

Alfa
Per Sempre

ALFA ROMEO OWNERS CLUB OF AUSTRALIA
(QUEENSLAND DIVISION) INC
PO BOX 6190
FAIRFIELD GARDENS LPO QLD 4103

Our cover photograph depicts Michael Heeremans' 3.0 12 valve V6 with down draft Webers in a 105 stepnose with a transaxle.

Photo courtesy of Andrew Hall

Magazine Contributions

All contributions for Per Sempre Alfa are welcome.
Refer to the Event Calendar for printing deadlines.
It is assumed authors offer all magazine contributions gratis.
Submissions should be sent to editor@arocaqld.com



affiliated with



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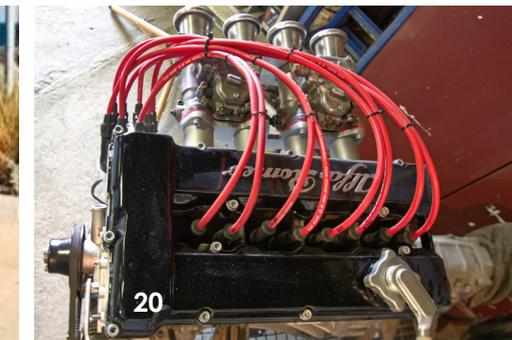
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www.arocaqld.com

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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.

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



EDITORIALE

darryl green

Your editor usually remembers to check things, and has collected a number of reasons, or more accurately phobias, that motivate this. The recurring nightmares about university assignments, the recurring nightmares about losing a bid due to some stupid error. Or the worse ones about winning one for the same reason. Like the one where the requirement I hadn't noticed means I've won a contract to build a time machine - with a penalty clause for late delivery. It's great to wake in panic with the realisation I'll have to spend eternity figuring out how to build the machine so I can hop in and go back in time to deliver it on schedule once finished...

But when it comes to checking page counts, one event sticks in my mind..

It was a fairly long straight, so the pause in instructions wasn't too disturbing - up into 3rd, winding it out - hmm - looks like a T intersection coming up...

Rick - what's the next instruction... Rick?

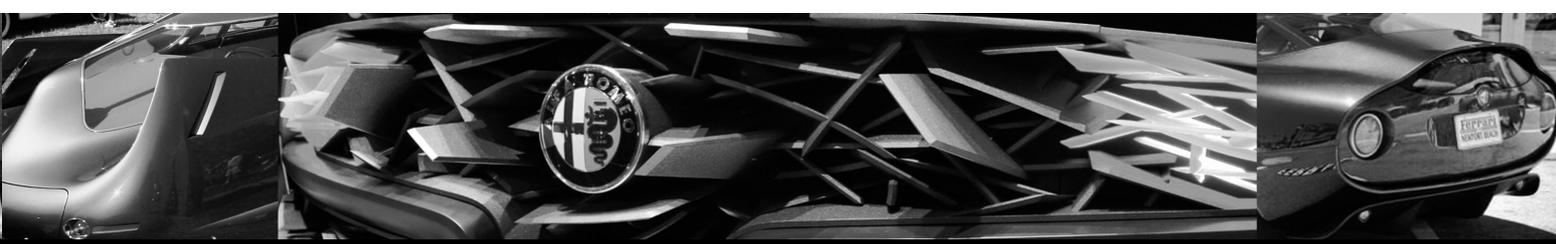
"Umm - there isn't one."

Thoughts race through my head. How can there not be an instruction? It is just on dawn and we have been going for hours so I suppose expecting the navigator to provide helpful interpretations of the instructions is a bit optimistic - still - I thought self preservation might have come into play. Rick must mean no instruction about this intersection - one branch must be a no-through road. As we approach the intersection I can see that the left fork continues so lets try that...

AFTER A BRIEF INTERMISSION FOR MEDICAL REASONS (SUDDEN ONSET TOURETTE'S SYNDROME) THE CONVERSATION RESUMES AS WE EXAMINE THE LAST PAGE OF THE INSTRUCTIONS

I (or possibly the red mist monster) decide to relieve some frustration with what I'd like to claim was a nicely executed Scandinavian flick, but in reality involved coming to a stop in a cloud of dust with the driving lights brightly illuminating (I presume, it's hard to tell when a solid object is millimetres away from the lights) an embankment. At least it was the embankment on the inside of the bend...





I now seem to have Rick's attention - and he decides to clarify a few things.

Rick: I've run out of instructions...

Me: What? Are we supposed to be at the finish? Where did we go wrong?

Rick: I think a page of the instructions is missing...

After a brief intermission for medical reasons (sudden onset Tourette's syndrome) the conversation resumes as we examine the last page of the instructions...

Me: Ok so we are supposed to finish by turning into a BP - we know where that is - lets work backwards...

After a bit of gesticulating at the map and discussion we give up on the *details* but do figure out a route to at least get us to the end.

So we head back, take a few turns on our improvised route to the finish, then see a white Escort coming the other way execute a perfect flick and vanish around a bend.

Off we go....

We manage to keep the Esky in sight - just. The event speed is supposed to be legal, but knowing who had set the course we all expected the designated time to assume the use of a vehicle capable of instantaneous changes of direction while travelling at the speed limit. Even so - whoever is driving the Escort is certainly in a hurry.

Luckily, Rick figures out where we are up to on the final page and starts giving me instructions (mainly to the effect that he would like to live long enough to enjoy breakfast at the roadhouse). So I back off a bit and we make an uneventful run to the finish.

Surprisingly, our detour seems to have clocked up about the same distance as the correct route would have - and although we are a bit late, we end up finishing ahead of the Esky on points - so that's the main thing... To this day I don't think the Esky driver has quite figured out how that happened. And to this day I always (well - almost always) check for missing pages.

Which brings me to the errata section for the December edition... As you may have noticed, the magazine had no missing pages - just the thoughtful inclusion of a couple of blank ones at the back for you to use to write your shopping list, or to improve the magazine by writing an article of your own, or collect autographs from famous (or not so famous) Alfa racers... Or it could have been that I forgot to check and submitted a 38 page (38 is, apparently, not divisible by 4) magazine to the printers, then left on holiday..

My apologies also go to Mike Robertson, the subject of December's member profile, whose name I managed to get wrong.

Overall - so much for the editor's attention to *detail* as mentioned by some wag in the calendar entry for April's observation run. The route for the run isn't quite finalised yet, and we have a few *details* to work out regarding what exactly is *not* a competition (this run certainly won't be) so as to ensure we are insured. However, I can reveal that the run doesn't travel too far afield - if you are a Brisbane based member that is - but may leave you wondering where you are. The finish location is a great one for a picnic or BBQ but won't leave you too far from anywhere - including the start. Check the website and next month's magazine for further *details*.

And - a New Year's reminder - if your email address has changed, or you somehow never subscribed to the memberlist email list it's well worth updating your email details. When subscribed you will receive the latest updates regarding club events - such as late cancellations or changes due to forecasts of inclement weather (*whether or not it eventuates - ed, post deadline*). To subscribe or update just go to the web site and click on:



Sign up for email updates



PRESIDENTE

peter mathews

A

very Happy New Year to you all and welcome to what promises to be a very exciting 2016 AROCA calendar! I trust that you all had a very happy, safe, and healthy festive season and caught up with families to celebrate the year that has been and the one to come. For our family it was a great year with my son James and his partner back from two years up in Darwin as an Associate Director with KPMG, to now be based in Brisbane, and my daughter Elizabeth practising as a solicitor in family law in Brisbane, and also with a new life partner, so a great year to celebrate family successes – looking forward to hopefully being a grandfather one day, but I suspect I will be waiting for a while! We had a beautiful week up at Caloundra at the beach with work keeping me busy over the break - enabling me to indulge my passion of more work on my Alfas!

Congratulations to all the trophy winners for 2015 and thanks to John and the Committee for organising a great Christmas Lunch in December 2015.

I am busily preparing my new 75 for the trip to Alfesta at Mt Gambier, so really looking forward to stretching its legs on a long trip. Cameron has done an excellent job on overhauling and refurbishing the air-conditioning system – it is as good as can be now which is great in the summer heat. I must admit that Busso 3.0lt V6 is a very sweet engine and matched with the transaxle rear end, driving is a great experience. Have taken out a stump under my house and replaced it with a 310 “I” beam which appears strong enough to hold up the story bridge! So I can now fit four cars in the garage! When the tornado hits I won't be hiding in the bathroom, I will be under that beam!

Had a great run over the break with my good friend Collin Myers in his 159. We left from the BP at Ferny Hills for my favourite run through Samford to Dayboro, up over Mt Mee then via Woodford up the back of Maleny to have a picnic at Mary Cairncross Park. I haven't picnicked there for 30 years and I must say it is superbly fitted out with fantastic facilities and views. I will organise a club run during the year on this run and we really enjoyed just having a picnic – was very social and a great chance to walk and talk and eat which works well also with a larger group. Sometimes at a restaurant or café it is harder to mix with others, so I would like to do more picnics for a change this year.

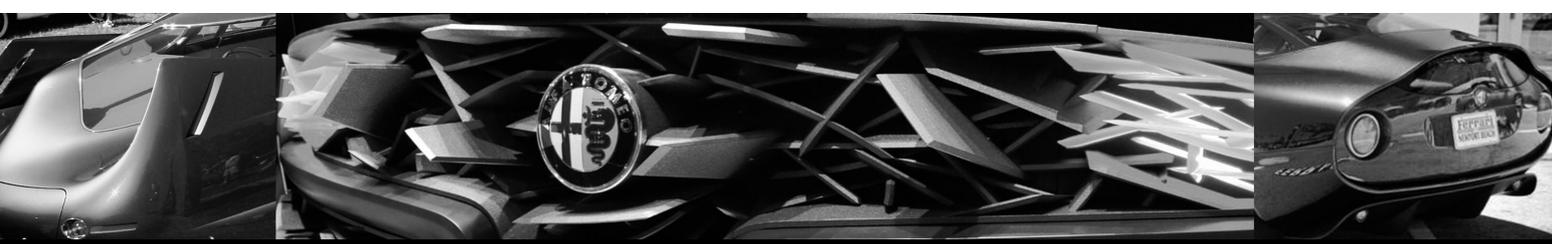
Very big congratulations to Neil Summerson who was appointed a Member of the Order of Australia (AM) for significant service to the finance, commerce and business sectors, to the arts, and to the community. Neil also won the AROCA award for Most Active New Member. Now all we have to do is find a great Alfa Romeo for Neil, which he assures me is on his to do list.

There is a great link to the launch in Germany of the hot new Giulia. It is long but really worth a look. There is a second review of the interior dash by the designer of it, which is also interesting. They are trying to match the quality of the Benz's, Beemer's and Audi's, so it will be interesting to see how good they are in the flesh – looks like A\$ prices will be up around \$143k for the hottie V6 which apparently is the fastest around the Nurburgring. The link is <https://www.youtube.com/watch?v=WDBwnjKGdY>.

Our committed Social Convenor John and the Committee have a great choice of activities this year. We are kicking off the year with a night time run from Redcliffe to Manly which will be good for all the Spiders and 105s without aircon. At the time of writing there were storms forecast so hopefully all will be well and we can have the run. If not we can postpone (*ed - new date tba*).

Ian Hyland is organising a fantastic Valentine's Day Weekend on 13-14 February starting at Bunnings at 2.00pm at Rocklea then winding through the Fassifern Valley with afternoon tea at a winery near Boonah, and then travelling East via Beaudesert and Canungra to Mt Tambourine. We will watch the sunset at the lookout and then dine at the Three Little Pigs restaurant. Day two will involve breakfast at Mountain View and then some options including a visit to Ian's garage which is always a delight. Make sure you book early with Ian – see the website for booking details. Keith has organised a great signup link on the website. Also make sure you book your own accommodation early so you don't miss out.

In between enjoying retirement on wonderful cruises overseas, Tony has been very busy setting up the mid-week agenda for the year. We are kicking off on Tuesday 23rd February with an extra-long run which will be over some roads we have never seen, and will be at a new venue – so make sure you book in with Tony for this kick-off event, for those who can escape the office or the growing number who don't need to be at the office at



all!

Tony has also arranged on Sunday 1 May for us to visit Lloyd Anderson's wonderful collection of 10 Jaguars all of which he has restored himself. Lloyd is a very accomplished engineer and I used to work with Lloyd in the early '90s so I am very keen to see his collection which includes an early XK he is restoring. We will be joined by other Jaguar lovers and club members on that day, so pencil it in.

Diarrise Saturday 5 March for a dinner at a venue to be advised. We thought it would be nice just to provide an opportunity to socialise without kicking tyres! John and the Committee are looking at great venues to tempt you to some fine food and wines. Alfesta takes up Easter and this year it should be interesting at Mt Gambier. There are a number of Queenslanders travelling down so I look forward to presenting a report when I return.

On Sunday 3 April the Fiat Car Club are having their National Meet at Willowbank, and have asked us to run a show 'n shine to support them. You may remember we did something similar about three years ago. Fortunately this year it is in cooler weather so should be an opportunity to polish up your rocker covers and show you Italian beauty. Mark has a great year of competition lined up with an Interclub Championship also to be held this year which kicks off on February 21 at Willowbank Raceway. The Alfacomp starts with a Supersprint Round at Morgan Park on Saturday and Sunday 27-28 Feb, and the first Regularity will be held in conjunction with the Alfacomp Sprint at Lakeside on Sunday March 13. See Mark's column for all the details.

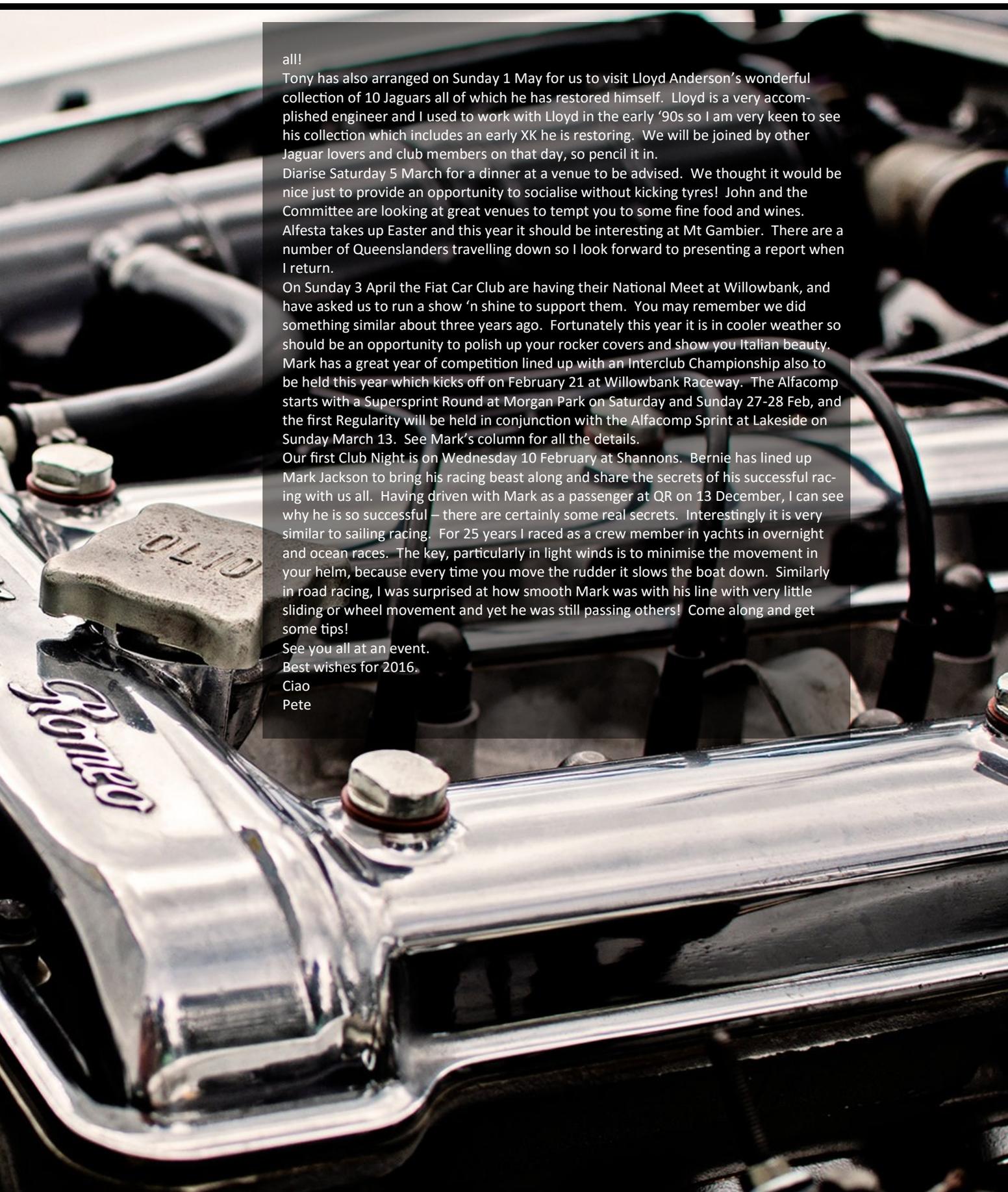
Our first Club Night is on Wednesday 10 February at Shannons. Bernie has lined up Mark Jackson to bring his racing beast along and share the secrets of his successful racing with us all. Having driven with Mark as a passenger at QR on 13 December, I can see why he is so successful – there are certainly some real secrets. Interestingly it is very similar to sailing racing. For 25 years I raced as a crew member in yachts in overnight and ocean races. The key, particularly in light winds is to minimise the movement in your helm, because every time you move the rudder it slows the boat down. Similarly in road racing, I was surprised at how smooth Mark was with his line with very little sliding or wheel movement and yet he was still passing others! Come along and get some tips!

See you all at an event.

Best wishes for 2016.

Ciao

Pete



NEWS - speculazione

Oct 21, 2015 - Jan 29, 2016 • RAGE



Ferrari's IPO was on the NYSE back in October, but the prancing horse made a visually spectacular, if largely symbolic, entry onto the Milan stock exchange in January. Those who had waited for the stock to list in Milan before buying would certainly not have lost out, with the IPO having been at US \$52, and the share price rising to a high of \$58 the following day. By the time trading opened in Milan on January 4 it had fallen to US \$48. Unfortunately it has fallen further since, with the current share price just under US \$40. Still, for FCA, the result has given them access to capital. The question will be - what to do with it. The cracks are starting to show in FCA's plans, with revisions being made

to the strategy laid out as recently as the Detroit motor show. The release of the Giulia has been delayed by seven months and expected volumes revised downwards. It is now looking as if FCA will try to boost its US sales by producing relatively cheap to buy, and relatively cheap to run, US made (so as to avoid the Chicken Tax) "pickup trucks" and similar vehicles - so long as the price of oil remains low.

In Australia, we may not see much new from FCA other than the Giulia for quite some time - unless its a Jeep or Dodge "truck".

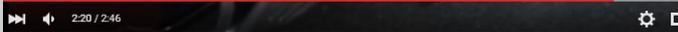




Although - This picture in an Instagram post from new FCA Global Design head Ralph Gilles paying tribute to his predecessor Lorenzo Ramaciotti shows Ramaciotti sitting in the rear of an SUV that just might be a prototype of the upcoming Alfa/Maserati SUV.

Or, if you aren't interested in waiting to see what, if anything, Alfa Romeo eventually produces in the multipurpose utility vehicle market and need a daily commute/ice-cream van combination vehicle (an untapped market segment that Per Sempre Alfa's market research division has identified in Queensland) you could consider this Autotutto Romeo up for auction by Bonhams in Paris.





Lamborghini V12 Motorcycle
<https://youtu.be/OXRzye59Hv8>



DTM 155 V6 Warm Up Sounds
<https://youtu.be/eeKuWF1FbyE>

facebook





Wheeler Dealers S12E12 Alfa Romeo Alfasad

<https://youtu.be/K7fGjmGYArc>



Your editor needs one of these even if it's only 1/43 scale.

EUR 50.00

Place bid



Or maybe this one

EUR 39.00

Place bid



"Vintage" Leather Alfa Romeo CD Case (If CDs are vintage what does that say about their owners?)

US \$10.00

Place bid



1955 Giulietta Sprint brochure. Check the original features...

EUR \$19.99

Place bid





SOCIALE

john anderson

Happy New Year!
Yes, the Alfa Social year has begun. Or at least, I assume it has at the time of writing. The magazine deadline was the Wednesday before our Redcliffe to Manly night-time cruise, so from my perspective while writing this, it hasn't happened yet. There were dire weather warnings though, so we might of decided to postpone it. But not being a psychic, I can't know that right now. So if you were going, you know what happened. And everyone else will have to wait until next issue *(or until the editor reveals it was cancelled/postponed - ed)* to find out...

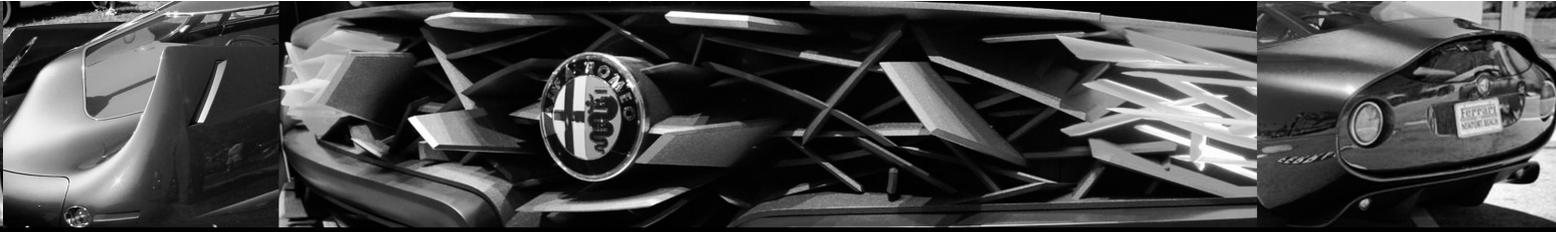
Ian Hyland has once again volunteered to organise a run and dinner, etc around Mt Tambourine for the Valentines weekend (13th/14th Feb). Last year's was a cracker, and it looks like he's done it again for this year. It will involve a run down to Korumba Winery at Boonah for afternoon tea, then back up to the mountain for sunset. Then it's on to dinner at Three Little Pigs on Main Street at Mt Tambourine. If you want to stay the night, please arrange your own accommodation on the mountain, but remember it's Valentines, so bookings might be scarce if you leave it too late. The Group will meet for breakfast on Sunday, probably at the Mountain Brew Cafe on Main Street, followed by a bush walk to Cedar falls, and a visit to Ian's Garage, to see his collection of Alfas. Don't feel that you have to come to everything - maybe you just want to do the Saturday, or maybe just the Sunday. Or maybe just Afternoon Tea, Dinner, or Breakfast. It's up to you, but please let Ian know via the online form so that he can book the appropriate numbers at each venue. For the online form, go to the home page of our website, and click the banner for this event.

For Saturday March 5th, we've put a place marker for a Dinner Night. The committee thought it would be good for a change to just meet for dinner, without needing to go on a run. However, with the Christmas break and the magazine deadline, we haven't yet been able to collectively decide on a venue! We're meeting on February 1st, when we will make a choice, so check the website calendar, which should have been updated with the details by the time you read this.

And coming up at the end of March is Alfesta 2016. I think just over 20 Queenslanders are making the trek to Mt Gambier, which will make us one of the largest contingents. I for one am really looking forward to it! I had hoped to have my Stepnose Junior ready to go, but it seems unlikely now. I'm sure I won't be disappointed in taking my Spider, though. I haven't really had any takers for a group epic run to SA, so I'm looking at transporting the car to Melbourne, and driving the Great Ocean road to get there. Should be fun!

Till next month,
John Anderson







COMPETIZIONE

mark jackson

Hi and welcome back to what should be another very interesting year of Alfacomp. At this stage there are no results to report – the first competition event of the year, an Interclub Khanacross event, is not until later in the month. **The competition rules have been updated. Please see the risultati page of this issue or on the web site.**

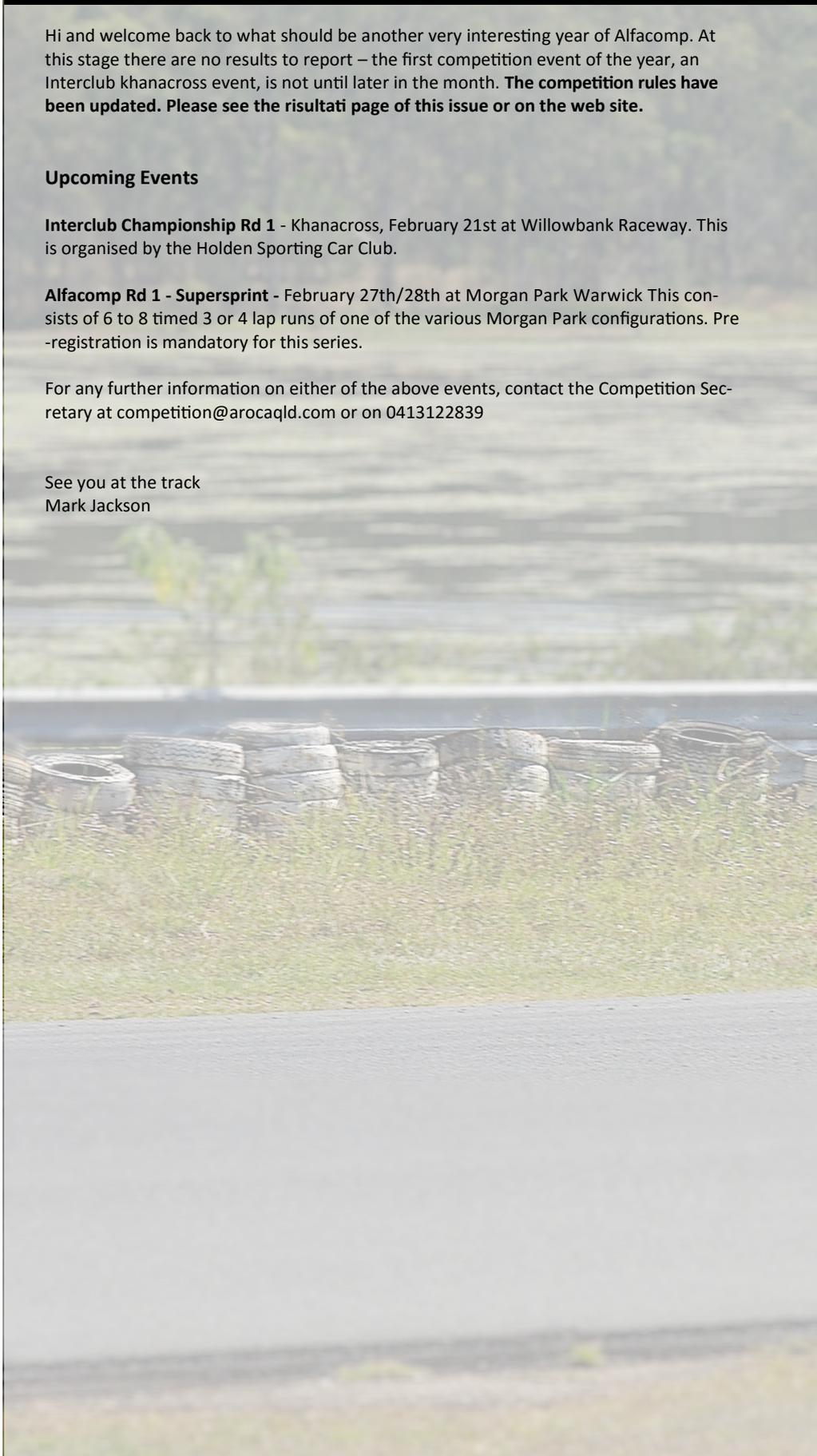
Upcoming Events

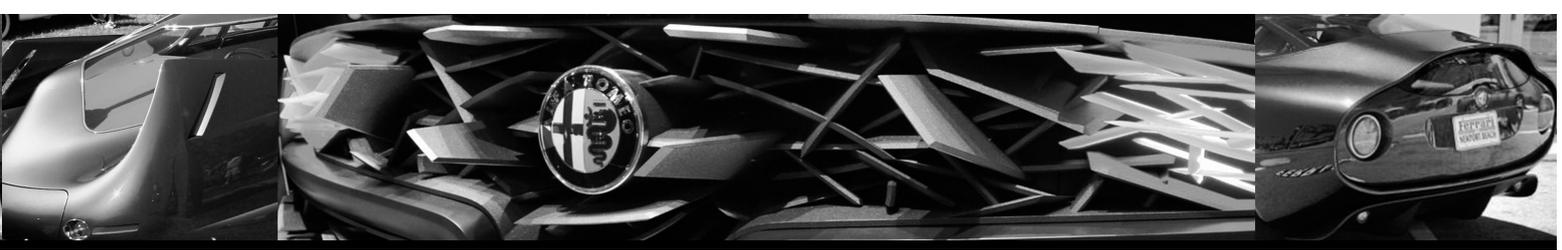
Interclub Championship Rd 1 - Khanacross, February 21st at Willowbank Raceway. This is organised by the Holden Sporting Car Club.

Alfacomp Rd 1 - Supersprint - February 27th/28th at Morgan Park Warwick This consists of 6 to 8 timed 3 or 4 lap runs of one of the various Morgan Park configurations. Pre-registration is mandatory for this series.

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

See you at the track
Mark Jackson





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Alfa Gloria Concept - National Automotive Museum, Turin



COLIN'S AUTOMOBILE

A BRIEF BUT COMPREHENSIVE TOUR

Colin Clarke only recently joined the club, but has owned an Alfa for several years. Firstly a 2000 Spider which he traded on a new Giulietta QV last year. Colin also had the pleasure of, as he puts it *three weeks of non stop car indulgence* on a Travelrite Classic Automobile Tour in 2014. It would seem Colin is a true Alfisti.

The tour started with three days in and around Modena visiting:

- The Panini collection of Maserati cars
- The home of Lamborghini in the town of Sant'Agata Bolognese, south of Bologna including a tour of the factory and a visit to the Lamborghini museum.
- A visit to the Pagani factory in San Cesario sul Panaro.
- The Enzo Ferrari Museum. Built around the home Enzo Ferrari grew up in, the museum details the great car manufacturer's life amongst a classic collection of some of the cars he created.
- The Ferrari Museum and a tour through the Ferrari factory grounds in Maranello.

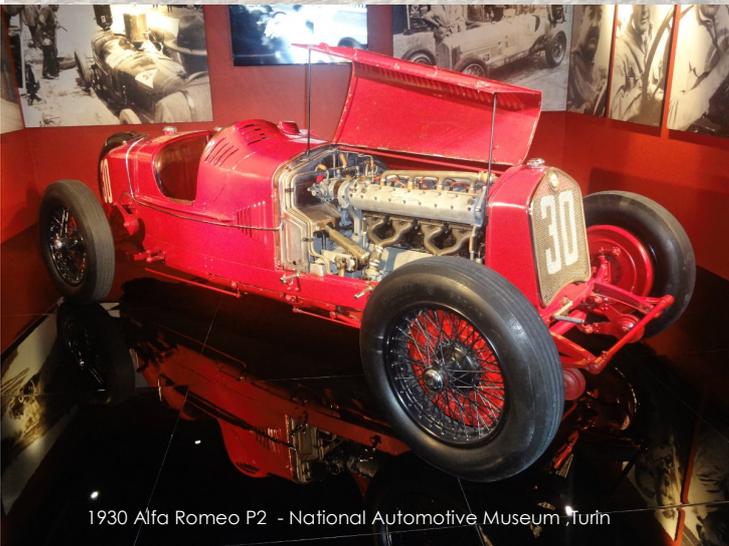
Then its was off to Turin, with visits to the National Automobile Museum of Italy and Pininfarina. The tour then headed to Mulhouse to view the Schlumpf collection of classic cars.

At the end of the week it was across the border to Stuttgart for a tour of the Mercedes museum and factory. The next day included a visit to the Porsche museum followed by the Auto and Technic Museum at Sinsheim. To complete the German leg there was a visit to the Nurburgring before heading for Frankfurt and a flight to London.

The UK leg of the tour included a visit to the Concours of Elegance at Hampton Court Palace, tours of the Lotus factory, the Donnington Grand Prix Collection, the Heritage Motor Centre, Morgan, and the National Automobile Museum. As if that wasn't enough it was then off to the Goodwood Revival Festival for three days before the tour finished with a visit to Brooklands.

Phew!

A few of the Alfa Romeo's Colin encountered on his tour are pictured here. It certainly looks like it was a great trip!



1930 Alfa Romeo P2 - National Automotive Museum, Turin

1931 Alfa Romeo 6C 1750 at Hampton Court

MOTIVE EXPEDITION

colin clarke

TOUR OF EUROPEAN AUTOMOTIVE HISTORY



Pinin Farina - Alfa Spider Concept



Alfa Romeo 155 V6 TI - National Automotive Museum ,Turin



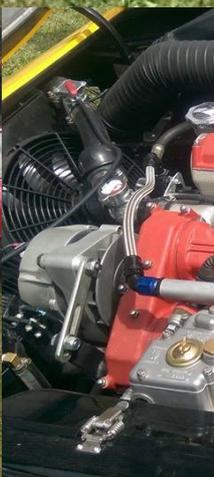
Alfa Romeo 33 TT 12 - National Automotive Museum ,Turin

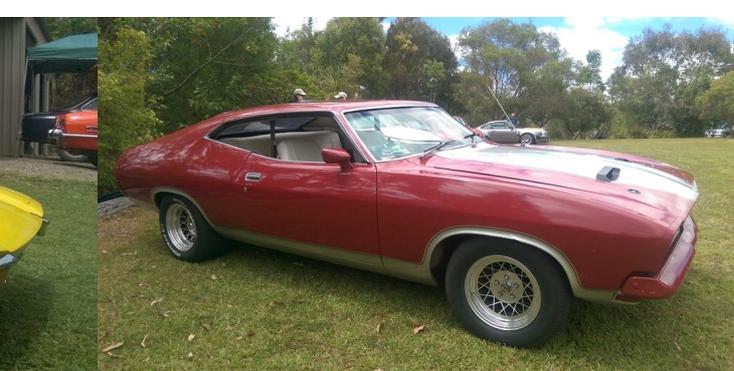


Sinsheim Museum - 1934 Alfa Aerospin



Goodwood - 1938, Alfa Romeo 308 GP





YANDINA CREEK CARS & COFFEE

There was a great turnout at George Brook's Yandina Creek property on December 20th. Perhaps not the best known spot to grab a coffee (George describes his barista skills as shithouse - luckily he arranged for Bean & Gone from Eumundi to attend) but that didn't stop a large contingent of Alfas, plus a variety of other marques from turning up. Among the more interesting cars in attendance was Bill Basset's Ferrari 400 based "Daytona". There is something a little odd (but clever) visible in the engine bay picture - did you spot it?



IT'S BEEN A BIT OF A JOURNEY

a conversation with michael heeremans

This car is a 750B Giulietta Sprint 1956. When I got it it was a shell, with a lot of rust, and five bits of glass. No motor.

The glass was wrapped in corrugated cardboard for twenty years and it took a whole day to scrape it off and polish the glass... When I had done that I found the side glass pieces were all etched with the same date-mark: 27/5/55 - so they had to be used in the build.

As I work on these cars, I try and ... well ... fate takes the lead as you get these little bits and you think I've got to go that way, I've got to do this.... , I try to be sympathetic to the car. But then they originally had five inch, very narrow little rims, and I didn't want to go that way so I tweaked the guards a little bit, I couldn't help myself. But having said that I feel its got a nice shape. I've had people say to me "How much did you chop out of the roof? Did you chop four inches out of it?". It looks like its had a hot rod chop in it. But no, it's bog standard original.

I'm really just building it to be a driving road car, not that original. It was beyond going back to original, and sourcing parts... I didn't get any of the original bright work - I've had to make things like the grill and stainless strips around top of the headlights, and fit bits that weren't quite right and make them work. There's hours of work in it. I'm using up my stock of bits, Mk 1 1750 seats - quirky seats for a quirky car. The motor is a 75 twinspark motor with carbies on it. I've put a 2L 105 limited slip diff in it. It will be a nice driving car, and handle quite well. It has mostly 105 suspension in it. The bottom was so rotten it was beyond return to anything original. Talking to a guy down south, who had restored to original, he said they are quite harsh with the original suspension, so this will make it nice car to drive on the road. And to have a bit of fun with it, do happy laps at Lakeside.

There is no fibreglass for this car as it is a roadcar. For the blue racecar I originally made a stepnose nosecone (up there) in steel but fibreglass is lighter - 18kg in steel but only 5-6kg in fibreglass, so for a racecar it makes sense.

With the 105 suspension you can make it handle reasonably well without compromising the ride. This car has standard springs, just stiffer rollbars and the 2L brakes work really well.

I've been using all the bits I've been saving for special projects.

The motor took a bit of customising as well. I made the rocker cover using the original 75 twinspark cover cut and shut.

Alfaholics make rocker covers to look like a GTA but for \$2300...

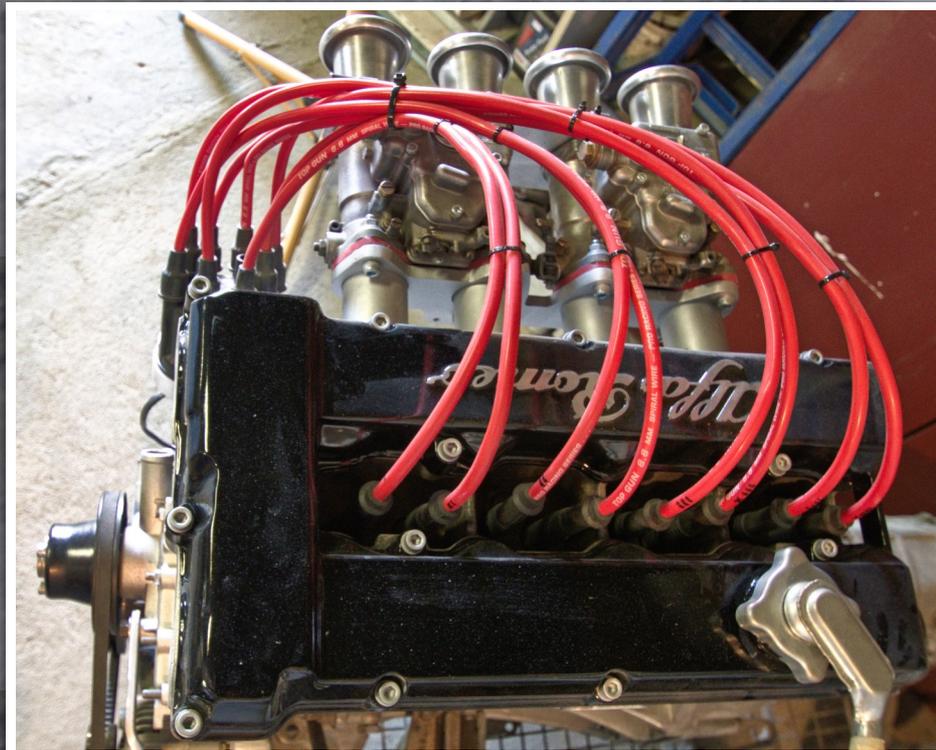
I've removed the second distributor, VVT mount and all the brackets on the front of the block and head for things like air-conditioning and power steering. I cut it all off and alloy welded it all up. Even though the motor is from a 75 twinspark, because it's a 1992 engine it had numerous brackets on the front for mounting east-west, as it was in some models of the 164. So I spent about 3 days cutting and welding to make it look like an early 60s GTAm motor.

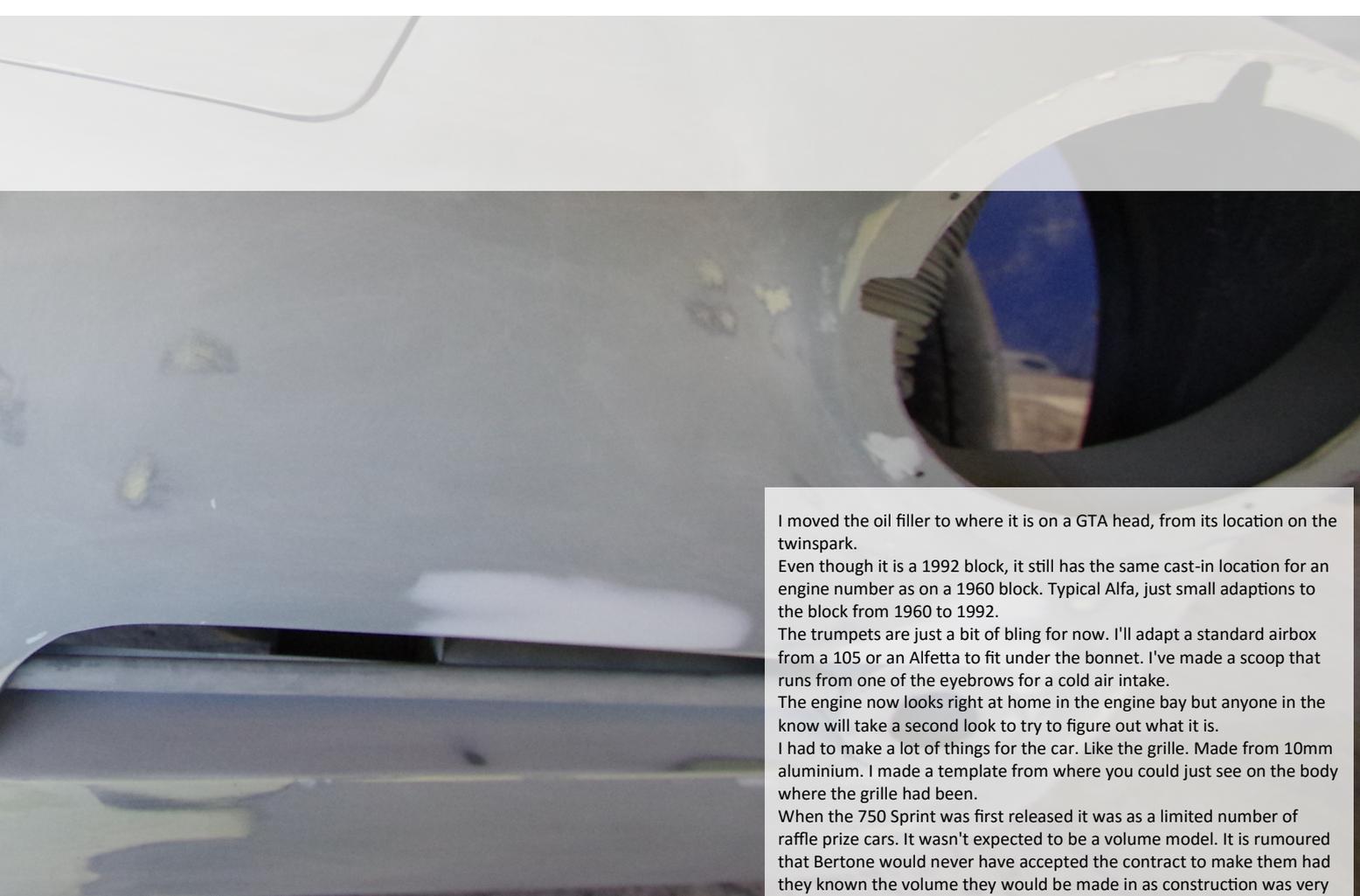
I constructed the inlet manifold from pieces from an aluminium bullbar found at the wreckers, that had the right internal diameter - picked that up for \$5.

The distributor is assembled from a Nissan Pintara distributor.

Through the grapevine you hear these things - the Pintara, in the 80s, had a twin spark motor. The local spare parts man remembered the part and almost remembered the part number from having worked for Nissan, so it was easy to get. It's connected to a Crane digital ignition (the USB socket isn't for your iPod).

I used the Nissan distributor because a genuine Alfa Romeo GTAm 8 plug distributor would cost \$900, but this is almost an off-the-shelf part. The Alfa 75 twinspark ran two four plug distributors, with the second one mounted on the front of the cam, which not only doesn't fit under the bonnet but looks ugly, and not like a GTAm.





I moved the oil filler to where it is on a GTA head, from its location on the twinspace.

Even though it is a 1992 block, it still has the same cast-in location for an engine number as on a 1960 block. Typical Alfa, just small adaptations to the block from 1960 to 1992.

The trumpets are just a bit of bling for now. I'll adapt a standard airbox from a 105 or an Alfetta to fit under the bonnet. I've made a scoop that runs from one of the eyebrows for a cold air intake.

The engine now looks right at home in the engine bay but anyone in the know will take a second look to try to figure out what it is.

I had to make a lot of things for the car. Like the grille. Made from 10mm aluminium. I made a template from where you could just see on the body where the grille had been.

When the 750 Sprint was first released it was as a limited number of raffle prize cars. It wasn't expected to be a volume model. It is rumoured that Bertone would never have accepted the contract to make them had they known the volume they would be made in as construction was very much by hand, with panels formed over a wooden buck. To the extent that when I was re-doing the doors, I found that the left and right had door are different sizes.

The bodywork and the floor took many sheets of steel to restore or replace. Much of the floorpan is from a 105.

I use higher tensile strength steel for the rockers and sills. For the later Alfettas they used 3 different tensile strengths, but on the 105s and 750s they only used one. Doing this stiffens it up but the lower tensile strength is easier to shape for the panels. In the old photos I've seen the shapes were made with tubes and they ran the sheet up to it so you had somewhere to go to. When I had to do a bit of work on the A pillar at the top I found that the tube was still in there. So for the wheel arches I've sort of replicated that and it also gives you a nice rounded wheel arch.

I have a mate who had worked for Ducati Brisbane. The tube I've used is the tube they used as braces for the crates they came in. I'll just bend it around a 44 gallon drum and make a left and a right, hold them up against each other. It seems unsophisticated but after the war in Italy with the Germans leaving and the Americans liberating them they had nothing in the factory, so not really too different.

Anything that was dodgy I've just redone. If in doubt, chuck it out. Even simple things like the catches can be tricky. The boot catch is from an Alfetta, but it took a whole day of trial and error to determine just the right angle to mount it on to work properly. There isn't any instruction book for this sort of thing...

The petrol tank is a stainless steel boat one. At 27L in a 2L car it is adequate and fits the space well.

Fortunately when I cleaned all the leaves and rubbish out of the boot of the car I found the bases of the tail lights. There was only one damaged and badly faded part of the glass left and the bases aren't perfect by any stretch of the imagination. But then we found these on the Classic Alfa website. We weren't sure if they would fit the base but when they turned up they were perfect.

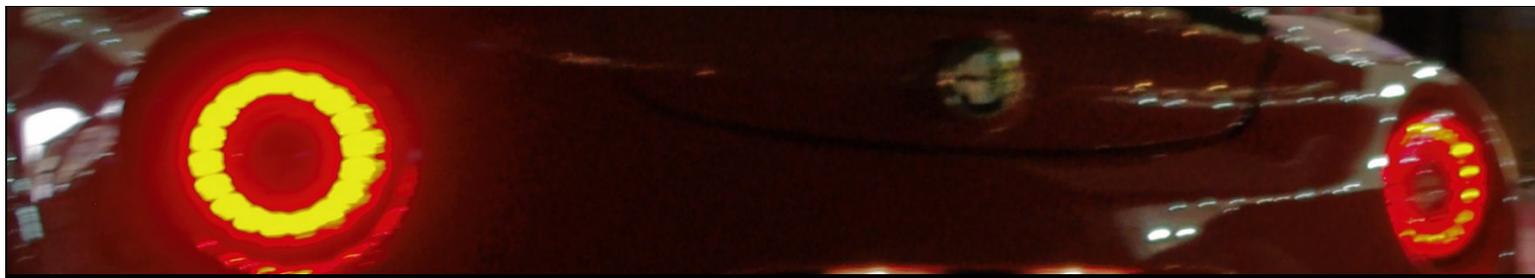
The bases were in pretty poor condition so I've rebuilt them and fitted LED lamps which should last a long time.

For the headlights, I've used old Landrover headlights, that fit perfectly and look correct.

For the wheels I have these to roll it around on, but I'll have to go shopping for the right wheels. Borrani wire wheels would be nice. The car was blue when it arrived in Australia but I'm going to paint it the classic AR530 darker red which looks right for the age of the car.

It will be ready fairly soon. I turn 60 next (now this - ed) year so I'd like to have it on the road. The goal is to have it ready so I can trailer it down to Alfesta and run around in it for the weekend. I won't have enough time to do a lot of bedding in and fault finding.





CLUB NIGHT

Bernie Campbell

Welcome back for the start of our 2016 Club Nights. The first meeting of the year will be at Shannon's Club Rooms at 305 Montague Road, West End. Mark Jackson will be our Guest Speaker for the night and will inform us of the competition program, changes to events and any new innovations in the format for the year. He will also bring his competition car along for our inspection (this is dependant on work being done on the car being completed by the workshop). This will be an opportunity for some of our members who are enthusiastic competition support-

ers to come along to our regular Club Night as we would love to have you there.

Please assemble from 6.30 pm for a 7.00 pm start. A gourmet sausage sizzle will be provided by the Club as will cold drinks and coffee.

Ciao
Bernie.





Colin Densley **MEMBER**

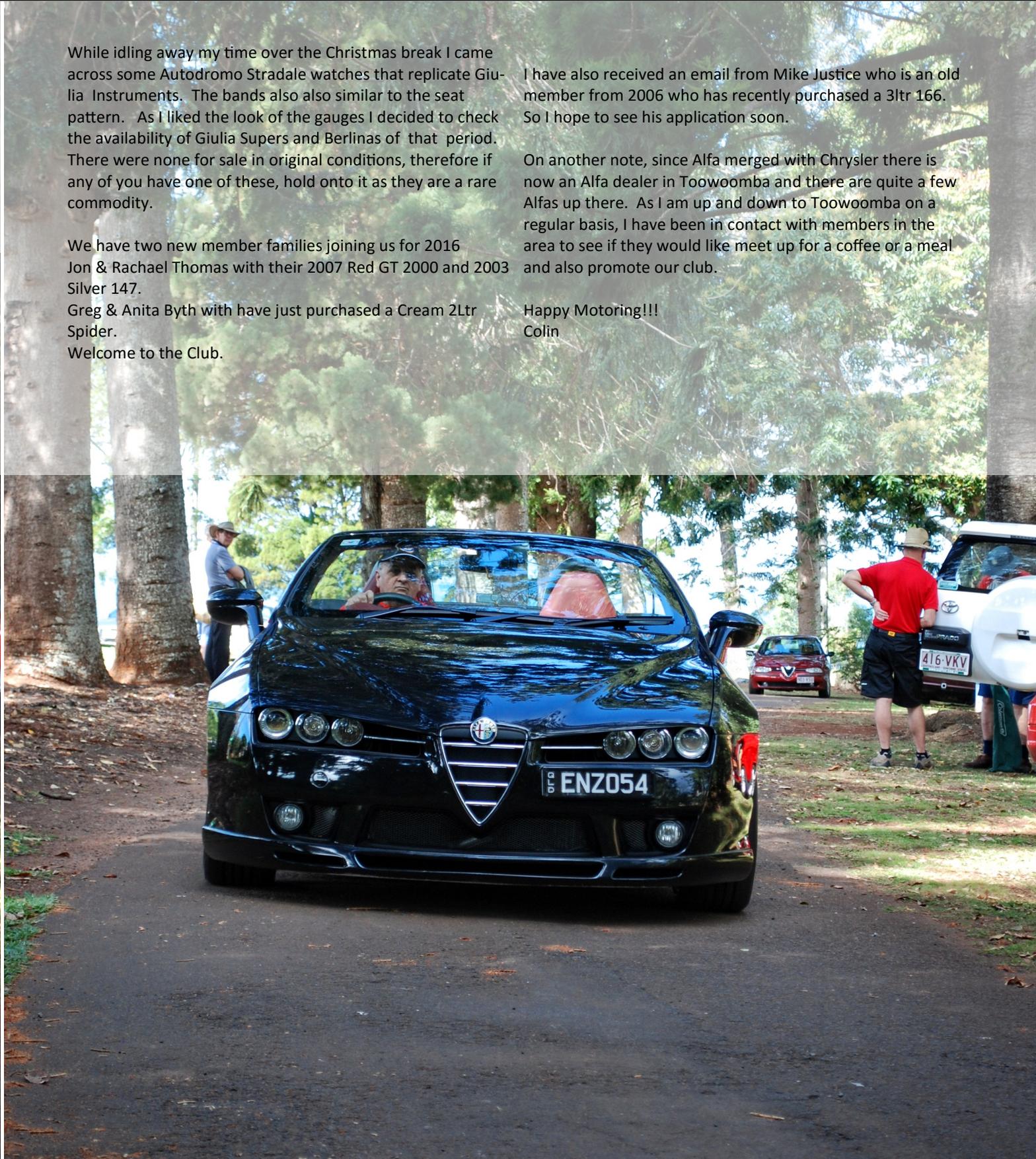
While idling away my time over the Christmas break I came across some Autodromo Stradale watches that replicate Giulia Instruments. The bands also also similar to the seat pattern. As I liked the look of the gauges I decided to check the availability of Giulia Supers and Berlinas of that period. There were none for sale in original conditions, therefore if any of you have one of these, hold onto it as they are a rare commodity.

We have two new member families joining us for 2016
 Jon & Rachael Thomas with their 2007 Red GT 2000 and 2003 Silver 147.
 Greg & Anita Byth with have just purchased a Cream 2Ltr Spider.
 Welcome to the Club.

I have also received an email from Mike Justice who is an old member from 2006 who has recently purchased a 3ltr 166. So I hope to see his application soon.

On another note, since Alfa merged with Chrysler there is now an Alfa dealer in Toowoomba and there are quite a few Alfas up there. As I am up and down to Toowoomba on a regular basis, I have been in contact with members in the area to see if they would like meet up for a coffee or a meal and also promote our club.

Happy Motoring!!!
 Colin



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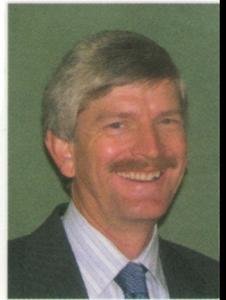


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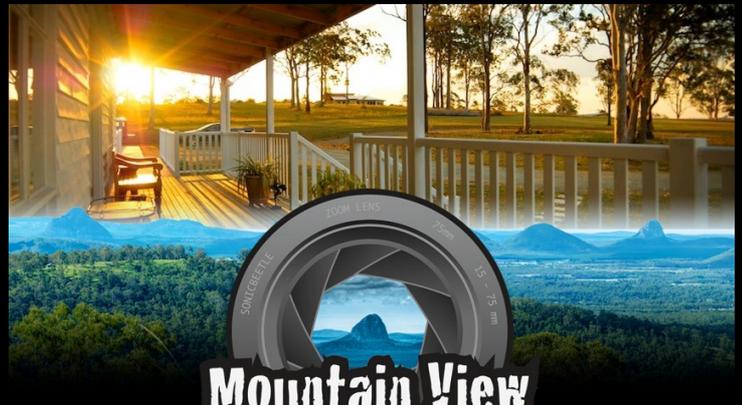
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The AROCA South Australian Division is proud to host the AROCA Nationals, affectionately known as Alfesta, during the 2016 Easter weekend in the beautiful Limestone Coast region of South-Eastern SA.



Alfesta has never before been held in the Limestone Coast region of SA, and the enthusiastic response to it has resulted in the event being fully booked.

However, there are opportunities for people to attend some specific events as “Day Trippers”, the details of which are listed below:

Alfesta 2016: Day Trip Event Options

Date & Time	Day Tripper Event	Price per Adult	Price per Child*
Thursday 24/3/16:			
6.30pm	Gourmet BBQ dinner at <i>The Barn</i> accommodation venue, Mt Gambier	\$40.00	\$16.50
Friday 25/3/16:			
9:00am – 1:00pm	Show'n'Shine at Valley Lake, Mt Gambier. Display your Alfa. Price includes morning tea and Lunch	\$25.00	\$13.00
6.30pm 'til late	Dinner in <i>The Palais</i> at <i>The Barn</i> . Join in the fun and wear something a Little Bit Country!	\$55.00	\$16.50
Saturday 26/3/16:			
<i>We're sorry. Saturday's events are fully booked.</i>			
Sunday 27/3/16:			
9:00am – 2:00pm	The Ray Sharp memorial Observation Run commences at <i>The Barn</i> accommodation venue, Mt Gambier, and finishes at Penola with time for morning tea and a look around before lunch. Price includes lunch at the beautiful Katnook Estate in the Coonawarra.	\$50.00	\$15.00
6.30pm 'til late	The Gala/Presentation Dinner in <i>The Palais</i> at <i>The Barn</i> .	\$70.00	\$16.50

* Child = 3 to 12 y/o inclusive. Infants 0 to 2 y/o inclusive = no charge. (Note: Definitions set by venues)

For more information or to book please email to alfaclubnationals2016@alfaclubsa.org.au or phone Graham Stafford on 0428 218 919.

You might also like to view the Alfesta 2016 website: www.alfesta2016.alfaclubsa.org.au

Day Tripper places are limited, so book soon to avoid disappointment.

AUTO ITALIA CANBERRA 2016

Date: 3rd April 2016
Venue: Lawns of Old Parliament House, Canberra
Details: <http://AutoItaliaCanberra.com>

Note the date of the Auto Italia Canberra has changed, it is now 3rd April 2016 – not 20th March as originally advertised. The change is to avoid clashes with both the National Balloon Festival in Canberra and the F1 Grand Prix in Melbourne.

Attendees (exhibitors and spectators) should also note that unlike many jurisdictions in Australia where community parkland is off limits to events like Auto Italia, Canberra allows such events. Albeit with conditions to ensure the protection and integrity of the parkland that we value and enjoy. The public open space around Canberra's Lake Burley Griffin and the Parliamentary Triangle, which includes Old Parliament House and its Lawns, is part of this.

The National Capital Authority (NCA), the managers of this area, are now rigorously enforcing regulations relating to public open space:

- Parking restrictions:
This includes all of the area around Old Parliament House and the Lawns where Auto Italia is to be held. Illegal parking is likely to result in an infringement notice (parking fine) issued by the NCA's parking inspectors. A map showing nearby areas which provide for public parking is available on the AIC web site.
 - Vehicles participating in Auto Italia Canberra and displaying the AIC event sticker (which will only be provided to legitimate AIC registrants) will be exempt from parking restrictions while parked in AIC allocated areas.
 - Parking under trees: is prohibited! This applies to exhibitors and spectators alike.
 - Oil/Heat Trays are mandatory underneath all display vehicles. Please ensure that each vehicle has a suitable tray in use on the day. These are intended to prevent oil contamination of the soil but also act as a heat shield to prevent scorching of the ground.
 - Speed limit: the maximum permitted speed within the event area is 5 kmph. This applies immediately from entry until exit of the AIC Event Area.
 - Site location: The site comprises three distinct lawns running east – west. They are bounded by King Edward Terrace along the north side, Parkes Place along the east and west sides, and the Parliamentary Rose Gardens to the south. These boundaries also define the "AIC Event Area".
 - Site access: Access to the AIC Event Area is from one of only two entry points:
The South-East corner (Fiat side) of the AIC Event Area:
for entry of ALL Fiats, Lancias, Vintage & Veteran (any marque), Special Interest Vehicle, Motor Bikes and Scooters.
The South-West corner (Alfa side) of the AIC Event Area:
for entry of ALL Alfas, Ferraris, Maseratis, Lamborghinis, DeTomasos, Isos or other Italian manufactured vehicle.
- Note there will be a special ramp installed at the entry point in the South West corner (Alfa side) to allow vehicles with low clearance easy access to the event area.
- Speed pillows: Note speed pillows have been installed along the roads leading to Old Parliament House and the Lawns.
 - Exhibitor Registration Forms will be available on the web site soon. Pre-registration, while not mandatory, is recommended. Pre-registration will avoid lengthy registration queues on the day, but registration on the day will still be available.
 - Judging of exhibitor vehicles: Entry for judging will close at 10am on the day. Please ensure that your vehicle has been registered and is in the appropriate area by 10am to be included in the judging for awards.

Italian Cars Association of ACT, the promoter of Auto Italia Canberra, wishes everyone a safe journey to and from Canberra and we hope that you enjoy attending this prestigious event.



Peter Atkinson
Secretary | Italian Cars Association ACT
* ICA.ACT@gmail.com
" <http://www.autoitaliacanberra.com>
ICA is the promoter of Auto Italia Canberra
Lawns of Old Parliament House | 3 April 2016



EVENTI

FEBRUARY 2016

- Wed 10 Member's Club Night - Shannons, West End
- Sat 13 Valentine's Run - Day 1 - Around Mt Tambourine
- Sun 14 Valentine's Run - Day 2 - Around Mt Tambourine
- Sun 21 Interclub Championship Rd 1 - Willowbank Raceway
- Tue 23 Mid-Week Drive - TBA
- Wed 24 March Magazine Publishing Deadline - --
- Sat 27 Alfacomp Rd 1 Supersprint Round 1 (day 1) - Morgan Park, Warwick
- Sun 28 Alfacomp Rd 1 Supersprint Round 1 (day 2) - Morgan Park, Warwick

MARCH 2016

- Sat 5 Dinner Night - TBA
- Sun 6 V8 Supercars Clipsal 500 Adelaide - Adelaide
- Wed 9 Members' Club Night - Shannons, West End
- Sat 12 Interclub Championship Rd 2 - Lakeside DTC
- Sun 13 Alfacomp Rd 2 Sprint + Regularity - Lakeside Raceway, Dakabin
- Sun 20 Formula 1 Australian Grand Prix - Melbourne
- Thu 24 Alfesta 2016 - Day 1 - Limestone Coast - South Australia
- Fri 25 Alfesta 2016 - Limestone Coast - South Australia
- Sat 26 Alfesta 2016 - Day 3 - Limestone Coast - South Australia
- Sun 27 April Magazine Publishing Deadline - --
- Sun 27 Alfesta 2016 - Day 4 - Limestone Coast - South Australia
- Mon 28 Alfesta 2016 - Day 5 - Limestone Coast - South Australia

APRIL 2016

- Sun 3 Fiat Nationals Show n Shine - Willowbank Raceway, Willowbank
- Sun 10 Alfacomp Rd 3 Sprint + Regularity - Queensland Raceway, Willowbank
- Wed 13 Member's Club Night - Shannons, West End
- Sun 17 Observation Run - TBA
- Wed 27 May Magazine Publishing Deadline - --
- Sat 30 Alfacomp Rd 4 Italian Challenge Round 1 (Day 1) - Queensland Raceway

MAY 2016

- Sun 1 Alfacomp Rd 4 Italian Challenge Round 1 (Day 2) - Queensland Raceway
- Sun 1 Run to the Jags - Karalee
- Mon 2 Committee Meeting (May) - TBA
- Sat 7 Alfacomp Rd 5 Supersprint Round 2 (day 1) - Morgan Park Raceway, Warwick
- Sun 8 Alfacomp Rd 5 Supersprint Round 2 (day 2) - Morgan Park Raceway, Warwick
- Wed 11 Members' Club Night - Shannons, West End
- Sat 14 Interclub Championship Rd 3 - Mt Cotton
- Sun 15 Interclub Championship Rd 4 - TBA
- Sun 22 Scenic Rim run - Around the Scenic Rim
- Wed 25 June Magazine Publishing Deadline - --
- Mon 30 Committee Meeting (June) - TBA

JUNE 2016

- Sat 4 Alfacomp Rd 6 Sprint + Regularity - Queensland Raceway, Willowbank
- Wed 8 Members' Club Night - Shannons, West End
- Sun 19 Rotary Picnic - Beaudesert
- Sun 19 Interclub Championship Rd 5 - Lakeside Raceway, Dakabin
- Wed 22 July Magazine publishing deadline - --
- Sat 25 Alfacomp Rd 7 Supersprint Round 3 (day 1) - Morgan Park Raceway, Warwick
- Sun 26 Alfacomp Rd 7 Supersprint Round 3 (day 2) - Morgan Park Raceway, Warwick

FEBRUARY EVENT HIGHLIGHTS

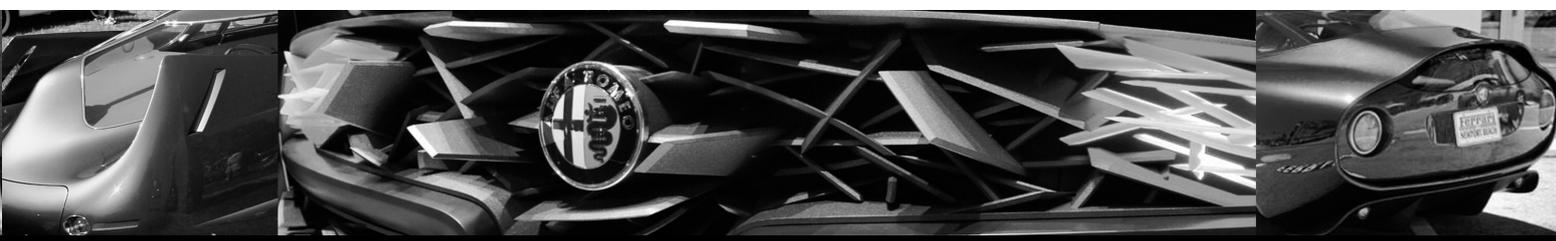
for all latest event details see the web site

Sat 13 and Sun 14: Longstanding Club member and past president, Ian Hyland, is organising this run. Those who went on Ian's Gallery Weekend Run last year have some idea what a great time to expect!

Bookings for this weekend will be absolutely essential - you can contact Ian on 0412 720 234 or use the online booking form.

This is a 2 day event, although the second day is optional. Our starting rendezvous is Bunnings carpark, Granard Rd, Rocklea. The convoy will depart at 2pm. The route sees us heading south to cruise the Fassifern Valley, with afternoon tea at Korumba Winery near Boonah. We continue east via Wyaralong Dam, Beaudesert and Canungra to Mt Tambourine. At the lookout we will take in the spectacular Sunset and enjoy a glass of champagne or, if the weather is inclement, we will retire to our deck overlooking the Gold Coast.





- VALENTINES RUN

Dinner has been booked at Three Little Pigs a superb restaurant on Main St, Mt Tamborine. Important note about accommodation - **if you are choosing to stay overnight on the mountain, you will need to make your own arrangements.** There are plenty of places to stay in the area, but it will probably be very popular on the mountain this particular weekend, so you should arrange your accommodation as soon as possible. Visit www.tamborinemtnc.org.au for options. Adjacent to Ian's property is a single bedroom romantic cottage or a 3 bedroom house for share. Contact Ian direct for either of these options.

JULY 2016

- Sat 2 Interclub Championship Rd 6 - Lakeside DTC
- Sat 9 Alfacomp Rd 8 Italian Challenge Round 2 (Day 1) - Lakeside Raceway, Dakabin
- Sun 10 Alfacomp Rd 8 Italian Challenge Round 2 (Day 2) - Lakeside Raceway, Dakabin
- Wed 13 Members' Club Night - Shannons, West End
- Sun 17 Glasshouse Mountains Run - Glasshouse Mountains region
- Wed 27 August Magazine Publishing Deadline - --
- Wed 27 Mid-Week Drive - TBA

AUGUST 2016

- Wed 10 Members, Club Night - Shannons, West End
- Sat 13 Alfacomp Rd 9 Supersprint Round 4 (day 1) - Morgan Park Raceway, Warwick
- Sun 14 Alfacomp Rd 9 Supersprint Round 4 (day 2) - Morgan Park Raceway, Warwick
- Wed 24 September Magazine Deadline - n/a
- Sun 28 2016 Peak's Crossing Charity Day - Peak's Crossing

SEPTEMBER 2016

- Sun 4 Interclub Championship Rd 8 - Willowbank Raceway
- Sat 10 Alfacomp Round 10 Italian Challenge Round 3 (Day 1) - Lakeside Raceway, Dakabin
- Sun 11 Alfacomp Round 10 Italian Challenge Round 3 (Day 2) - Lakeside Raceway, Dakabin
- Sun 11 Festival of Italian Motorsport - Lakeside Raceway, Dakabin
- Sun 11 Alfacomp Round 11 FOIM Regularity - Lakeside Raceway, Dakabin
- Wed 14 Club Night (AGM) - Shannon's, West End
- Sun 18 V8 Supercars Sandown 500 - Melbourne
- Wed 21 October Magazine Deadline - n/a
- Sun 25 Joint Run with Austin-Healey Club - TBA

OCTOBER 2016

- Sun 2 Alfacomp Round 12 Sprint + Regularity - Queensland Raceway, Willowbank
- Sun 9 Supercheap Auto Bathurst 1000 - Mt Panorama
- Wed 12 Members' Club Night - Bocce Courts - Newmarket
- Fri 14 Stanthorpe Weekend Day 1 - Stanthorpe and Environs
- Sat 15 Stanthorpe Weekend Day 2 - Stanthorpe and Environs
- Sun 16 Stanthorpe Weekend Day 3 - Stanthorpe and Environs
- Sun 23 V8 Supercars Castrol Gold Coast 600 - Gold Coast
- Wed 26 November Magazine Deadline - --

NOVEMBER 2016

- Sat 5 Alfacomp Round 13 Sprint + Regularity - Lakeside Raceway, Dakabin
- Wed 9 Member's Club Night - Shannons, West End
- Sun 20 Gold Coast Hinterland Run - Gold Coast Hinterland
- Wed 23 December Magazine Deadline - --
- Sat 26 Alfacomp Round 14 Sprint + Regularity - Lakeside Raceway, Dakabin
- Sun 27 V8 Supercars Coates Hire Sydney 500 - Sydney
- Sat 3 Interclub Championship Trophy Presentation - TBA
- Sun 4 Christmas Party - TBA

DECEMBER 2016

- Sat 3 Interclub Championship Trophy Presentation - TBA
- Sun 4 Christmas Party - TBA





ALFACOMP RULES & REGULATIONS

These rules were updated on Tuesday 26th January 2016

Format

The best 10 results from the listed AlfaComp calendar of twenty events will count towards your overall score for the year. These are the only events that will count towards your AlfaComp score. This is to concentrate numbers of Alfa Romeos around these events.

AlfaComp will comprise four different types of events.

- 1. Regularity** – This will be a seven round series on the dates listed in the competition calendar at either Queensland Raceway or Lakeside. This is not necessarily a speed event and in fact there may be restrictions on minimum lap times achieved.
- 2. Sprinting** - This will be a six round series on the dates listed in the competition calendar at either Queensland Raceway or Lakeside. For these events, the fastest individual lap time achieved in the first 3 or 4 runs (depending on the specific event) on the day will win.
- 3. Supersprinting** – This will be a four round series on the dates listed in the competition calendar at Morgan Park Raceway, Warwick. Each run will comprise 3 or 4 laps of one of the various Morgan Park circuit configurations from a standing start and the winner will have the fastest run time of the weekend (individual lap times don't count).
- 4. Racing** - This will comprise a three round series at both Queensland Raceway and Lakeside as part of the Italian Challenge Race Series. The best performed Alfa Romeo for the weekend's combined results will be the event AlfaComp winner.

Racing requires a AASA National Race License and race car with roll cage etc. Sprinting and Regularity require only a AASA Clubman License and road or race car. For more details regarding vehicle and apparel requirements for racing, sprinting or regularity go to - [http://qldraceways.com.au/files/Vehicle%20and%20Apparel%20section%20of%20RACERS%20Info%20Pak%20\(2014\)%20%2000-22F-2.pdf](http://qldraceways.com.au/files/Vehicle%20and%20Apparel%20section%20of%20RACERS%20Info%20Pak%20(2014)%20%2000-22F-2.pdf)

Supersprinting requires a CAMS Level 2S licence and competitors need to pre-register for the series with the Warwick and Districts Sporting Car Club. For more information contact Morgan Park Raceway or go to <http://www.morganparkraceway.com.au/supersprint.htm> and <http://www.cams.com.au/>





Miscellaneous Rules & Regulations

1. Alfa Romeo cars, engines and gearboxes only. Other components are free.
2. Points will be awarded on the following scale – 1st - 20 pts, 2nd – 16 pts, 3rd -14 pts, 4th – 12 pts, 5th – 11 pts, 6th – 10 pts, 7th – 9 pts, 8th – 8 pts, 9th – 7 pts, 10th – 6 pts, 11th – 5 pts, 12th - 4 pts, 13th - 3 pts, 14th – 2pts . All competitors from 15th onward score 1 point. If there are 5 or fewer starters for an event, points for that event will be halved – i.e. 1st - 10 pts, 2nd – 8 pts, 3rd – 7 pts, 4th – 6 pts, 5th – 5 pts.
3. Sprinting and Regularity events will be run concurrently for most events, with competitors receiving two separate point scores for each event. The exception is the FOIM Regularity which is a stand-alone Regularity event.
4. Regularity rules as follows –
 - Three or four runs of 4 or 6 laps duration
 - The lap time for the slowest lap minus the lap time for the fastest lap will be the score for that run (e.g. – slowest lap 68.53 sec, fastest lap 67.44 sec – score for that run equals 1.09 points)
 - Timing to nearest 1/100 second
 - The scores will be totalled and the competitor with the lowest total score wins the day.
 - If you fail to complete six laps in a run, the score for that run will be 10 points
5. Trophies will be awarded for – Overall Result, Racing, Sprinting, Supersprinting and Regularity. Trophies for 1st, 2nd and 3rd will be awarded.
6. A “Rookie of the Year” trophy for best overall score for a novice in their first year of AlfaComp may be awarded.
7. Highest points scorer over 10 events from AlfaComp calendar awarded overall Competition Champion.

Refer to the [Event Calendar](#) for AlfaComp scheduled events. For more information or clarification, please contact the AROCA [Competition Secretary](#) Mark Jackson (0413122839).

Check out the [track diagrams for the three regular raceways where AlfaComp is held](#).



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CLASSIFICATO

The Classifieds sections of the Club magazine and Club website provide the opportunity to seek, sell or swap Alfa Romeo related items. This is a free service to both members and non-members, provided the classified is of a non-commercial nature.

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.

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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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 Automatic 105 Coupe or Sedan

Due to health issues we are looking for an automatic. Prefer a runner and registered. We want to participate in Alfa Club events in a classic Alfa rather than our modern one. | \$Negotiable | Contact: Garry, 0419 709416, sail-break@bigpond.com

Wanted 33 16v parts wanted for race project

Looking for some standard wheels/tyres - condition of tyres immaterial. Must be cheap ! Also looking for drivers side front indicator unit. Will collect "when passing" if in Gold Coast, Brisbane or Tweed area. | \$Negotiable | Contact: Mark, 0400 792090, mbakermarco@aol.com

For Sale GTA Race Car [View Photo]

2003 GTA race car, professionally built for 2003 Bathurst 12 hour race. No expense spared, using all the best available parts. Brand new GTA motor fitted several years ago, original motor disassembled in boxes included. Two sets of wheels, one set of near new tyres, new harness, removable steering wheel, large amount of spares included CAMS and AASA logbooks. (series production). A very fast car, easy to drive, great fun. Excellent VRA and Italian Challenge car, ready to race, or sprint. May consider 105 Coupe as part trade. | \$25,000 ono | Contact: Paul, 0411592175 m 075524 2203 h, bearyoungie2@aapt.net.au



For Sale Alfa 164

Auto, in very good condition. | \$500.00 ono | Contact: Paul, 0411 592 175m 0755 242203h 0755 244885 work, bearyoungie2@aapt.net.au

For Sale 2001 Alfa Spider Convertible [View Photo]

Red with black soft top, 75,000k. Minimal work needed to restore. Runs well but needs minor mechanical work. Body in good condition. No panel damage, paintwork needs attention due to sun fade in some areas. Reluctant sale. North Queensland vehicle. | \$3,000 negotiable | Contact: Sandy, 0407149727, cullen.hills@gmail.com





For Sale 116 GTV Parts

Front and rear bumpers for 116 GTV, painted silver. 2x doors - passenger door not very good - drivers door good. Must pick up Brisbane North. | \$200 for the lot | Contact: Tom, 0450 020 151, forjacks7@bigpond.com

For Sale 2009 Alfa Romeo Mito Sport [View Photo]

6 speed manual 4 cylinder 1.4L Turbo. Colour grey, 77,000 kilometres, sun roof, sports pack. Tyres good. Registered till 20/5/2016. Interior is in excellent condition. Updated power steering. | \$12,000 | Contact: Gregory, 0417616264, gbar7217@bigpond.net.au



For Sale Alfa Spider Lusso 2004

Black colour with red leather and 2.0 lt engine. Power roof. 90,000 ks. All services up to date, with records available. A very nice example of this model. | \$11,500 | Contact: Roy, 0407033431, golfgray@hotmail.com

For Sale Alfa 105 Engine & Gearbox

2 litre with 10.5 pistons race cams, 45mm Webers. Marelli electronic ignition. Motor and gearbox in good condition. Will separate. | \$5,000.00 | Contact: Trevor, 0409472990, trevor@sunshinebeachrealestate.com.au

For Sale 1996 Saab Convertible [View Photo]

Not an Alfa, but great fun car. Everything works including a/c. Good condition good tyres ready for cruising. | \$2,500 | Contact: Paul, 0411 592 175, bearyoungie2@aapt.net.au



For Sale Set of five Alfa alloys [View Photo]

Set of 5-1/2J14 with 4x98 PCD suit Alfetta, 116GTV (and maybe Sud?). Complete with four road legal Falken Ziex ZE912 tyres and a road legal Khumo spare. Wheels were blasted and powder coated about 6 years ago. Great condi-

tion, no gutter rash. Pick up only. | \$500 O.N.O. | Contact: Stephen, 0408659858, bowds116@optusnet.com.au



For Sale Ciao Bello - Personalised Plate "83LLO" [View Photo]

The Handsome one! Perfect gift for your Alfisti! QLD "83LLO" Personalised Plate. Currently 1x slim line (100mm x 372mm) and 1x USA regular (150mm x 300mm). White text on Red. Can be re-issued to another size and colour for a small cost at PPQ. | \$350 | Contact: Alan, 0416 264 640, alanchow.design@gmail.com



For Sale 2004 Alfa 156 [View Photo]

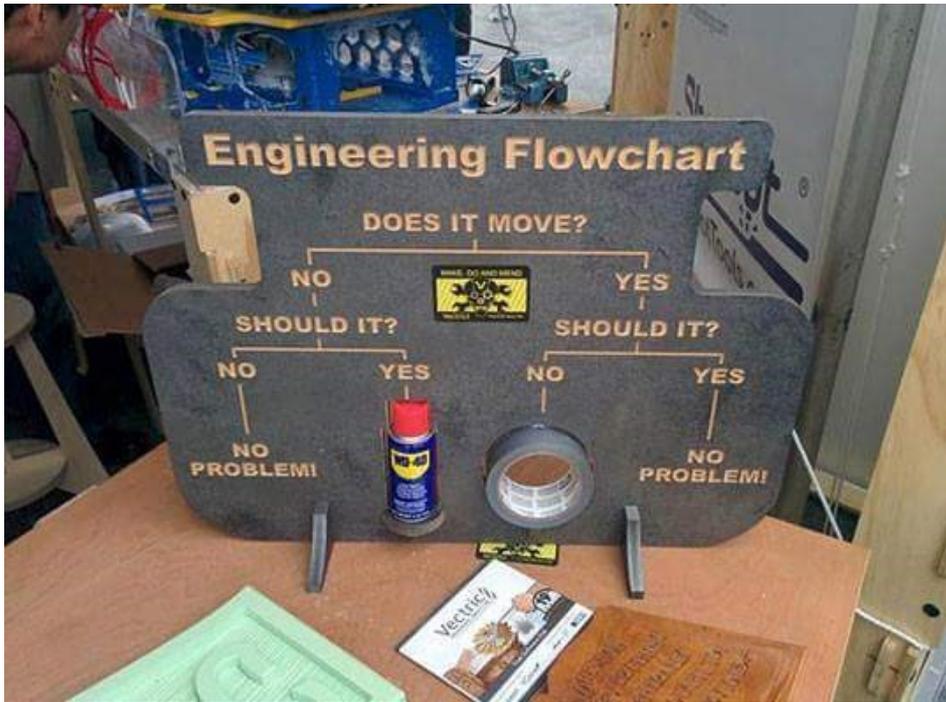
Immaculate one owner 156 JTS Selespeed. 59,056 Klms. Alfa Red - unmarked. One lady owner from new. Professionally detailed twice a year. Interior as new - full black leather. Never had a dent or mark. Always kept under cover. Must sell - bought new car. | \$8,500 ONO | Contact: Ken, 0438 192637, annpick@bigpond.net.au



For Sale Spider 2 litre 1979

Alfa Romeo Spider 1979, 2 litre. Fully maintained and road-worthy. Second or third time around the clock. On Historic Registration. Good battery and tyres. Spica pumps replaced with del Orte carburettors. | \$13,000 negotiable | Contact: Bruce, 0428998771, dhuglas@bigpond.com

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Mike Heeremans testing his next race car, built to comply with latest Alfacomp eligibility rules:
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 Body - None
 Roll cage - High Cr content alloy - found in a ditch in Stanthorpe

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