support stories built around the headline prediction of an 87 billion US dollar autonomous vehicle industry by 2030. However, it takes some creative use of the term autonomous to support that figure. Lux have classified a wide range of driver assistance measures, such as adaptive cruise control and collision avoidance braking as part of that market. In fact Lux expect that these and even simpler existing systems such as stability control will account for 92% of the 87 billion, and that none of it will come from fully autonomous vehicles.

Those few percent of autonomous vehicles that do more than nagging and overriding the driver's actions depend on a vastly increased accuracy and quantity of mapping information, including the locations of important features like traffic signs and lights. The expectation is that once these systems do start operating, the vehicles themselves will all feed-back reports of discrepancies between the mapping data and the detected environment, allowing other autonomous vehicles to adjust their expectations and for an updated "survey" of the area to be done.

This reliance on quality and quantity of data means these systems won't be usable in less densely populated or trafficked parts of the world. It is equally unclear how or if they will ever be able to cope with traffic like this example in Paris



<https://youtu.be/md99WmB2o2U>

never mind the barely organised chaos in many parts of the developing world, where the largest increases in car ownership are expected to occur.

As it doesn't look like the number of drivers and owners will be dropping anytime soon, there is every reason to expect some of those will continue to want to share their

enjoyment of driving and owning with others. But how will they do that? The word that is problematic in the coming decades turns out to be Club, not Owner.

The bigger shift has nothing to do with cars, and everything to do with how people communicate and share information. Social media has evolved to support loose, informal associations forming - the obvious example being Facebook with *Friends* and *Likes* creating an aggregation of anything and everything a user is interested in. And increasingly Facebook is just a place of record - with various forms of instant messaging, plus good old email, all combined on the ever present smartphone providing most of the real communication between individuals. What then is a club? Is it to provide a curated feed of information? Why not just let your Facebook likes take care of that? Does it give you a chance to communicate with people with similar interests? Can't you do that, with people all over the world, via Facebook as well?

Where the Club distinguishes itself from just a collection of Facebook friends is in the organisation and running of events and activities that happen in the real world, outside of the virtual /online environment. It is ultimately those events that provide fresh content to share. AROCA has a great range of events, and members who put a lot of effort into organising and running them, providing something that can only be truly shared and appreciated with fellow Alfisti in the real world. This is a pretty mature product (and I'm not just talking about the age of the members) placing it well beyond the hype peak - surely on the plateau of productivity, from where the view should be pretty good with a steady, as opposed to growing, market. There may be some challenges in making the product visible in amongst the hype, and in making joining and participating as easy as clicking that little thumbs up symbol, though with 1000 Facebook likes and a regularly updated web site the club's online visibility seems to be in good shape as well.



# PRESIDENTE

peter mathews

# H

Hard to believe we are nearly at Christmas and well into planning for our AROCA Christmas Party to be held at the Coorparoo Bowls Club from 11.30 – 3.00pm on Sunday 6 December. Make sure you book online or contact John on [social@arocaqld.com](mailto:social@arocaqld.com) to RSVP. It will be a ripper event as always and at a different venue in Brisbane this time. The cost is \$35 a head which just covers the cost of food, and drinks are available at a cash bar.

The Concours d'Elegance at Ormiston House was a great success, with 58 magnificent vehicles displayed across all the three Alfa, Fiat and Lancia marques. My sincere thanks to the Fiat and Lancia clubs for actively supported our inaugural event – we will think about timing for the future, but initial thoughts are that next year we focus on the Show 'n Shine with the Festival of Italian Motorsport in September and have the Concourse biennially, the following year 2017 in May. I welcome your feedback on that.

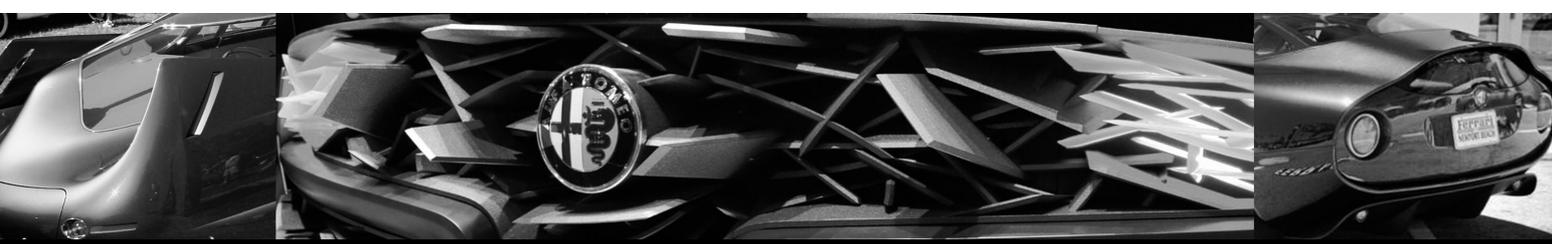
My thanks to the organising Committee led by Keith Faulkner and comprising Roger, John Garry and Bernie. Also a very big thanks to our sponsors who enabled us to present some beautiful trophies and give away some lovely prizes of wine and chocolates, namely: Euromarque – Jesse Wolfe  
GT Motors - Frank Toaldo and Jack Cantarutti  
Automotion – Cameron Wright  
Shannons – Phil Ross and the team on the day, and Janey's Redcliffe.

The Bocce night was also a great success for AROCA – we beat the Fiat Car Club yet again with a resounding victory, and it was a fabulous night with the Fiat Car Club hosting this year's event, and the usual camaraderie from the two marques. Angelo Frangiosa from APF was there to present the trophy. Our thanks to Angelo and Richard Anderson from Avanti for continuing to sponsor the event. For those of you who have not tried Bocce, give it a go next year – it is a lot of fun and I am the worst player for AROCA, but still prepared to have a go and have lots of laughs.

A big thanks to Paul Blake and Peter Janetski from JH Classics at Yatala for hosting a joint garage day between the Austin Healy Club, AROCA and the Morgan Car Club. Peter and his team have a fantastic facility at Yatala, and took us through a great technical explanation of how the electric overdrives work for Austin Healeys – quite a complicated electric and hydraulic system. It was interesting that the English persevered with the electric overdrive in their Jags and A-H's as they didn't have a five speed gearbox. Alfa Romeo was a long way ahead at this time. Peter and his crew also put on a great buffet luncheon which was much appreciated by all attendees. I encourage members to come along to these joint club events – it is really informative to learn more about other marques and to meet other members and learn how they run their events and activities. We propose some more of this type of event next year.

Stanthorpe was a blast! John Anderson and I had a fun drive down on the Sunday morning and were lucky enough to view Michael Heeremans latest creation - a magnificent restoration of a 1950's 750 series Alfa which will have a beautiful twin spark engine. This car has an amazing story attached to it that Gavin Campbell recites. I have volunteered to write a story on its resurrection for the next magazine. Michael's attention to detail with his restoration work and his engineering skill in recreating parts is astounding. His remake of the front heart-shaped grill is way better than the original version I am sure. Thanks to Jude and Garry, Michael and Daniella for organising and hosting us. The brekkie on the Sunday morning was beaut and I understand the rest of the weekend matched our Sunday experience. Next social event is a run on Sunday 15 November that John A is organising up to the Sunshine Coast which I unfortunately can't attend due to another family commitment, but it sounds like new territory that most of us haven't travelled before so I encourage you to join John and fellow Alfisti on that day. See the website and John's article for details.

The Club Night on 11 November at Shannons will be a real treat with Club Member Mal Fraser bringing along his magnificently restored Dutch Blue 1600 GT Giulia Sprint to talk us through its restoration and his life with Alfas. Make sure you come along as Mal has had some interesting experiences in the UK and the middle east throughout his career. A few more competition events for November to wrap up the year, with the Italian Chal-



allenge Race Series Round 4 on Saturday and Sunday Nov 7 and 8, at Queensland Raceway, Willowbank, the Noosa Hill Climb on the same two days and the finals for the year on November 21 at Lakeside (AROCA Sprint #5) and November 29 at Willowbank (AROCA Sprint #6). Contact Mark Jackson or check the website for details.

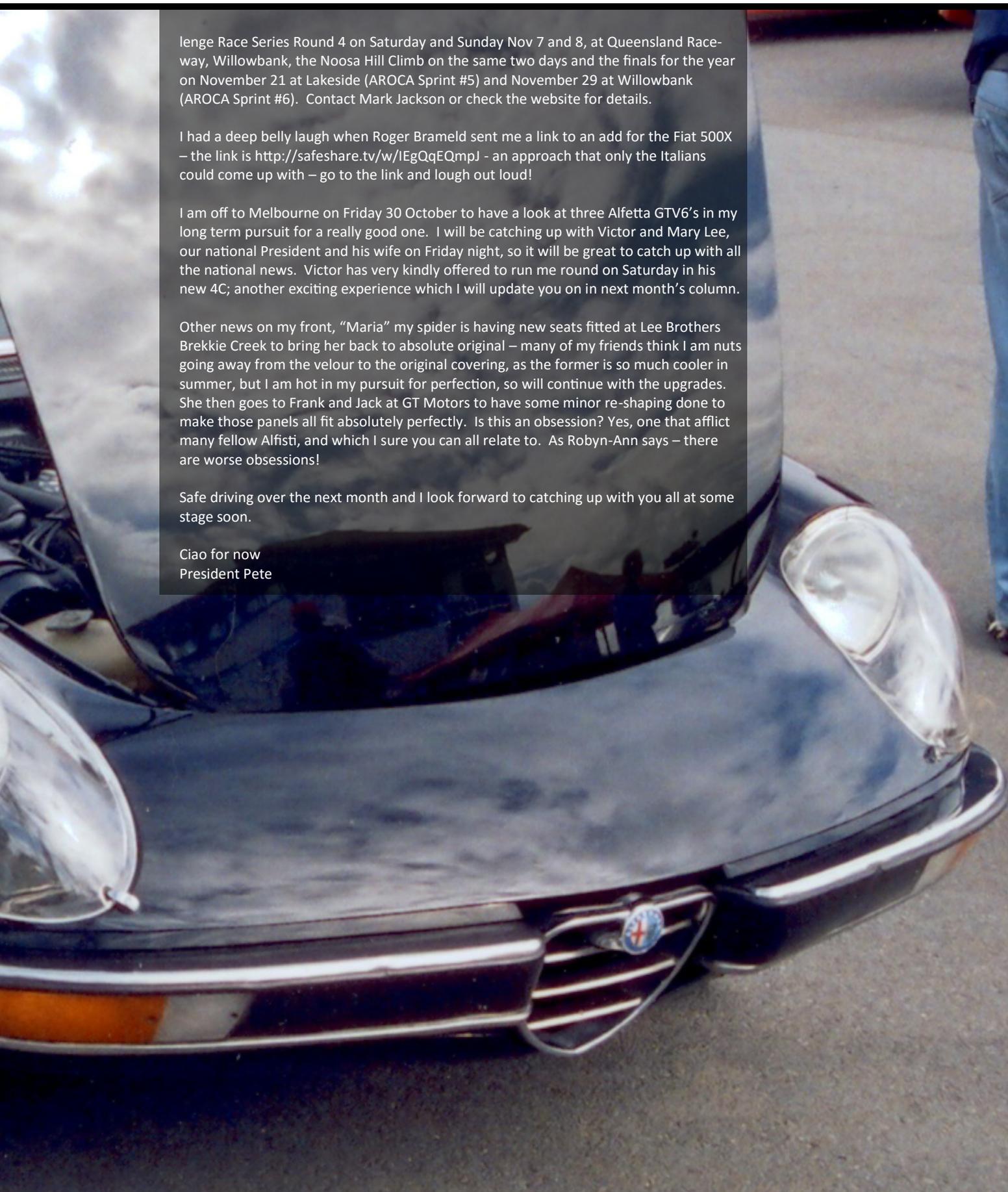
I had a deep belly laugh when Roger Brameld sent me a link to an add for the Fiat 500X – the link is <http://safeshare.tv/w/IEgQqEQmpJ> - an approach that only the Italians could come up with – go to the link and lough out loud!

I am off to Melbourne on Friday 30 October to have a look at three Alfetta GTV6's in my long term pursuit for a really good one. I will be catching up with Victor and Mary Lee, our national President and his wife on Friday night, so it will be great to catch up with all the national news. Victor has very kindly offered to run me round on Saturday in his new 4C; another exciting experience which I will update you on in next month's column.

Other news on my front, "Maria" my spider is having new seats fitted at Lee Brothers Brekkie Creek to bring her back to absolute original – many of my friends think I am nuts going away from the velour to the original covering, as the former is so much cooler in summer, but I am hot in my pursuit for perfection, so will continue with the upgrades. She then goes to Frank and Jack at GT Motors to have some minor re-shaping done to make those panels all fit absolutely perfectly. Is this an obsession? Yes, one that afflict many fellow Alfisti, and which I sure you can all relate to. As Robyn-Ann says – there are worse obsessions!

Safe driving over the next month and I look forward to catching up with you all at some stage soon.

Ciao for now  
President Pete



# NEWS - speculazione



Is this (speculative) facelift of the Giulietta, really hiding under this test mule's heavily disguised nose? We will find out next year.

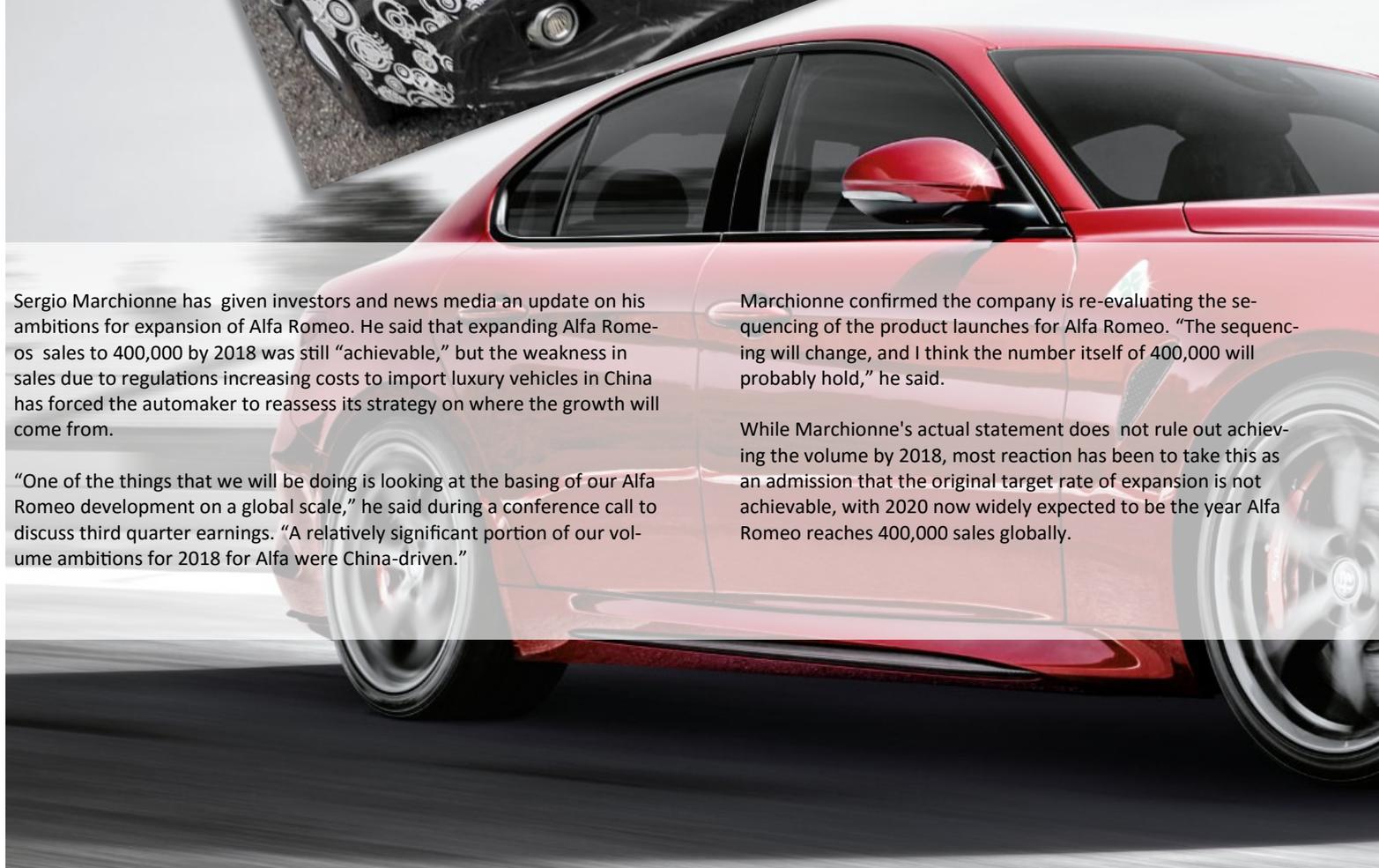


Sergio Marchionne has given investors and news media an update on his ambitions for expansion of Alfa Romeo. He said that expanding Alfa Romeo's sales to 400,000 by 2018 was still "achievable," but the weakness in sales due to regulations increasing costs to import luxury vehicles in China has forced the automaker to reassess its strategy on where the growth will come from.

"One of the things that we will be doing is looking at the basing of our Alfa Romeo development on a global scale," he said during a conference call to discuss third quarter earnings. "A relatively significant portion of our volume ambitions for 2018 for Alfa were China-driven."

Marchionne confirmed the company is re-evaluating the sequencing of the product launches for Alfa Romeo. "The sequencing will change, and I think the number itself of 400,000 will probably hold," he said.

While Marchionne's actual statement does not rule out achieving the volume by 2018, most reaction has been to take this as an admission that the original target rate of expansion is not achievable, with 2020 now widely expected to be the year Alfa Romeo reaches 400,000 sales globally.





There is an Alfa Romeo SUV hiding under that Fiat 500L bodywork. The doors give a hint of Alfa DNA but not many other clues.



Organisational changes continue at FCA with Klaus Busse, formerly head of interior design for FCA's US operations heading to Europe as head of design for Alfa Romeo, Fiat and Maserati. He will continue to report to FCA's global head of design, Ralph Gilles. Busse moved to the US from Germany when Chrysler was acquired by Daimler and stayed on through the subsequent changes to become head of interior design for such US market FCA products as the Ram 1500, Dodge Dart, Chrysler 200 and Jeep Cherokee. So we now have a German reporting to an American (did I mention Ralph Gilles was responsible for the design of the Chrysler 300?) in charge of Italian car design. Lets hope that the designs themselves somehow remain Italian.



WWW



Alfa 75 - 30° anniversario - "L'evoluzione della Specie" - by Club Alfisti Romani Up next

Club Alfisti Romani Representing the Marque on a Drive Celebrating 30 Years of the Alfa 75

<https://youtu.be/oclH378op-Q>

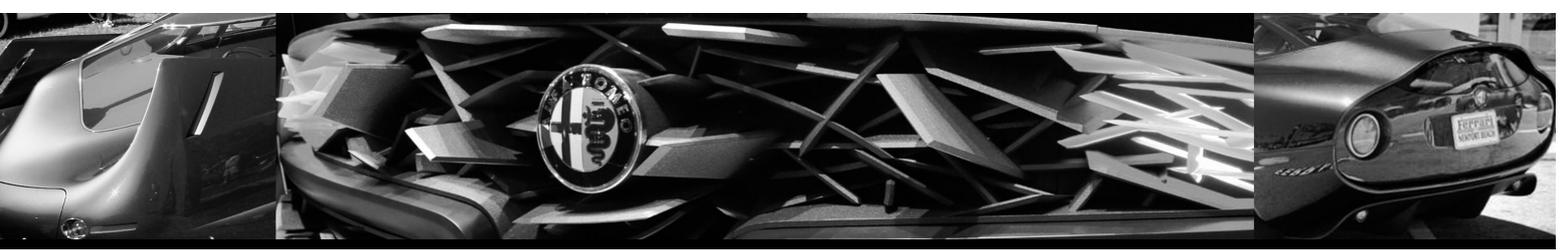


4C Spider Review - Driven Hard

<https://youtu.be/sleerJm9Q1k>

facebook



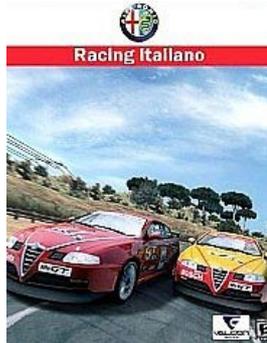


Monterey Car Week 2015 | Alfa Romeo USA

Alfa Romeo at Monterey

<https://youtu.be/vDum948H-08>

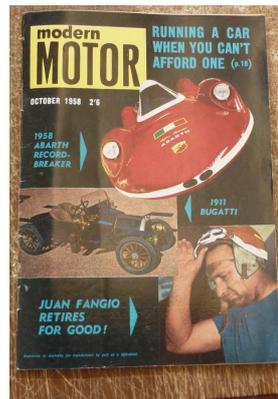
PlayStation 2



25 Alfas and 21 Tracks to chose from. Includes a power that rewinds time to correct mistakes during a race. Wouldn't that be handy...

US \$1.09

Place bid



Modern Motor Magazine October 1958. Abarth Alfa Record Car.

\$7.00

Buy It Now



1:8 Scale 1996 DTM Nannini Martini Helmet..

EUR 19.59

Buy It Now



1300 Junior Zagato Automatic Watch circa 1970.

EUR 50.00

Place bid

YouTube



# SOCIALE

john anderson

**O**n October 11th, we had a joint visit with the Austin Healey club and Morgan club to JH Classics at Yatala. The AH club really know how to put on a do! If you didn't go, you missed out on some great food and 'beverages'. We ate and talked while looking at the smorgasbord of classic machinery, which were mostly Austin Healeys, most of which had been worked on by JH Classics at some point. There was Tony Nelson's Montreal making a rare weekend outing, and a couple of other Alfas, and one or two Morgans.

Peter Janetski of JH Classics gave a demonstration on how an Austin Healey overdrive works, which left the Alfa people wondering why they just didn't design a 5 speed gear box in the first place - until he explained that the overdrive was the quickest and cheapest way that Austin Healey could respond to Alfa Romeo's introduction of the 5 speed gearbox! Well done to Paul Blake (AROCA member, but also President of the Austin Healey Club) for organising a very enjoyable event.

On the following weekend (16th-18th October), we had our Stanthorpe weekend away, which was very well attended. Make sure you don't miss it next year! I left booking accommodation too late due to my overseas trip, and decided that I would make an appearance on the Sunday anyway. President Pete and I drove down in convoy in time for a yummy breakfast, and to hear stories from the previous days of too much good food and too much fun, etc. We then visited the shed of the man I call the 'Mad Scientist of Alfas', Michael Heeremans, and his amazing wife, Daniella. He had a Guiletta 750 Coupe that had been sitting in a paddock for 25 years rusting away, and through his genius, he dealt with the rust, flared the guards to give the car a sexy shape, and had it ready for paint! Other parts of his shed were also quite noteworthy, and that was only part of his entire collection! Daniella had a section, which was equally amazing for those into crafts, embroidery, etc. Had she been there, my wife would have loved it - a very interesting place indeed. There were other sheds to visit as well, and I'm sure Karen's article will cover it in more detail. So get in early for next year! Well done and many thanks to Jude and Gary for organising the event.

## FUTURE EVENTS

**ALFESTA 2016:** I've been asked by AROCA SA to remind you about Alfesta 2016, being held in and around Mt Gambier,





South Australia, over the Easter weekend next year. If you are planning on going, and haven't yet registered, please go to the website (<http://alfesta2016.alfaclubsa.org.au/>) and get it done now. The cut off for paying to AROCA SA the fee of \$405 per adult and \$200 per child under the age of 12 is December 31st 2015. I therefore strongly suggest that you get that done now. You will also need to book and pay for your accommodation at 'The Barn' separately - details on the Alfesta 2016 web-site (link available on our website).

**SUNSHINE HINTERLAND RUN:** Our last run for the year will be a Quick run on the Sunshine Coast, starting at 10:30 (for 11am departure) on Black Stump road outside Eumundi Showgrounds, and going the long way through the back roads to Kenilworth, then through Mapleton to Palmwoods, where we'll have lunch at Rick's Garage Cafe. If coming from Brisbane or the Gold Coast, feel free to get yourself a cuppa or breaky on the way, as long as you can still be there for the start. This is a reverse track of some of the run we did on our Noosa Hillclimb weekend away in July, and it really is a fun and scenic drive.

**CHRISTMAS PARTY:** Our last event of the year will be our Christmas party. The details are:

**Venue:** Coorparoo Bowls Club  
32 Riddings St Coorparoo  
**Date:** Sunday 6th December

**Menu:**

Roasted Chicken (slow roasted served with gravy /cranberry sauce)  
Double Smoked Honey Baked Ham off the bone (glazed in 100% Australian Bush honey, slow roasted to draw out the natural flavour of the ham and honey)  
Roasted 3 veg tossed in herbs – potato, sweet potato, pumpkin tossed in herbs and olive oil, roasted to perfection  
Mixed leaf salad – mixture of salad leaves combined with Spanish onion, cherry tomatoes & fetta, drizzled in balsamic and olive oil dressing  
Succulent King Prawn and Mango salad – fresh king prawns and juicy mango slices, a Queensland favourite  
Pork trimmings with demi glaze dipping sauce – pork crackle cooked to crisp goodness, served with a rich demi glaze  
Sweets:

Fresh fruit salad and whipped cream

**Room & general info:**

Upper level entirely for our use

Tables will be set up as 8 or 10 person

Limited bar will be supplied upstairs and full bar downstairs available to our group

Limited parking on-site with plenty of street parking

**Cost:** \$35.00 per head adult and children alike

Please RSVP as soon as you can to allow us to confirm numbers with the venue. Just go to the home page of our website, and click the banner for the Christmas party. This displays the RSVP form. Please complete it, so that we know that you are coming. Please also deposit \$35 a head into the club bank account (details on the RSVP form), using your surname as a reference so that we know who has paid.

If you have any troubles email me on [social@arocaql.com](mailto:social@arocaql.com) or if you are not into computers, just ring me on 0416 171 773 and let me know. If you book online and pay via Internet banking, there is no need to let me know that you've paid - I get informed of that by our hard working Treasurer once it hits the account.

Hope to see you there!

**NEXT YEAR**

We should be finalising dates for some events in 2016 at the next committee meeting, which hasn't happened as I write this. So check the website calendar for details. Look out for the night time Spider run in January.

And it looks like there won't be another Alfa Farm run, given that John and Donna Thompson are selling up and moving to Tasmania for retirement. John wants to sell as much of his stock as possible before the move, so if you are looking for that part, see the ad in the mag for Alfa Farm for how to contact him. We thank John and Donna for their long term contribution to the club over many years, and wish them all the best in their new adventure.

I hoped you enjoyed the events this year, and look forward to a different set of events next year. Keep an eye out for my emails to all members, where I'll keep you informed about what's happening with social events.

Till next year,  
Ciao!



# COMPETIZIONE

mark jackson

Just two Alfacomp events were decided in October and unfortunately they both coincided with major V8 Supercar events. The first was the same day as Bathurst while the second was run on the same weekend as the Gold Coast 600. Consequently numbers were down a bit for both events

Interclub Championship Event Round 7 (Late September)—Three AROCA members turned out to represent the club at this motorkhana event at Willowbank – Steve Bowdery, Doug Stonehouse and myself, and despite motorkhana not really being our thing, I think I can safely say we had a pretty good day. Our team finished fourth overall to the Holden Sporting Car Club (who organized the event), the Lotus Club of Qld and the Porsche Club of Qld. Our fourth place in this event was good enough to retain our third place in the overall championship of the ten car clubs that participated.

AROCA Regularity Round 6 – I thought for a while during this event that I finally had Damian “Mr Regularity” Bogatek’s measure but a de-laminating tyre in the second run put paid to that idea. Steve Bowdery had a similar problem on his front left and we’re both putting it down to the motorkhana event a fortnight earlier (though in my case at least, more regular tyre rotation would certainly have helped). Peter Salmon also had some problems in the third run with a mysterious noise which turned out to be just a loose tailpipe. Congratulations Damian on a well run series, with four wins of the five events he contested.

AROCA Sprint Round 4 – Just two of us turned up for this sprint event – Peter Salmon and I, and unusually, there were no problems encountered by either of us. Suffice to say that it was a hot afternoon at Qld Raceway and a cold beer at the Yamanto Tavern was a particularly enjoyable way to finish the day.

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

## Upcoming Events

Italian Challenge Race Series Round 4 – November 7th/8th at Queensland Raceway Willowbank. Round 4 of a 4 round series open to all Italian marque cars.

Noosa Hillclimb - November 7th/8th at Tewanin. This is a single car street sprint on Gyndier Drive, Tewanin, off the Noosa to Cooroy Road. It requires a CAMS Level 2S licence

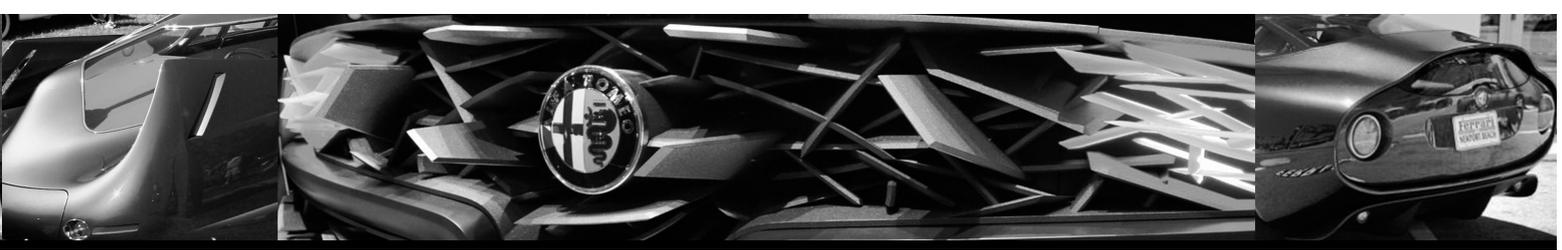
AROCA Sprint #5 – Saturday November 21st at Lakeside Raceway, Dakabin. This is a Street Sprint starting at 12 noon (4x4 lap timed runs). Pre-registration is recommended. Cost - \$145. To enter follow the link to the QR website <https://www.qldraceways.com.au/secure/members/login.php>

AROCA Sprint #6 – Sunday November 29th at Queensland Raceway Willowbank. This is a Street Sprint starting at 12 noon (4x4 lap timed runs). Pre-registration is recommended. Cost - \$145. To enter follow the link to the QR website <https://www.qldraceways.com.au/secure/members/login.php>

For any further information on any of the above events, contact the Competition Secretary at [competition@arocaqld.com](mailto:competition@arocaqld.com) or on 0413122839

See you at the track  
Mark Jackson





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When Club President, Peter Mathews floated the concept at a Club Committee meeting in late 2014, there was much pursing of lips and furrowing of brows. Was AROCA Queensland a "Concours Club"?

The answer would seem to be yes!

Inspired by a visit to the 2014 Ferrari Club Concours, in which AROCA Club Vice President Roger Brameld participated with his Ferrari, Peter suggested we add such an event to the AROCA calendar for 2015, the year we would be celebrating the Club's 40th Anniversary.

The venue was to be Ormiston House at Ormiston, where the Ferrari Club had held their Concours. This historic house, built in the 1860s and surrounded by 14 acres of equally historic grounds and gardens overlooking Moreton Bay, plays host to many special events during the year.

In particular, a number of car clubs have recognised its suitability as a venue and June to October each year sees a string of motoring events: The Vintage Car Club Display, Rolls Royce Concours, Mercedes-Benz Concours, Porsche Club Concours, and the Ferrari Club Concours.

With the concept accepted by the AROCA Committee, a date was set with Ormiston House and the event locked into the Club Calendar for September 2015.

Now, our Club is no stranger to organising car displays. Many of you reading this would have been involved in organising Show 'n Shines as well as displays at the many successful Alfestas the Queensland Club has hosted over the years. The planned Concours was slightly different to our usual experience in that it would be the single focus of the day - not ancillary to another event - and in a very public space. The spotlight would definitely be on our Club.

So, no pressure then.

Early in 2015, a sub-committee was formed to organise the Concours, consisting of President Peter Mathews, Vice President Roger Brameld, Social Secretary John Anderson, Club Night Convenor Bernie Campbell and myself. Bernie, of course, is always one of the first people to put up his hand to help out and is one of the Club's most modest and tireless workers. Roger and his wife Desiree would be away for most of September but he would be returning the day before the event, while John and his family would be enjoying a holiday in America and wouldn't be able to be there on the day. As Peter, Roger and John were also heavily involved in organising the 40th Anniversary Dinner, I was assigned the task of project-managing the Concours.

Over the next eight months, the sub-committee beavered away. Signage and posters were designed and printed, webpages created, scoring systems devised (and debated vigorously), impressive trophies sourced, information packs prepared, sponsors wooed, and judges found. My dining room table soon disappeared under a mountain of paperwork.

Peter took on the exceedingly challenging task of seeking sponsors. Soon we had a number on-board with very generous support from Euromarque Alfa Romeo & Fiat Brisbane, Shannons Insurance, GT Motors, Automation, and Janey's Redcliffe website.

Sponsors were critical to the event because we planned not to seek any funding from the Club's coffers. Although Ormiston House charges a nominal entry fee to everyone, we elected not to have an additional fee for Concours entrants. The money from our sponsors allowed us to source trophies and provide give-away prize packs during the day.

John and Roger did a recce to Ormiston House to meet with the Ormiston House team, confirm preliminary details and survey the display area. Roger subsequently developed the plan for the display layout which would make the most of the available area as well as display the vehicles to their best advantage.

With sponsor money flowing in from Peter's efforts, Garry Spowart, our Club Treasurer was co-opted as a "ghost" sub-committee member and was also used to sanity-check some of our plans.

My partner, Sally Redman, also got co-opted (I'm sure she volunteered, but she doesn't remember it that way!) and spent many hours helping prepare entry packs, advising and checking. She even delayed a planned trip to Tasmania by a day so she could help out at the actual event.

Garry is also a member of the Mercedes-Benz Club and fed us a lot of information about their Concourse held in August. Sally and I did a number of recce trips down to Ormiston House, one of which took in the Mercedes-Benz Concours itself. I was very impressed with that event and Meg O'Driscoll from Ormiston House confirmed it was typically the most successful one held each year.

Our visits re-confirmed that Ormiston House is a great venue for these displays. I admit to a bias regarding old houses because of a former career in engineering and architectural design, but the combination of classic cars and historic buildings really seems a natural. The expansive grounds are an added bonus - I recall Sally may have taken a small cutting from one of the plants in the well-tended gardens for transplanting to her own garden, but I may recant that memory later in called into a courtroom!

By July, entries were starting to build up, thanks to our continual promotion, and in particular Peter's tireless efforts. From the beginning, we had decided to invite not only Alfa Romeo vehicles, but also Fiats and Lancias. The Concours was pro-

moted at every AROCA opportunity - competition meetings, mid-week runs, social events and Club nights. Peter made contact with the slightly elusive Lancia Club and personally attended a Fiat Club meeting to invite and encourage their members.

As befitting a Concours, our Judging team was carefully considered. Roger suggested Geoff Hughes from the Ferrari Club for Chief Judge. Geoff has a wealth of experience in Concours judging and would provide invaluable guidance and advice. Bernie suggested Tony Poulos from our AROCA Club to judge the bodywork - anyone who saw Tony's racecar at a recent Club night witnessed his expertise at automotive panelwork. Angelo Frangiosa, proprietor of APF Motors and intimately familiar with all Italian marques, was invited to judge mechanicals. We were struggling to find a motor trimmer available and willing to judge interiors, until Tony suggested a friend of his, Barry Ashon - a trimmer Tony entrusted to handle the interiors of his own cars.

By the beginning of September, all the planning was pretty much done and it was just a matter of waiting for the final entries to come in. We had run an early-bird prize draw to reward early registrations (won by Darryl Bell), which had resulted in about fifty percent of the final numbers being known. The final fifty percent would come in during the fortnight preceding the event.

One thing that cannot be controlled is, of course, the weather. September is supposedly the driest month, on average, in Queensland. Unfortunately, somebody forgot to tell the weather this statistic as it was decidedly damp this September! The days leading up to the Concours were very unsettled, with a lot of rain and even some storms.

It was impractical to consider an alternative under-cover wet weather venue for a "Plan B", so we just had to sweat it out. The weather forecast for the Sunday of the Concours was not promising - I kept checking the forecast until midnight on the Saturday, willing the Bureau of Meteorology to change their prediction, but to no avail. We would just have to wait and see.

Sunday dawned and the weather seemed acceptable, so it was on with the show. As it eventuated, the weather would remain pretty good for the entire event.

By 8:00am the entire AROCA team had rendezvoused at Ormiston House and were feverishly setting up marquees, tables, signage and equipment.

Roger and Peter were using rope and measuring tape to carefully mark out the display markers as per Roger's calculations. I was amazed Roger was still on his feet as he and Desiree had just stepped of a plane not too many hours before and were jetlagged!

Meg O'Driscoll and her Ormiston House team were also going through their well-rehearsed routine preparing the house for its influx of visitors. The café tables were being laid in anticipation of the hungry patrons seeking out the delicious Devonshire teas for which the café is known. The Rotary Club had arrived and were setting up their BBQ as well.

Right on schedule, the entrants began arriving. And arriving. And arriving. While there were over fifty vehicles registered to attend, I had anticipated that the unsettled weather would see that number greatly reduced. I was happily wrong. Sally and Bernie took up their positions at the main entry gate welcoming entrants as they arrived, handing out their entry packs and guiding them to where Peter and Roger were spotting each vehicle in the display area. In general, everything went reasonably smoothly and all participants displayed admirable patience, cooperation and vehicle control.

When the dust (or rather grass clippings) had settled, fifty-eight (58) vehicles were basking in the sunshine on the display lawn, not including the brand new 4C driven down by Jesse Wolfe from Euromarque.

The fifty-eight were made up of thirty-six (36) Alfa Romeos, thirteen (13) Fiats, seven (7) Lancias and two (2) Ferraris (displayed as non-competing guests of the Club). Incredibly, only four registered entries had been unable to attend on the day - each one of these had apologetically let us know a few days earlier. About half-a-dozen entrants, however, had rolled up and registered on the day which more than compensated.

Hopefully, the photographs in this issue of the magazine give you a good idea of the variety and quality of models on the day. Some superb examples came out of people's garages, including a 1927 Fiat 509a Tourer, 1934 Fiat Balilla 508 Spider Sport, 1937 Lancia Aprilia, 1964 Alfa Romeo 106 Series 2600 Sprint, and 1968 Lancia Fulvia Rallye 1.3 coupe. Of course, Alfa Romeo 105 Series were well represented, being the most numerous model on the day. Adding colour to the event were a few race-prepared vehicles that showed cars don't necessarily need to be factory-stock to be works of art.

Peter officially opened the Concours and welcomed everyone, giving an overview of the program, thanking our sponsors and introducing the judges. Of the fifty-eight vehicles on display, forty-six elected to be assessed against the Concours criteria in the various age classes, which meant a huge workload for the judging team. Geoff Hughes drew up his plan of attack and sent Angelo, Tony and Barry off on their missions. Each judge operated independently, working though the vehicles from different starting points which avoided the possibility of unconscious bias from group scoring. Geoff monitored the progress and offered suggestions if and where required. As the judges filled out their



scoresheets, these were ferried back to me for entering into the master results spreadsheet.

While all this judging was happening, participants took the opportunity to wander through Ormiston House and partake of refreshments in the café. The Lancia Club certainly knows a good picnic spot when they see one and a number of their members had set up chairs and tables along the rear boundary overlooking Moreton Bay. The Rotary Club's BBQ was in full swing serving \$5 steakburgers and \$2.50 sausages-in-bread, as well as cold drinks.

Mark Buchanan from Mountain View Multimedia was on hand taking photographs of the assembled vehicles and owners. He got some great shots, some of which should be in this edition of the magazine. It is well worth giving Mark a call on 0421 336 091 to see if he got a special shot of your car.

To keep everyone interested, we also had four lucky-draw wine-and-chocolate prize packs given away during the day. Every vehicle that participated in the Concours (judged or not) had an ID number and four numbers were drawn at random by Sally for announcing by Peter.

Two non-Concours trophies were also on offer for participants. The Peo-

ple's Choice trophy was awarded to the vehicle that received the most number of votes, and the Most Desirable Vehicle trophy was awarded to the vehicle that the presidents of the three clubs felt was most impressive on the day.

While the presidents strolled around the display and determined their choice, Sally meticulously counted out the People's Choice votes – if you want counting done right, get a mathematician to do it!

With the last of the score sheets handed in by the nearly exhausted judges (Tony told me he slept like a log that night), I entered the numbers into the spreadsheet, applied the bonus points for vehicle-age and filtered the class trophy winners. Until now, I had been the only person with any idea which cars were scoring what. As it turned out, in the Post 2000 class, the final score had three vehicles tied, so Chief Judge Geoff was required to display the Wisdom of Solomon and personally visit each vehicle to determine the order.

With all the results finalised, we drew everyone together in front of the Officials' Marquee and made the grand announcement. Peter congratulated each trophy recipient and with the assistance of the sponsors, presented the individual trophies.



# AROCA QUEENSLAND CONCOURSE D'ELEGANCE





# CE @ ORMISTON HOUSE



A : Geoff Hughes, Angelo Frangiosa, Barry Ashon, Tony Poulos (Judges), Keith Faulkner, Peter Mathews  
 B : Keith, Peter, Enzo Lazzaro winner 2000.. class  
 C: Keith, Peter, Sponsor Jack Cantarutti from GT Motors, Robert Young winner 1980..1999 class  
 D : Keith, Peter, Hiromi Watson - winner, People's Choice  
 E : Keith, Peter, Tony Cicchiello winner Most Desirable Vehicle (Presidents' Choice)  
 F : Keith, Peter, Jack Cantarutti, Garry Donovan runner-up 1980-1999 Class  
 G : Keith, Peter, Steve from Shannons, Joe Wilson winner pre 1960 Class  
 H : Paul Blake runner up 1960-1979 class, Jack Cantarutti, Peter  
 I : Mike Ruckert runner up pre 1960 class, Steve from Shannons, Peter  
 J : Peter, Jay Watson - winner, 1960-1979 class, Jack Cantarutti, Keith



The final results were:

### Class Trophies

#### Pre-1960 Class (6 entries)

- Winner: (301 points) 1937 Lancia Aprilla, entered by Joe and Andrew Wilson
- Runner-up: (278 points) 1928 Fiat 509a Tourer, entered by Mike Ruckert

#### 1960-1979 Class (21 entries)

- Winner: (277 points) 1972 Alfa Romeo 105 Series GTV Coupe entered by Jay Watson
- Runner-up: (276 points) 1964 Alfa Romeo 106 Series 2600 Sprint entered by Paul Blake

#### 1980-1999 Class (10 entries)

- Winner: (250 points) 1986 Alfa Romeo GTV6 Grand Prix entered by Robert Young
- Runner-up: (233 points) 1999 Fiat Coupe entered by Gary Donovan

#### Post 2000 Class (9 entries)

- Winner: (243 points) 2006 Fiat Grande Punto Sporting entered by Mike Ruckert
- Runner-up: (242 points) 2008 Alfa Romeo Spider entered by Enzo Lazzaro

#### Non-Concours awards

##### Peoples' Choice (Open public vote)

- 1972 Alfa Romeo 105 Series GTV Coupe entered by Jay Watson

##### Most Desirable Vehicle (Presidents' Choice)

- 1934 Fiat Balilla 508 Spider Sport entered by Tony Cicchiello

With the trophies awarded it was now time to draw the event to a close. The weather had been good up to now, but the Bureau of Meteorology was warning of some significant storms developing towards the south, heading west. It was time to go. Participants started packing up and heading home.

For the AROCA team, there was still a lot of work to do, pulling down marquees, packing up equipment and loading vehicles and trailers with everything – at the same time keeping one eye on the sky towards the south. We experienced some heavy rain on the way home (I got a wet knee familiar to many Spider owners) but fortunately rain was all we experienced. Ironically, Meg from Ormiston House told me the next day they had only had a brief heavy shower at the house itself!

As our inaugural Concours d'Elegance, we believe the event was a modest success. Feedback from the Fiat and Lancia Clubs has been good. Whether or not it becomes an annual (or bi-annual) event really depends of the feedback from you, our Club members. The Club exists only to benefit you, so if you think this is a worthwhile event for the Club to run, let us know!

Our heartfelt thanks go out to the owners from all three Clubs who took the time and effort to prepare their vehicles for display on the day. Many travelled long distances and a couple even had the extra effort of trailering in their vehicles. An event like the Concours is, after all, nothing without the participants, and the enthusiasm and spirit shown by the members of the three representative clubs was amazing.

Similarly, enormous thanks to our judges, who worked so hard on the day and displayed impressive professionalism and knowledge of classic cars. Special mention to our Chief Judge Geoff, a veteran of a number of Ferrari Concours and who provided so much guidance and advice during the event planning. We very grateful to our event sponsors, who contributed most generously to the day. Many of these are regular and long-term supporters of the Club and we enormously appreciate their contributions. For them, the Concours was a bit of an unknown, but they still were prepared to put their hands in their wallets. The Ormiston House team, led by Meg O'Driscoll, supported us flawlessly on the day and it really is a privilege to be invited to hold an event at such a venue.

And last but not least, the organising sub-committee. They are all members of your Club who volunteer their time (lots of it) to make these things happen and the success of the Concours is a reflection of their efforts.





Tony Nelson

# MID-WEEK ALFA, JAGUAR, TRIUMPH

Firstly, my thanks to the Mid-Week Drivers who replied, after receiving our invitation to this event, saying they were unable to attend for various reasons.

As anyone who arranges events knows, what seems to just happen so smoothly, is only due to lots of work beforehand, ensuring this happens.

I also arrange Mid-Week Drives for the Jaguar Drivers Club, so invited Alfa Romeo as well as the Triumph Club.

My Alfa Romeo drivers actually outnumbered the Jaguar Drivers on the day.

22 members and 14 cars were treated to a drive on mainly country roads, with an option to be led out by Clive Arnold, my E+F type co-secretary, or by myself at a slower pace. This allowed Drivers to choose and if the pace at the front was a bit too brisk, they could fall back and join my convoy.

I also introduced my new, well 41 year old, Alfa Romeo Montreal to the combined group. One of 30 in Australia and rare, as only 180 RHD cars were ever created of the 3,925 production total.

Our meeting time at Bunnings Oxley was 6am for a briefing on the drive and a 6.15am start. A staff member came over and asked if we were there for the Bunnings BBQ that started at 6.30am. Something to think about, but I was assured the fare at our destination would beat a greasy snag on a piece of bread.

I also try to arrange meeting points enroute, which allows Drivers who may live enroute or closer to the breakfast venue, options on how they might join us.

Our destination was the Valley Kitchen at Kooralbyn. It is near the resort and golf club. Both had fallen into disrepair and are now being refreshed after new owners purchased the property. Last year about this time Mid-Week Drivers visited this cafe while Gail and I were overseas and reported it was a great venue.

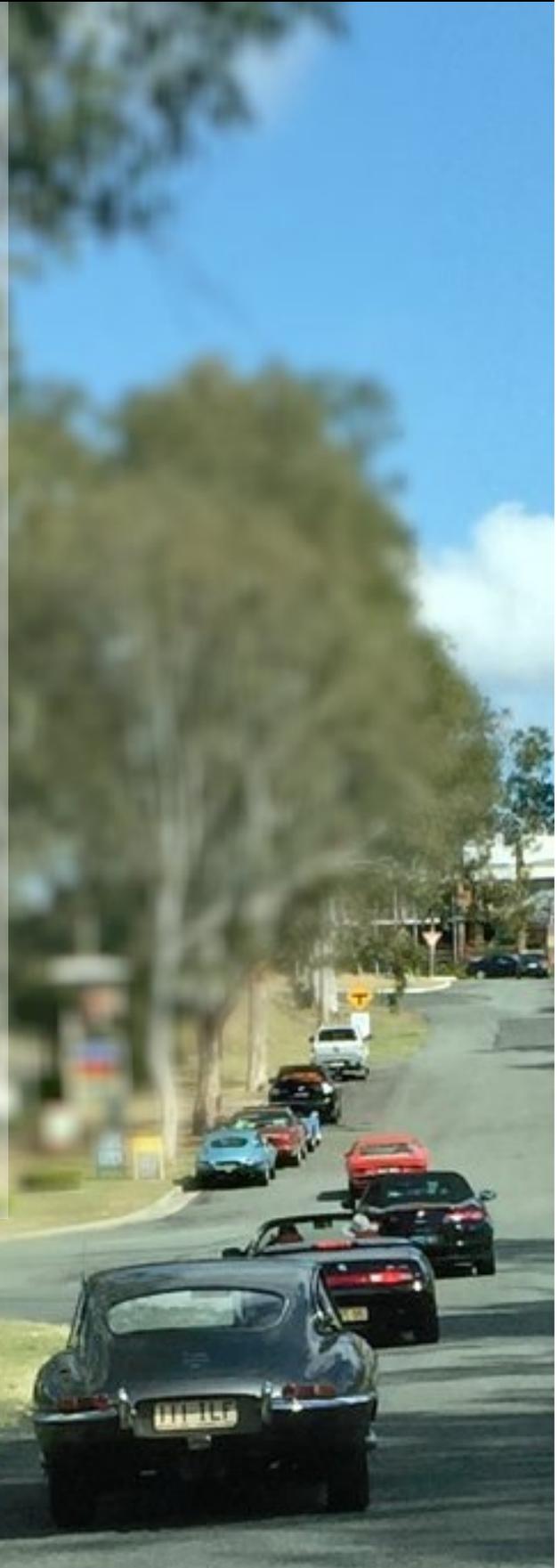
Our just on 2 hour drive found the cafe was ready for us, had tables set out as they were aware of our attending numbers and the meals served correctly and efficiently. The prices charged were reasonable and they are open to catering suggestions for other events there.

I met a local in the car park who has a Daimler Dart and expressed interest in joining the Jaguar Club and drives. Another gentleman who had just had a hip replacement gone wrong, introduced himself to us and told us about his Series 1 XJ6 that has not been driven for some time due to his hip.

We were also given by the cafe, business cards for Peninsula JAG engine Centre, a Victorian technician who has relocated to Kooralbyn. John Williams from JDCQ and I visited Murray and found a well organised workshop and viewed engines being restored. A check of his website showed value for money for his services.

Mid-Week Drivers will not visit the Spring Creek Cafe this year as the property is currently up for sale.

If you are wishing to join us and are not receiving our email invitations, send me an email at [midweekdrives@arocaqld.com](mailto:midweekdrives@arocaqld.com) to be added to the list and always check out the photos we display in the Photo Gallery on our Club Website.





# STANTHORPE WEEKEND

words karen green pics darryl green

It was warmer than usual in Stanthorpe when the Alfa Club held it's annual food and wine fest on the weekend of 16th to the 18th of October. The ladies certainly celebrated this promise of summer on Saturday night with a display of super short skirts and skyscraper heels – a somewhat precarious combination when alcohol was added to the mix ..... but enough about Kathy Campbell and Daniella Heeremans' shenanigans. Once again the group were wonderful ambassadors of the marque, remembering their table manners in public and refraining from disreputable behaviour whilst behind the wheel. There were several new faces amongst the stalwarts and we hope that this marks the first of many Stanthorpe treks for them. All the hard work was done as usual by Garry Spowart and Jude Vaughan, and we thank them for the hours and hours of dedicated research and superb organisation that makes this weekend such a wonderful event.

Friday night pizza and wine was a huge success – so much so that more wine had to be procured rather early in the evening. I am sure that the local pizza place is not used to providing for 30 people on one order, but they did a great job of feeding the hoardes, many of whom had driven for several hours to be there. Many thanks to Mike and Daniella Heeremans for allowing us to hold this welcome dinner at their house, and for once again letting the boys inspect the contents of

the home garage and speculate on how they can get their hands on one of Mike's creations. On Saturday morning we were treated to a buffet breakfast at the Wallangarra Railway Station Café which straddles the QLD/NSW border and is home to an informative display centred on the importance of rail to the area. I was delighted, but somewhat bemused, by the very last room of the museum where someone had proudly displayed a small homage to Dr Who including a Tardis, Dalek and Cyberman. After strolling for a kilometre or two through Girraween National Park, it was time for morning tea at the Bramble Patch and then on to Golden Grove Winery for some tasting before lunch. Ballandean Estate set us up in a room just for us ( perhaps they thought we might scare off other diners ) and served individual antipasto plates to tide us over until dinner. Savina Lane Winery was our next stop, rather surprising the staff as it was last minute decision on our part, but they rallied admirably and shuffled us all underground to their storage area for an educational hour or so of tasting. I am sure they were happy we came as they now have several new wine club members and sold quite a few bottles. Tony and Jude Vaughan certainly enjoyed this visit as they could be seen surreptitiously pacing out meterage, calculating wall heights and speculating on construction methods. Does this mean an underground cellar is being added to the building

plans?? They have already done a lot to the rock farm, and those of us who visited again this year saw the results of their hard work. Quite a few of us opted for the pre –dinner "nana nap" ( thinly disguised as watching the bikes qualifying session on tv) before walking a few blocks to the Indian restaurant which has become a local favourite of several Club members. Entrees, curries, rice, pappadums and bread all done buffet style made sure no one went hungry and as it was BYO it was a chance to try out some of the purchases made earlier in the day. Unlike last year, no one partied on afterwards, so we were all fresh as daisies for Sunday morning breakfast at the Wine College followed by the obligatory invasion of Mike Heereman's workshop and Daniella Heereman's She-Shed. Not sure what the boys got up to, but the girls had lots of laughs and told lots of tales about spouses, houses, kids, old people and amazing things you can make from stuff you rescue from the tip shop. With many people choosing to start their journey home about lunchtime, several of us made a side trip to check out Jim and Colleen Berry's property south of Stanthorpe before visiting Mt Stirling Olives. By this stage we were down to four of us, the Greens and the Truesdales, stopping off to buy apples on the way north and of course having pie and coffee at Suttons before making the trek back to Brisbane.





Our early Alfas such as the Guiliias and Guillettas as well as my 2600 Sprint arrived from the factory with lovely Carello headlamps usually recognised by a slightly old world look to the lenses and the flowing script "Carello" cast into the glass. This company manufactured lighting systems as a subsidiary of Magneto Marelli and were standard fitment on Alfa Romeos and other top end Italian cars of the era.

Sixty years on many of our headlamps have suffered from the elements and while the glass lens may be OK the reflectors have often seen better days suffering from moisture and rust damage. While new 7 inch lamp units in the Carello style are available in Europe these all appear to be for Left Hand Drive and point and dip the wrong way. For example the headlamps for my 2600 Sprint are available in LHD with the part number 07.480.700 whereas the correct RHD version 08.480.700 are unobtainium.

Sure you can get generic lights or even Lucas but what if you want to keep your Carellos? They can be saved albeit in a process akin to the famous story of Grandpas axe!!!

What follows is the process you need to go through to save your Carellos.

First up go online and purchase a pair of good quality 7 inch H4 semi sealed beams (not sealed beams). Make sure you buy the type which has no separate parking light and dont trust the photos –send them a query to make sure. H4 will give you quality halogen light units with modern headlamp power.



Take your old lamp unit and set up on the bench on a soft surface. Wear leather gloves and eye protection throughout the entire job. Using a hand held grinder with a very coarse sanding disc begin grinding the square edge of the lamp unit rim at an angle of approximately 45 degrees. Work slowly around and after several cycles you will cut right through metal rim. During this process do not allow the glass to get too hot and keep moving the grinder to avoid overheating



After cutting right through insert a snap knife between the glass and the flat of the rim and carefully work the snap knife around the circumference cutting through the white sealant that holds the glass in the rim. DO NOT put any pressure on the glass at all.

The glass lens will separate from the old reflector as you work around.

Scrape of any old white sealant and give the lens a thorough cleaning with heavy duty glass cleaner such as Gumption.



Find the centre top of you new generic lamp and mark this centre top point on the back of the reflector.

Now comes the fun part and much care is needed here. Place some old newspaper on the bench and hold the you new generic headlamp upside down above the newspaper. Using the handle of a small hammer carefully tap the inside of the generic lens and it will soon break. Carefully remove all the broken lens from the reflector and any white sealant residue. Take care here as fine particles of glass will remain embedded in the white sealant.



When you are happy that it is clean smear a small amount of white silicone bathroom sealant around the rim of the new reflector. Only a small amount is needed. Place the Carello lens into the rim carefully lining up the top of the lens with the mark you made earlier.

Allow the sealant to go of while you do the same on your other headlamp. Then you can run a bead of sealant around the rim to seal it up and finish the instalation of the glass.



Leave to cure and then the job is done.

# SALVARE il CARELLO (saving the Carello)

by paul blake



# CLUB NIGHT

Bernie Campbell

November Club Night will be at Shannon's Club Rooms at 305 Montague Road , West End on Wednesday November 11. I had previously indicated that Richard Anderson would be our Guest Speaker on the night , but unfortunately ill health prevents Richard from attending so we wish him a speedy recovery.

Mal Fraser has agreed to be our Guest for the night . Mal will be talking us through the restoration of his magnificent Dutch Blue 105 Series 1600 Giulia Sprint and his life with Alfas and his career in the UK and the Middle East. This is the final Club Night for 2015 so please assemble from 6.30pm for a 7pm start. Pizza and drinks and coffee will be supplied by the Club.

Attendance at October's Bocce Challenge was down a little but our team rallied to the cause and our Club has retained the Trophy for another year ( the tenth consecutive ) . Thanks to all who attended and to the Fiat Club as we all had a great night.

As this will be our last Club Night I would like to thank all who helped me during the past year and to all of you who have supported the Club by attending and participating in our events. Hope to see you in 2016.

Ciao,

Bernie.





Jude Vaughan

# MEMBERI

Where did October go...or should I say, "Welcome to Christmas". I Can't believe that Colin is about to head home from overseas and I will be handing back the Membership duties after filling in as Acting of recent months. I Wonder if he and Terry whisked through their holiday in a flash, like life at our place recently. No doubt there will be tales to tell, reports of Alfas seen in various countries and interesting snippets in Colin's next Membri report.

Putting on another hat, it was great to see such a large contingent of Alfisti heading from all points of the compass, to Stanthorpe for our Wine and Food Weekend on the 16-18th October. Our highest number ever (I think) with 35 members at Sunday Breakfast which included our intrepid President Pete and John Anderson who both drove up at the crack of dawn to join us for the morning activities. Obviously both enjoyed their crisp early morning drive. More on the weekend is else where in the magazine.

As always, everyone enjoyed the chance to see what the region has to

offer, including our traditional "must do list" and surprises along with way. Alfisti seem to be up to the challenge of new places and spur of the moment ideas that turn out to be quite spectacular. Not every day that you see a string of Alfas including a Montreal trundling through country lanes and dirt roads to National Parks and wineries. Thanks to Don and Sue's suggestion, Savina Lane Wines was included, and what a surprise that was. A cellar door that we hadn't visited before and close to our block of rock, so will be visiting when we next have a chance to get to Stanthorpe.

Back to the present and a very warm welcome to new Alfisti who have joined in the past month:

John and Kitar Crowley and their red 1972 Spider and Elliot Price along with his red 2006 Brera

Ciao for now - Jude



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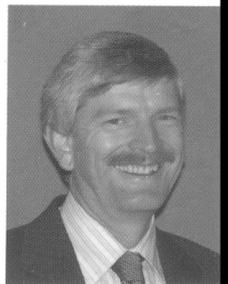
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Facsimile (07) 3341 0776  
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## Alfesta 2016 -The AROCA Nationals March 25<sup>th</sup> to 28<sup>th</sup>

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.

The following examples are for 2 people for 4 nights.

#### Deluxe King Suite:

One King bed. Separate bath & shower. \$740.00

#### Deluxe Twin Suite:

One Queen & one single bed. Separate bath & shower. \$740.00

**Other options are available.** Please make enquiries and bookings for your Alfesta 2016 accommodation directly with The Barn. Phone (08) 8726 9999.

More information and booking details are available on our website, or contact us by email or phone - details below.

Places are limited. Book soon to avoid disappointment.



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[www.alfesta2016.alfaclubsa.org.au](http://www.alfesta2016.alfaclubsa.org.au)

## 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
Sun 08	Adelaide Auto Italia - Experience South Australia's largest gathering of Italian cars, bikes and scooters. For more information, visit <a href="http://www.autoitaliaadelaide.com/">http://www.autoitaliaadelaide.com/</a>
Wed 11	Members Club Night - Shannon's, West End
Sun 15	Day Run - Sunshine Coast Hinterland
Sat 21	AROCA Sprint #5 - Lakeside Raceway, Dakabin
Sun 29	AROCA Sprint #6 - Queensland Raceway, Willowbank

## DECEMBER 2015

Sun 06	Christmas Party - Coorparoo Bowls Club
Sun 06	V8 Supercars Sydney 500 - The last round of V8 Supercars in 2015.
Wed 09	December Magazine Deadline

## 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

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# RISULTATI

## 2015 ALFACOMP Standings

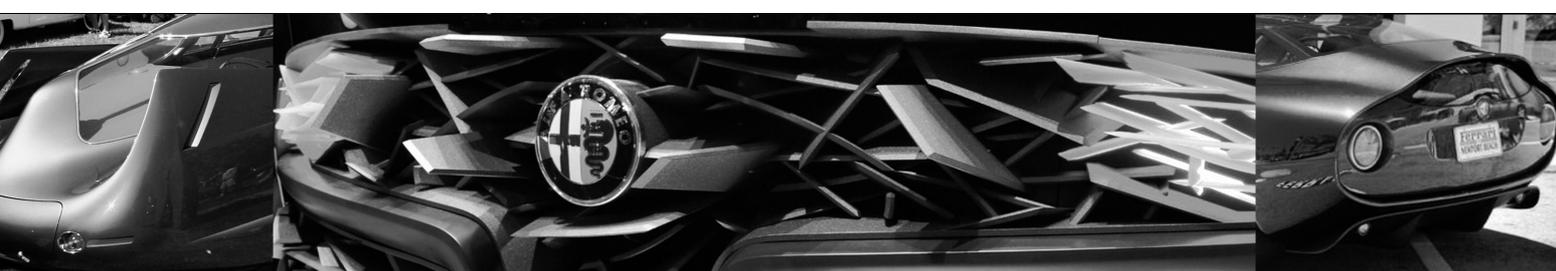
	Spr	Reg	Race	Spr	Race	Race	S/S	Reg	S/S	Race	Reg	S/S	Reg	S/S	Race	Spr	Race	Reg	Reg	Spr	Total	Total
	1	1	1	2	2	3	1	2	2	4	3	3	4	4	5	3	6	5	6	4	Events	Points
1 Mark Jackson	<u>10</u>	<u>16</u>	<u>16</u>	0	<u>20</u>	0	<u>12</u>	8	<u>16</u>	0	0	<u>11</u>	<u>10</u>	9	0	0	<u>20</u>	0	7	<u>10</u>	13	165
2 Ken Percival	0	0	<u>20</u>	0	<u>14</u>	0	<u>11</u>	0	<u>14</u>	0	0	<u>14</u>	0	<u>16</u>	0	0	<u>16</u>	0	0	0	7	105
3 John Coleman	0	0	<u>14</u>	0	<u>9</u>	0	<u>14</u>	0	<u>20</u>	0	0	<u>20</u>	0	<u>14</u>	0	0	0	0	0	0	6	91
4 Damien Bogatek	<u>7</u>	<u>20</u>	0	0	0	0	0	<u>10</u>	0	0	<u>10</u>	0	<u>5</u>	0	0	0	0	0	<u>10</u>	0	6	62
5 Jason Wishart	0	0	0	0	0	0	<u>20</u>	0	0	0	0	<u>16</u>	0	<u>20</u>	0	0	0	0	0	0	3	56
5 Doug Stonehouse	0	0	0	0	0	0	<u>10</u>	0	<u>10</u>	0	0	<u>10</u>	0	<u>12</u>	0	0	0	<u>10</u>	0	0	5	52
7 Steve Bowdery	0	<u>14</u>	0	0	0	0	0	<u>7</u>	0	0	<u>8</u>	0	<u>8</u>	0	0	0	0	<u>8</u>	<u>6</u>	0	6	51
8 Serge Oberhauser	<u>8</u>	0	0	8	0	0	<u>7</u>	0	<u>8</u>	0	0	<u>9</u>	0	<u>10</u>	0	0	0	0	0	0	6	50
9 Peter Salmon	0	<u>11</u>	0	<u>6</u>	0	0	<u>6</u>	<u>6</u>	0	0	0	0	0	0	0	0	0	0	<u>8</u>	<u>8</u>	6	45
10 Greg Murphy	0	0	<u>12</u>	0	<u>14</u>	0	0	0	0	0	0	0	0	0	0	0	<u>14</u>	0	0	0	3	40
11 Alan Broadhurst	0	0	0	0	0	0	<u>9</u>	0	<u>11</u>	0	0	<u>12</u>	0	0	0	0	0	0	0	0	3	32
11 Brent Hampstead	0	0	0	0	0	0	<u>16</u>	0	0	0	0	0	0	0	0	<u>16</u>	0	0	0	0	2	32
11 Rob Robson	0	0	<u>10</u>	0	<u>10</u>	0	0	0	0	0	0	0	0	0	0	0	<u>12</u>	0	0	0	3	32
14 Charles Webb	0	0	0	0	0	0	<u>8</u>	0	<u>12</u>	0	0	0	0	<u>11</u>	0	0	0	0	0	0	3	31
15 George Brook	0	0	<u>10</u>	0	<u>11</u>	0	0	0	0	0	0	0	0	0	0	0	<u>9</u>	0	0	0	2	30
16 Jenny Mitropoulos	0	0	0	<u>7</u>	0	0	<u>5</u>	0	<u>9</u>	0	0	0	0	<u>8</u>	0	0	0	0	0	0	4	29
16 James Anderson	0	0	0	<u>10</u>	0	<u>8</u>	0	0	0	<u>10</u>	0	0	0	0	0	0	0	0	0	0	3	28
18 Paul Young	0	0	<u>12</u>	0	0	<u>7</u>	0	0	0	<u>8</u>	0	0	0	0	<u>10</u>	0	0	0	0	0	4	27
19 Warren Parker	0	0	0	0	<u>16</u>	0	0	0	0	0	0	0	0	0	0	0	<u>10</u>	0	0	0	2	26
20 Peter Parianos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>20</u>	0	0	0	0	1	20
21 John Anderson	0	0	0	0	0	0	0	<u>5</u>	0	0	<u>7</u>	0	<u>7</u>	0	0	0	0	0	0	0	3	19
22 Andrew Wilson	0	0	0	0	0	<u>10</u>	0	0	0	<u>7</u>	0	0	0	0	0	0	0	0	0	0	2	17
22 Jason Overland	0	<u>10</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>7</u>	0	0	2	17
24 Marcus Ferguson	0	0	<u>8</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>8</u>	0	0	0	2	16
25 Lee Morrissey	0	0	0	0	<u>8</u>	0	0	0	0	0	0	0	0	0	0	0	<u>7</u>	0	0	0	2	15
26 Chris Hampstead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>14</u>	0	0	0	0	1	14
27 John Fenwick	0	<u>12</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
27 Barry Cornford	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>12</u>	0	0	0	0	1	12
29 Peter Lawrence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>11</u>	0	0	0	1	11
29 James Cornford	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>11</u>	0	0	0	0	1	11
31 Alex Berry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>10</u>	0	0	0	0	1	10
32 Graeme Berry	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>7</u>	0	0	0	0	0	0	1	7
33 Norm Ryan	0	0	0	0	0	0	0	0	0	0	0	0	<u>6</u>	0	0	0	0	0	0	0	1	6

## ALFACOMP Regularity #6 - Lakeside Park

DRIVER	ALFA	CC's	QUAL	RUN1	RUN2	RUN3	TOTAL	PLACE	C/P
Damian Bogatek	Alfetta GTV	2000	1.15.37	56	78	57	191	1st	10
Peter Salmon	Alfetta	2000	1.14.48	71	71	121	263	2nd	8
Mark Jackson	147GTA	3200	1.07.31	17	71	DNS	88	3rd	7
Steve Bowdery	Alfetta GTV	2000	1.14.08	44	67	DNS	111	4th	6

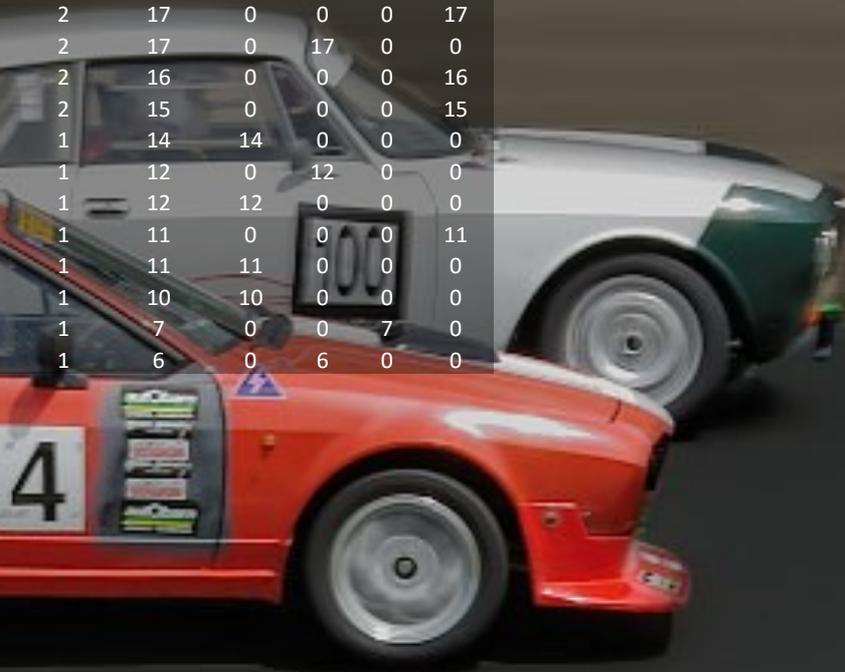
## ALFACOMP Sprint #4 - Queensland Raceway

DRIVER	ALFA	CC's	RUN1	RUN2	RUN3
Mark Jackson	Alfetta GTV	2000	63.73	63.66	<u>63.32</u>
Peter Salmon	Alfetta	2000	74.97	<u>74.20</u>	74.80



## 2015 Interclub Championship Standings

Best s Events	Alfacomp Points	Sprint	Reg	S/S	Race	CLUBS	Khanacross climb	Hill- climb	Regu- larity Sprint	Obser- vation Run	Skid pan	Motorkhana	TOTAL
10	141	20	41	48	56								
7	105	0	0	55	50	1 Lotus Club Qld.	20	19	17	20	20	19	115
6	91	0	0	68	23	2 Porsche Club Qld.	16	18	19	18	19	18	108
6	62	7	55	0	0	3 Alfa Romeo Owners Club Qld.	18	0	18	19	18	17	90
3	56	0	0	56	0	4 Holden Sporting Car Club Qld.	20	16	0	0	16	20	72
5	52	0	10	42	0	5 MG Car Club Qld	17	20	0	16	17	0	70
6	51	0	51	0	0	6 BMW Car Club Qld.	15	0	20	17	15	0	67
6	50	16	0	34	0	7 Z Car Club	0	17	0	0	13	15	45
6	45	14	25	6	0	8 MX5 Car Club	0	0	0	0	0	16	16
3	40	0	0	0	40	9 WRX Club	0	0	0	0	14	0	14
3	32	0	0	32	0	10 Sprite Club Qld	0	0	0	0	12	0	12
2	32	16	0	16	0	MG Car Club Gold Coast	0	0	0	0	0	0	0
3	32	0	0	0	32								
3	31	0	0	31	0								
2	30	0	0	0	30								
4	29	7	0	22	0								
3	28	10	0	0	18								
4	27	0	0	0	27								
2	26	0	0	0	26								
1	20	20	0	0	0								
3	19	0	19	0	0								
2	17	0	0	0	17								
2	17	0	17	0	0								
2	16	0	0	0	16								
2	15	0	0	0	15								
1	14	14	0	0	0								
1	12	0	12	0	0								
1	12	12	0	0	0								
1	11	0	0	0	11								
1	11	11	0	0	0								
1	10	10	0	0	0								
1	7	0	0	7	0								
1	6	0	6	0	0								



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Classifieds selling or seeking services are not accepted. Please contact the Committee Member responsible for magazine advertising (advertising@arocaqld.com) to place these type of notices in the Club magazine.

To submit a new classified, visit the Club website (www.arocaqld.com), click on the "Classifieds" menu button and select "Submit an Advert" from the drop-down list. Complete the online form, making sure you fill in all the mandatory fields.

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.

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Under Queensland law, registered vehicles offered for sale must have a current and valid Safety Certificate available for perusal by prospective purchasers from the time the vehicle is offered for sale. Failure to do so may result in prosecution by State authorities. No classifieds will be published if they include "RWC/Safety Certificate on sale" or similar statements.

**Wanted handbook for 2003 Twin Spark 147** | \$50 | Contact: Geoff, 07 54831519, cazamac50@gmail.com (Expires: Dec 31)

#### Wanted Alfa Sprint

Interested in purchasing a mint condition, late model & unmolested Alfa Sprint (1984+). | \$Dependent on condition | Contact: Noel, 0450065284, noelmcdermott@me.com (Expires: Dec 12)

#### Wanted Wheel Studs

Looking for wheel studs for a 2009 Mito that aren't rusty! | \$5.00 each | Contact: Brett, 0407603411, brett.cheney@clubtelco.com (Expires: Dec 8)

**For Sale Alfa 156 JTS Selespeed** with Genuine Factory Body Kit .2002 156 JTS 2.0L Selespeed. (Apr 2003 delivered). Stand out from the crowd with this top conditioned, very low km, one owner with log book vehicle featuring genuine Alfa factory body kit (Front spoiler, side skirts, wheel arches, rear diffuser). 82,000 km. Rego until Apr 2016. Black leather interior, Alfa Red exterior with full colour coded bumpers, wing mirrors and sports kit. New timing belt, accessory belt and spark plugs (Sept 2015). Full system diagnostic scan (No Faults). Compression check - 200-200-200-200. Air Con and redline test, all good condition. Current Safety Certificate. PRICED TO SELL! | \$5,800 neg | Contact: Alan, 0416 264 640, alan-chow.design@gmail.com (Expires: Jan 27)



#### For Sale Ciao Bello - Personalised Plate "83LLO"

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#### For Sale 2004 Alfa GT 3.2V6 manual +Q2

2004 Alfa Romeo GT in the most desirable color combo of Rosso Alfa & Tan leather. Q2 LSD. 6 speed manual. QLD Rego to 24 March 2016. 105,000kms. Last of the renowned Busso 3.2L V6 engined Alfas. All the usual GT accoutrements. Cruise, ABS, EBD, ESC,

Bose sound system (std) Cold aircon (2-zone), new front brake pads, new alternator in 2013, sunroof, strut brace, good tyres. Unmolested and in exceptional condition. To the best of my knowledge everything works, except for seat heaters. Service history & plenty of receipts. Factory books, two sets of keys, original tools & compressor. Personalised plates not included in the sale. Vehicle is offered at this low price as it is due for its next service, which will include timing belt (due on time by the end of the year, not on kms). | \$12,800 neg | Contact: Paul, 0428641321, paul.bayly@ge.com (Expires: Jan 17)



#### For Sale Alfa GT 2005 JTS Selespeed

Nero Black exterior, yellow leather interior. Sold by Alfa Romeo Brisbane, 2 owners, 86,721kms. All work by Alfa specialist, Log Book with all 20k Programmed and all 10k Minor services. Timing Belt & Water Pump (61,453kms), Brake Pads & Rotors (73,629kms), Selespeed "end of line" recalibration 9/2105, almost new Goodyear Assurance 225/45 17 Tyres (fitted 78,000kms). Always kept under car cover inside garage, no accidents or body repairs. Great example of limited-run 2 door coupe. Ideal for a touring enthusiast who appreciates Alfas. Located in Samford Valley. | \$10,500 | Contact: Graham, 0412584655, nlgarnold@gmail.com (Expires: Jan 12)

#### For Sale Alfafarm Parts Clearance

Going out of business and moving interstate - everything must go! Get in quick as I will be scrapping residue of 105, 116 Alfasud, 33, 75, 90, Giulietta, 164, 156 parts. Come make a donation to moving costs. | \$POA | Contact: John, 0418189207, alfafarm@bigpond.com (Expires: Jan 12)

#### For Sale 1999 2L Alfa 156 Selespeed Sedan

Good tyres, tidy body and interior. Aircon needs re-gas. Selespeed needs attention - tends to drop out of gear when changing down, but otherwise runs very well. Selling unregistered and without Safety Certificate. Car located in Beerwah, Sunshine Coast. | \$2,5000 ONO | Contact: Max, 0409643645, maxkala@bigpond.net.au (Expires: Jan 10)

#### For Sale Spider 2 litre 1979

Alfa Romeo Spider 1979, 2 litre. Fully maintained and roadworthy. Second or third time around the clock. On Historic Registration. Good battery and tyres. Spica pumps replaced with del Orte carburettors. | \$15,000 | Contact: Bruce, 0428998771, dhuglas@bigpond.com (Expires: Jan 2)

#### For Sale 1999 Alfa Romeo 166 Sedan

Auto, unregistered. Odometer 194,453. Runs but needs service. | \$1,500 | Contact: Antonia, 0418668448, antonia.lockitch@hotmail.com (Expires: Dec 30)



**For Sale Alfa Romeo GT 2005 Selespeed**

Regular service by Alfa specialists only, has a full log book history. Full leather seats, Bose stereo system, windscreen wipers sensors, Xenon lights, Ferrari style alloys, Supersprint custom exhaust, brand new brake pads and disks fitted on all wheels, brand new original Alfa radiator (made in EU) fitted, brand new ignition switch, new roof lining. Tyres are about 80%. It's in very good condition inside and out, drives really well. Selling due to relocating. | \$11,000 | Contact: Dusan, 0451243242, dusan.smrek@gmail.com (Expires: Dec 30)

**For Sale AlfaSud parts**

Many parts to suit circa '83 - '85. Suspension, brakes, instruments, trim, bonnet, rear glass, etc, etc. All free but prefer it all goes as one lot otherwise they will be dumped. | \$Free | Contact: Peter, 02 4981 7173, lloydmk4@gmail.com (Expires: Dec 30)

**For Sale Alfa GT 3.2 manual**

Beautiful condition. 79,000 Klm. 18" wheels, with a matching set of Michelin Pilot 3 directional tyres - all with good tread. The car has 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 56,000klm. Everything works, and I have had nothing but pleasure from this car. Includes 3 year warranty. | \$19,990 | Contact: Mark, 0400792090, mbaker-marco@aol.com (Expires: Dec 29)

**For Sale Brera Ti**

2009 Brera Ti 2.2 manual for sale in Misano Blue and very good condition. Regular service history including with Alfa specialist Automation (next service due in 9k). | \$18,500 | Contact: Neil, 0455 095697, neil.mcdonnell1964@gmail.com (Expires: Dec 29)



**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 (Expires: Dec 28)

**For Sale Alfa Engine Coffee Table**

Alfa Romeo 2.5 V6 coffee table. Fully stripped, blasted & then clear coat & painted, custom made glass. Lots of work gone into making this. Can be taken apart so that can be moved easily. rubber strips fitted under so ok on tiled or wooden floors. | \$2,200 | Contact: David, 07 3257

7755, motorauto@optusnet.com.au (Expires: Dec 22)



**For Sale 1998 GTV 3.0 Race Car**

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 headers and Alfaholics dump pipe from headers to cat with high flow exhaust, front Koni coilovers and rear Koni's with upgraded springs, 144kw atw on Alfamotive dyno, professionally mounted adjustable Sparco race seat and new harness, new steering wheel, lightened, all sound deadening removed, AC removed, wiring tidied up, big brakes with DS 3000 pads and heat treated rotors, 16" rims with near new Yokohama O50 semi slicks, 17" GTA rims with good road tyres, used set of Yokohama 048 semi slicks. Recent service including new cam belt, oil, filters, brake fluid. Great looking car, perfect for VRA, club racing, sprints etc. Competitive and probably faster than I can pedal it. Plenty of scope for further development. Delivery options negotiable. | \$18,000 ONO | Contact: Manuel, 0411877952, manuel@projectsqld.com (Expires: Dec 19)



**For Sale 2002 Twin Spark Manual**

Selling my loved Alfa, LOW KMS! I am the second owner of this car. Bought it from an old couple 3 years ago in NSW. The car has done 109000 kms and still runs very smoothly! It has great fuel consumption nearly reaching 1000kms in a full tank. The only issue is the paint job on the exterior of the car (front), however not to worry there is no sign of rust. The car has been frequently serviced at Alfa Romeo dealership. It is located in the Suburb of Shailer Park. | \$3,800 | Contact: Lawrence, 0421499956, Lawrence.seaton@gmail.com (Expires: Dec 16)

**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 (Expires: Nov 24)

**For Sale Advan A048 semi slicks**

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 (Expires: Nov 22)



**For Sale Alfa GT V6**

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 (Expires: Nov 8)



**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. Tyres 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 (Expires: Nov 1)

# FINALE

## Letters to the Editor.

Firstly I must congratulate our current Editor, who is supported by Madame Secretary in their efforts to create a very readable monthly magazine for our members to look forward to receiving. It was pleasing to see in the member survey that the majority of members still enjoyed reading the hard copy, even though the digital version shows colour photos. However October magazine, page 11, contained a photograph featuring a nice looking Montreal and a groovy couple who our Editor purported as maybe Gail and myself in that era. Back in 1973, Gail and I purchased our first home for what seemed at the time a large amount of money, \$14,600. This was after a lot of hand wringing by an ANZ bank manager who refused to accept Gail's wage contribution in our proposal of how we would repay this debt. He did this on the grounds that she may fall pregnant and be unable to help us maintain

this contribution. What a sexist time we lived through! Just for the record, just in case that bank manager is still with us, our first born child Scott, whose photographic work you have seen in this magazine was born in October, 1980 and we never missed a repayment. I have enclosed for the Editor and Mrs Editor, aka Madame Secretary as well as members to read, the 1974 Alfa Romeo Australian price list. You will note that the Montreal cost was more than our first home! A no brainer as to what we would purchase. AROCA member and previous employee at a prestige motor car retailer, Paul Jansen confirms that even to this day, the employees refer to these vehicles as "houses", as their prices are still tracking home prices.

Tony Nelson  
Member # 338

		Suggested Retail Price
ALFASUD	4-door sedan	\$ 3,690
1.6 GT	Coupe	\$ 5,830
ALFETTA	4-door sedan	\$ 5,995
2000 BERLINA	4-door sedan	\$ 6,495
2000A BERLINA (automatic)	4-door sedan	\$ 7,090
2000 GT VELOCE	Coupe	\$ 7,095
2000 SPIDER VELOCE	Roadster	\$ 7,195
MONTREAL	Coupe	\$14,935

Alfa Romeo Australia Pty. Ltd., 14 Dickson Avenue, Artarmon, N.S.W. 2064

If you are going through hell - keep going

# PER SEMPRE ALFA

Next issue: December 2015

Deadline: December 9

# Ciao!

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