

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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Mark and Linda Jackson



Public Liability Insurance: It is a requirement of the Office of Fair Trading that the Management Committee advises the members of the club and other interested parties that the club holds Public Liability Insurance. This insurance is affected through the club's affiliation with CAMS. Details of this insurance policy can be found in the CAMS 2016/17 Insurance Program Handbook which is available through the CAMS website.

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

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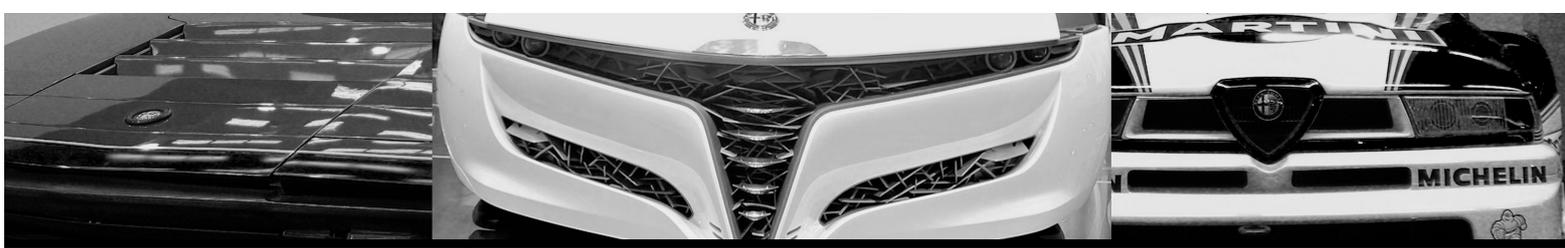
www.arocaqld.com

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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

Alfa Romeos are nice to look at and even better to drive, but it was really great to not see even one for a few weeks while on holiday in the Solomon Islands. As for driving, after a few days spent in Honiara, a town that seems to be able to take some of the worst features of the modern consumer economy and adopt them with, well - gusto would be an overstatement - but certainly a level of enthusiasm that has managed to

clog the main road through town with an unpleasant combination of waste packaging and early 2000s Toyotas, I was pretty happy to neither be driving, nor spending any more time in "civilisation".

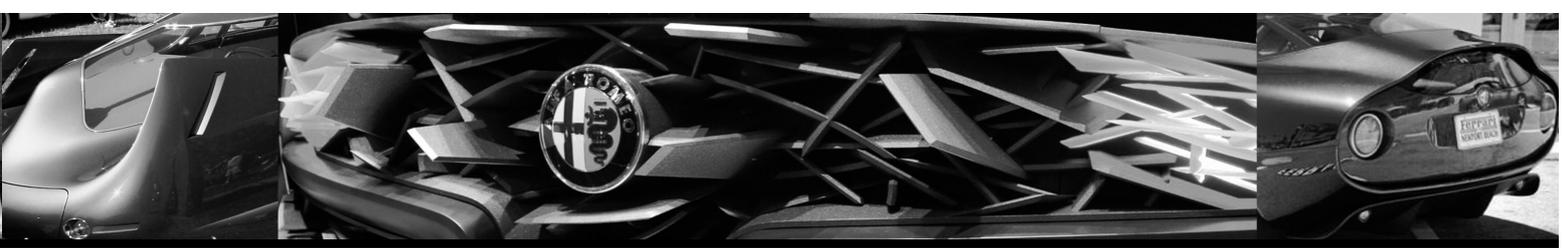
As Guadalcanal is only about 150km long and half the population lives in and around Honiara it is pretty obvious that most of the vehicles aren't travelling far - it just seems that everyone is doing it. There are relatively few motorbikes or scooters around, and just as few bicycles in evidence - the car (or the HiAce van masquerading as a bus) is king. A very slow and ineffective king. When we made our own contribution to the chaos by taking a taxi to the airport an elderly woman on foot was able to cover the couple of kilometers from one end of the town proper to the other faster than we were able to cover the same distance by car.

Right now all that this combination of inadequate infrastructure and a ready supply of used Japanese vehicles is producing is congestion. The many reminders of WWII both on land and underwater (Iron Bottom Sound being so named due to the number of ships sunk there) does make me wonder whether in another few decades this evidence of a previous invasion will be largely hidden by the evidence of less violent, but nonetheless destructive invasion of nominally disposable consumer goods.

Luckily there is still much of the Solomons where the evidence of the modern world is limited to the occasional drone of an outboard motor (that's if you can't hear the logging in the distance) and hopefully, as small scale solar and storage technology matures, even the generators will be a thing of the past.

Of course it's nice to be able to sip my latte (actually, I prefer an espresso) and hope someone else appreciates their environment so I can visit it occasionally. But while I'm not yet tripping over rubbish in the street back in Australia, there is a more local problem in even the green vision of solar and renewables. Currently, as a major producer of lithium, Australia mines about 13 000 tonnes of it annually. However, with lithium being used in batteries for everything from phones through hybrid cars to grid scale storage, Australia already imports almost that mass of lithium batteries every year, with 8 000 tonnes of lithium battery waste produced in 2014. At best that waste





makes it to recycling. But do you think any of that recycling happens here? Of course not - we export our rubbish! Projections vary but it is almost certain that lithium battery waste in Australia will be more than 13 000 tonnes within a couple of years and continue to increase at a similar (compounding) rate for decades. And that's just lithium...

It is a bit of a mystery how a small island with a negligible manufacturing industry and a high consumption of disposable technology will deal with these shifts, economically or environmentally. No, I'm not talking about the Solomons, I mean Australia. Maybe it is sustainable to simply supplement the digging up of raw materials with shipping used materials? Or will there be a rubbish boom that reinvigorates Australian industry?

Perhaps we can once again look to Mother Nature for ways in which to more efficiently and directly use rubbish. Several species of hermit crab have taken to using the detritus we humans have spread around the world instead of searching for more traditional pre-loved shell houses. This is sure to disappoint some environmentalists (well, they were some kind of mentalists) we encountered in a rubbish free and hermit crab rich part of the Solomons, who were busy trying to coax a crab into an empty shell despite it's more than obvious reluctance to settle in that particular neighbourhood. Even for crabs it's all about Location Location Location.

But there are other solutions. As noted in reporting on the FIAT Chrysler (FCA) / Google cooperation on a research project involving 100 self driving minivans, FCA has not been spending as much on R&D as other manufacturers. We can now reveal why. As part of a secret Italian / Russian cooperation back in the 70s, FCA already has the technology required to produce a completely biodegradable car that simply dissolve in salt water and is happy to watch other auto-manufacturers struggling with toxic flammable materials that require complex recycling. This is a risky strategy should sea levels rise faster than expected so FCA have covered all bases by developing vehicles using composite materials, such as the 4C. It is rumoured that the technology pioneered by Q-branch and Lotus in the composite bodied Esprit submersible was actually developed by FCA and is already incorporated in prototype 4Cs and La Ferraris, with production slated to begin should sea levels rise. You heard it here first!

ciao

Darryl



PRESIDENTE

peter mathews

It is my great pleasure to present my Annual Report for the 2015/2016 year. I have been very honoured and privileged to lead the Committee and this wonderful Club of Alfisti over the last two years and I will be standing down at this AGM.

Before mentioning some of the highlights for the year, I would like to acknowledge all the hard work throughout the year of our tireless and dedicated Committee, who run this Club like a well-oiled machine and have supported me and members in all facets of the Clubs activities.

I am pleased to say that we have finished the year with a small surplus without having to increase our fees – this is due to the hard fund-raising efforts of your Committee during the year and the financial stewardship of our hard working Treasurer over the past 12 months – many thanks Garry. Garry was also instrumental in updating our Constitution and the policy and processes for organising our runs, and he attended the special general meeting to vote on the new Constitution direct from hospital and eye surgery on the same day – try Alfista dedication!

In particular I would like to thank and acknowledge our Vice President Roger Brameld and his wonderful wife Desyree who have run the social activities of the Club for the last 8 years. Roger is standing down to have a well-earned break, but I am sure that we will see him at many activities throughout the year.

There have been some memorable moments throughout the year, starting with the fund raiser that Neil Summerson hosts at Peak Crossing – with over 180 cars last year and 200 expected this year, it is becoming one of the big fundraisers and a most enjoyable picnic event. Neil also opened up his Peak Crossing home for members on a mid-week run – many thanks to Neil and Jenny.

The inaugural Concourse d'Elegance at Ormiston House was an amazing success – thanks to the dedication and excellent planning of Keith Faulkner and Roger's amazing measuring skills – he walked off an overseas flight to assist at this event. Many thanks to all the other helpers such as Bernie, who is always at such events helping with food and marshalling.

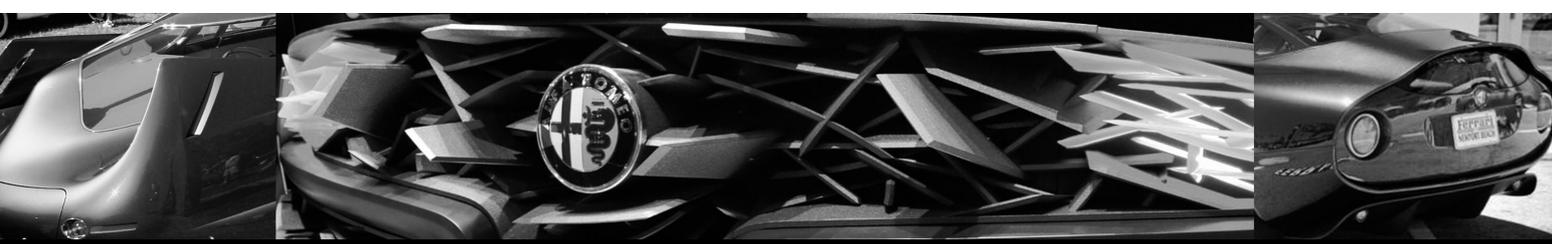
The Stanthorpe weekend was another great success – many thanks to Jude and Garry for their organisational skills and our wonderful Stanthorpe contingent led by Michael and Daniella Heeremans who always surprise us with amazing culinary and motoring creations.

Paul Blake has become a regular host organising some joint runs with the Austin Healy Club and giving us some amazing insight into the motoring history of some of the destinations he takes us to. The most recent trip to Lowood was particularly interesting – see Paul's article in the magazine for more details – many thanks Paul.

Competition has been passionately led by Mark Jackson who beavers behind the scenes drumming up competition enthusiasm amongst Alfisti and other Italian club members – thanks Mark for your dedication and personal support.

Our club nights have been well organised by Bernie who always manages to conjure up something different. This year we had some great guest speakers who shared their beautiful Alfas with us and told us their life story with Alfas – thanks to Bernie and all speakers and external hosts. In particular I would like to thank Richard Anderson from Avanti and Cameron Wright from Automotion who have not only hosted at their workshops but also been strong sponsors. I would also like to thank our many other event sponsors such as Shannons, GT Motors, Euomarque, JH Classics, Janey's Redcliffe, Penrite and APF Motors to mention a few.

Perhaps one of our more novel Club nights was the Auction and Swap Meet hosted by Automotion which raised \$800 of which 50% was donated to the Motor Neurone Disease Association – a very worthy cause. This was such a great success, I am sure it will be on the calendar next year.



Tony Nelson has organised some great mid-week runs strongly supported by Rob and Shirley Grant, Darryl and Betty Bell, and Doug and Cynthia Earl – these events are becoming more and more popular as our members realise the thrill of driving without as much traffic during the week. Thanks to you all.

Alfesta at Mt Gambier was a blast, with a few interesting moments in convoy avoiding the wildlife, and Mt Gambier maintained the very high standard of the past few years with a great event.

We supported the Fiat Nationals by helping judge around 120 cars – many thanks to Roger Brameld, Neil Summerson and Mal Fraser who helped in the heat at Willowbank.

Our per Sempre Alfa just gets better and better thanks to the hard work of Darryl Green our Editor. This is a real family affair with a sensational job as Secretary undertaken by Mrs Ed, Karen. The Greens also organised our first observation run for a long time, which was another opportunity for members to show their skills – many thanks to all the Green family including Ellie and Rachel.

Our website is perfectly managed and updated by Keith Faulkner – many thanks Keith. The mail-outs of the monthly magazine and all the advertising are very well managed by Jude, who is very ably assisted by Dougie – thanks to you both. Thanks also to Jude and Tony Vaughan who host all of our Committee Meetings each month, and keep us all caffeinated and well-nourished with yummy stuff!

Membership runs very smoothly under the guidance of Colin Densley who is a very welcome return face to the Committee, having been President some years ago – thanks Colin.

Our Facebook page is regularly updated by Rob Cattle – thanks Rob.

Finally I would like to thank John Anderson who has organised the social calendar for the year culminating in the recent Glasshouse Mountains run. As President elect, I wish you all the best for the next year, confident that the Club will be in good hands.

In closing I would like to thank all members for your friendship and support – we have a great Club, and the opportunity to meet so many wonderful people has been an absolute joy. I encourage you to become involved with the Committee – it provides you with the opportunity to meet other members and learn new skills or apply old ones. I welcome John Ryan as a new member of the Committee who joined us mid-year – John is strengthening the Beaudesert contingent and actively engaged in all events. We are looking for a new social convenor – it is a great job and most of the events are organised by other members so it is not too onerous – so come along to the AGM, and nominate!

Mike Robertson will be our guest speaker at the AGM – he has just come back from the Goodwood Festival of Speed in England and has crawled all over one of the new Giulias and visited some of the most beautiful private collections all over Europe, and he is a great speaker so come along to Shannons for the Club Night and AGM on Wednesday 14 September.

Best wishes to you all and I look forward to seeing you at the Festival of Italian Motorsport, Happy Laps and Show 'n Shine at Lakeside on Sunday 11 September.

Ciao

Peter

NEWS - speculazione



Monterey Car Week in California, August 15-21 included the Pebble Beach Concours d'Elegance, the the Rolex Motor-sports Reunion, the Concorso Italiano and a series of auctions. It was widely expected that action price records would be broken, and some very rare cars would be sold. This included the first Alfa Romeo 2900 to be offered for public auction this

century. Bidding for the 1939 Alfa Romeo 8C 2900B Lungo Touring Spider from the Mann Collection started at US \$14 million and went up in half million increments until things got tight as the price approached US \$20 million. The car finally sold for US \$19.8 million, eclipsing the previous record price for a pre-WW2 car of US \$11.77 million, paid for a Mercedes-Benz 540K Special Roadster in 2012.



Award winning Alfas at Pebble Beach included a 1939 6C 2500 SS Touring Berlinetta (Art Centre College of Design award) and a 1957 Giulietta Sprit Speciale Bertone Prototipo (Most Elegant Closed Car).

For more Pebble Beach photographs see <http://www.sportscardigest.com/pebble-beach-concours-2016-picture-gallery>



Chris Harris Topgear Alfa Romeo Giulia Quadrifoglio

<https://youtu.be/XT8LrA21vuo>



Bond , Richards etc Amaroo Park 1985

<https://youtu.be/1Fdzy2vfe5U>

facebook





2016 Peking To Paris Highlights
https://youtu.be/NdX_A1nGY



Festival of Italian Motorsport
 ORDCP
 ORDC ROUND 6 - 10 & 11 of Sept
 \$20 GATE ENTRY FOR ITALIAN CARS



1:24 Alfetta GT1.8
 Diecast Model
 US \$10.99

Place bid



GTA Jr. Spica Fuel Injection Pump. Autodelta. Rebuilt Wes In-gram.
 US \$2499.00

Place bid



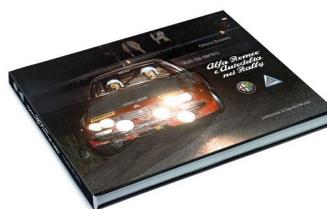
Modellauto Alfa Romeo Alfasud Trophée 1:43
 EUR 1.00

Place bid



Borrani/Rudge Whitworth Alfa Romeo prewar wire wheel splines
 US \$3750.90

Place bid



Autodelta nei Rally di Chicco Svizzero e Sandro MUNARI

EUR 57.00

Place bid





SOCIALE

john anderson

It's been a relatively quiet month. A very quiet month in fact, because given that our Glass House Mountains run on July 24th made the last mag, nothing on the Social calendar has happened since...

So I'll go straight into future events (at time of writing). First up is the Peaks Crossing event, hosted by members Neil and Jenny Summerson. See Tony Nelson's "stop press" report on this event on page 18. This is an invitation only event, so if you want to go next year get your registration in early! I have wanted to go for the past two years, but didn't have the opportunity. So I've made sure this year! Tony Nelson says that there will be not one but TWO Montreals! So please consider it for next year so that you can enjoy the day, and that our marque can have more of a presence at this prestigious event for worthy charities.

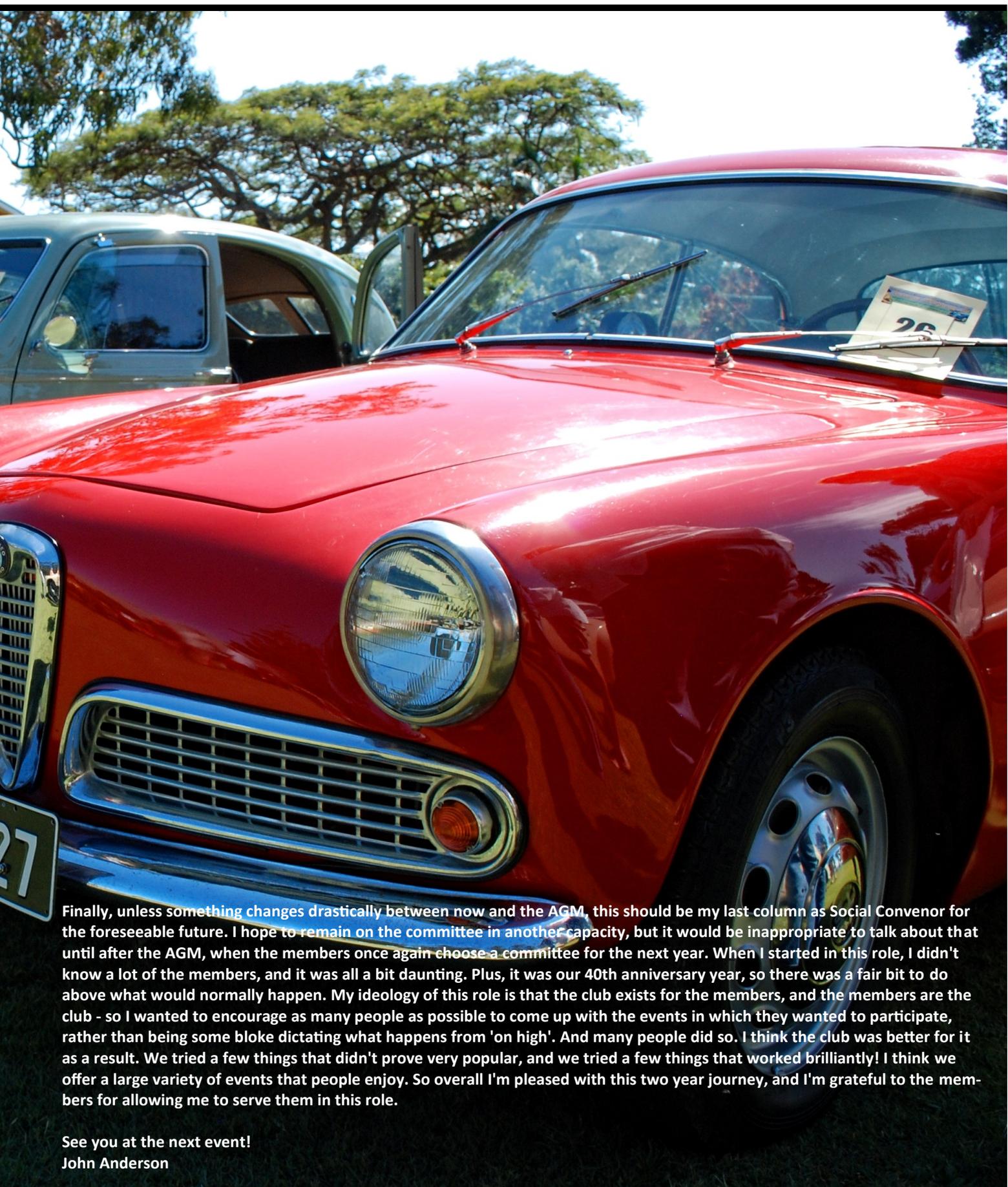
One of the biggest events on the club's calendar is the Festival of Italian Motorsport, over the weekend of the 10th and 11th of September. If you have a track car, please enter the competitions that are running over the weekend, both the races and the regularity (Mark's Competition column no doubt has the details). You can compete in the regularity with your road car, but there are some pre-requisites, so contact Mark on competition@arocaqld.com for details.

If you just want to experience what it's like to drive on the track at Lakeside, we're running 'Happy Laps'. As President Pete is organising this one, no doubt he'll be covering the details in his column. But they're also available on the website calendar, and in the emails that Pete has sent out. And if you have a friend who is not a member who wants to join us for happy laps, they are most welcome to do so.

Also at Lakeside that weekend as part of the Festival, we're running a Show and Shine after the happy laps open to all Italian cars. Again, the details and a link to the entry form are on the website calendar, so you're better off going there for the details. The trophy presentation should occur after lunch, around 1pm. Please come to at least one aspect of the festival, and bring your friends!

Time is running out to book accommodation for our Stanthorpe weekend away, starting on Friday October 14th. If you can make it that weekend, I strongly encourage you to do so, because it is probably the most enjoyable event on the club's calendar. Jude Vaughan and Garry Spowart use their local knowledge to come up with the best places to eat, the best places to visit, and some of the most amazing 'man caves' full of Italian cars (mostly Alfas of course) and associated paraphernalia. The details are on a full page 'ad' elsewhere in the mag, so book now! When I booked a month ago, there were only a couple of rooms left, so you'll probably have to find your own accommodation. Or, pick a day and 'commute' to join in the festivities. But if you do that, let Jude or Garry know, so that they can add you to the bookings at the various venues. Whatever you do, don't miss it!

Looking into October, we are having another joint event with the Austin Healy club at JH Classics at Yatala on the 23rd. If you came last year, you'll know how great this event will be. There will be lots of Austin Healeys, so we want plenty of Alfas to come along and balance things out. Plus, the Austin Healey club know how to picnic! For what that means, come along and find out for yourself.



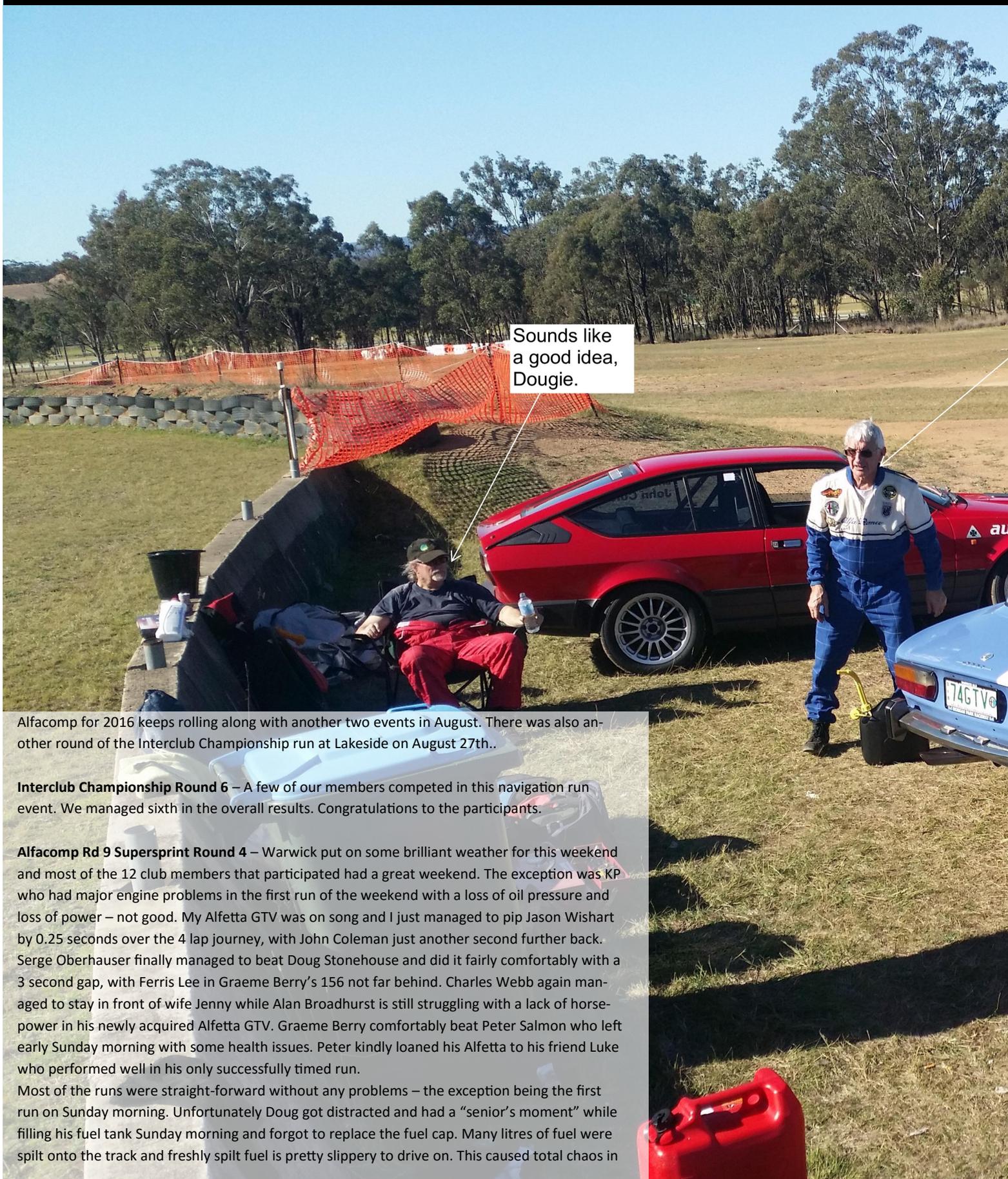
Finally, unless something changes drastically between now and the AGM, this should be my last column as Social Convenor for the foreseeable future. I hope to remain on the committee in another capacity, but it would be inappropriate to talk about that until after the AGM, when the members once again choose a committee for the next year. When I started in this role, I didn't know a lot of the members, and it was all a bit daunting. Plus, it was our 40th anniversary year, so there was a fair bit to do above what would normally happen. My ideology of this role is that the club exists for the members, and the members are the club - so I wanted to encourage as many people as possible to come up with the events in which they wanted to participate, rather than being some bloke dictating what happens from 'on high'. And many people did so. I think the club was better for it as a result. We tried a few things that didn't prove very popular, and we tried a few things that worked brilliantly! I think we offer a large variety of events that people enjoy. So overall I'm pleased with this two year journey, and I'm grateful to the members for allowing me to serve them in this role.

See you at the next event!
John Anderson



COMPETIZIONE

mark jackson



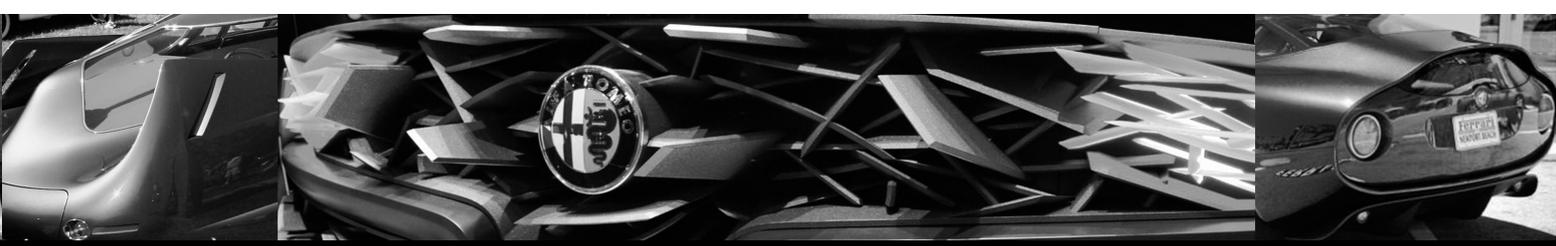
Sounds like a good idea, Dougie.

Alfacomp for 2016 keeps rolling along with another two events in August. There was also another round of the Interclub Championship run at Lakeside on August 27th..

Interclub Championship Round 6 – A few of our members competed in this navigation run event. We managed sixth in the overall results. Congratulations to the participants.

Alfacomp Rd 9 Supersprint Round 4 – Warwick put on some brilliant weather for this weekend and most of the 12 club members that participated had a great weekend. The exception was KP who had major engine problems in the first run of the weekend with a loss of oil pressure and loss of power – not good. My Alfetta GTV was on song and I just managed to pip Jason Wishart by 0.25 seconds over the 4 lap journey, with John Coleman just another second further back. Serge Oberhauser finally managed to beat Doug Stonehouse and did it fairly comfortably with a 3 second gap, with Ferris Lee in Graeme Berry's 156 not far behind. Charles Webb again managed to stay in front of wife Jenny while Alan Broadhurst is still struggling with a lack of horsepower in his newly acquired Alfetta GTV. Graeme Berry comfortably beat Peter Salmon who left early Sunday morning with some health issues. Peter kindly loaned his Alfetta to his friend Luke who performed well in his only successfully timed run.

Most of the runs were straight-forward without any problems – the exception being the first run on Sunday morning. Unfortunately Doug got distracted and had a “senior’s moment” while filling his fuel tank Sunday morning and forgot to replace the fuel cap. Many litres of fuel were spilt onto the track and freshly spilt fuel is pretty slippery to drive on. This caused total chaos in



Hey Jacko, I'm not going to bother to put the petrol cap back on. It weighs me down too much. I need to find more speed.



the group of cars following him on the track with Charles almost being T-boned after a spin at turn 7. All the results are on the Resulti page of the magazine.

Alfacomp Round 6 Sprint + Regularity - This was re-scheduled from a rained out event on June 4th. This time round the weather was perfect and all five competitors achieved personal best times at Lakeside. As often seems to happen, the Regularity results were incredibly close with Serge Oberhauser managing a win, while in the sprint, I managed a time in the 147 that I was very happy with. Again, results on the Resulti page.

Interclub Championship Rd 7 – Unfortunately this coincided with our sprint/regularity event. To my knowledge, none of our members competed.

Upcoming Events

Alfacomp Round 10 Shannons Italian Challenge Race Series Round 3 – Saturday/Sunday September 10th/11th at Lakeside Raceway. Round 3 of a 3 round series open to all Italian marque cars

Alfacomp Round 11 FOIM Regularity – Sunday September 11th at Lakeside Raceway - Regularity event open to all road registered and race cars. Consists of qualifying plus three competitive runs.

The Festival of Italian Motorsport is an event not to be missed and is our premier competition event for the year with racing on Saturday and Sunday, and “Happy Laps”, a Show ‘n Shine and regularity event on Sunday.

Alfacomp Round 12 Sprint + Regularity - Sunday Oct 2nd at Queensland Raceway, Willowbank. This is an Open Sprint starting at 12 noon (3x6 lap timed runs). Pre-registration is recommended. Cost is \$175 and to enter follow the link to the QR website <https://www.qldraceways.com.au/secure/members/login.php>

Interclub Regularity - Sunday Oct 16th Lakeside Raceway, Dakabin. Organised by the BMW Club of Queensland, this is a charity event with all proceeds going to Beyond Blue. It is a Team Regularity event with teams of 4 and is loads of fun. The event was originally scheduled for July but had to be postponed due to heavy rain. Cost - \$190

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

See you at the track
Mark Jackson

**Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated**

**Financial Report
For the Year ended 30 June, 2016**

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P1

**Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated**

**Income Statement
For the Year ended 30 June, 2016**

	Note	2016 \$	2015 \$
Revenues from ordinary activities			
Member subscriptions	2	13,457	14,513
Functions and social events	3	23,152	36,507
Advertising income		5,869	2,135
Interest income		793	898
		<u>43,270</u>	<u>54,052</u>
Expenses from ordinary activities			
Functions and social events	3	26,289	45,415
Magazine expenses		11,164	12,020
Audit		1,600	1,458
Trophies and prizes		614	1,361
Secretarial		629	311
CAMS Licence	4	1,180	1,123
Donations		350	3,200
Sundry		34	165
		<u>41,860</u>	<u>65,053</u>
Operating surplus from ordinary activities before income tax expense		1,411	(11,001)
Income tax expense	1(a)	-	-
Surplus from ordinary activities after related income expense		1,411	(11,001)
Members' Funds at the beginning of the financial year		29,246	40,246
		<u>30,656</u>	<u>29,246</u>

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

P2

**Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated**

**Balance Sheet
For the Year ended 30 June, 2016**

	Note	2016 \$	2015 \$
Current Assets			
Cash	5	38,928	36,499
Trade and other receivables		400	-
Total Current Assets		<u>39,328</u>	<u>36,499</u>
Total Assets		<u>39,328</u>	<u>36,499</u>
Current Liabilities			
Creditors and accrued expenses	6	8,672	7,253
Net Assets		<u>30,656</u>	<u>29,246</u>
Members' Funds			
Accumulated funds		30,656	29,246

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

P3

**Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated**

**Notes to and Forming part of the Financial Report
For the Year ended 30 June, 2016**

1. Statement of Accounting Policies

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

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

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

a) Income Tax

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

b) Creditors

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

2. Member subscriptions

A Membership Register is maintained in accordance with the requirements of the Club's Constitution and section 9 (1) (d) of the Associations Incorporation Regulations 1999. Members included on the Register at 30 June, 2016 comprised.

Category	
Life Members	12
Honorary Members	13
Ordinary Members	209
Corporate Members	8
Associate Members	2
Total Membership	<u>244</u>

3. Functions and Social Events

	2016 \$	2015 \$
Revenues		
40th Anniversary Dinner	-	11,014
Auction Night	701	-
Christmas party	2,392	2,020
Club Nights	526	200
Concourse	1,400	-
Festival of Italian Motorsport	3,615	10,250
Italian Challenge 2014	-	1,800
Italian Challenge 2015	6,300	8,700
Italian Challenge 2016	5,069	-
Stanthorpe weekend	3,149	2,523
	<u>23,152</u>	<u>36,507</u>
Expenses		
40th Anniversary Dinner	-	12,461
Alfesta	-	300
Christmas Party	2,156	5,567
Club Nights	1,195	1,881
Concourse	1,255	-
Festival of Italian Motorsport	4,415	8,184
Italian Challenge 2014	-	4,334
Italian Challenge 2015	8,300	10,300
Italian Challenge 2016	5,819	-
Stanthorpe weekend	3,149	2,387
	<u>26,289</u>	<u>45,415</u>
Net (Loss)/Surplus	(3,137)	(8,908)

Notes to and forming part of the Financial Report
For the Year ended 30 June, 2016
(Continued)

4. Insurance

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

	2016	2015
	\$	\$
5. Cash		
Postage Imprest	250	250
Cash at Bank: Cheque account BoQ	12,381	10,744
Term Deposit	26,297	25,504
	<u>38,928</u>	<u>36,499</u>
6. Creditors and accrued expenses		
Audit	1,544	1,473
Wenzel Legacy	1,000	1,300
Prepaid Membership Fees	5,828	4,480
Prepaid Italian Challenge 16-17	300	-
	<u>8,672</u>	<u>7,253</u>

7. Mortgages, Charges and Securities

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

Alfa Romeo Owners Club of Australia (QLD) Inc,

Statement by Members of the Management Committee

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

In the opinion of the Management Committee:

1. The accompanying financial report as set out on pages 2 to 8 presents fairly the financial position of the Alfa Romeo Owners Club of Australia, Queensland Division Incorporated, as at 30 June, 2016 and the results of the Club for the year ended on that date.
2. At the date of this statement, there are reasonable grounds to believe that the Alfa Romeo Owners Club of Australia, Queensland Division Incorporated will be able to pay its debts as and when they fall due.

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

Peter Mathews
President

Garry Spowart
Treasurer

Brisbane
22nd August, 2016

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

We have audited the accompanying financial report of Alfa Romeo Owners Club Of Australia, Queensland Division Incorporated being a special purpose financial report, which comprises the balance sheet as at 30 June 2016, the income statement, notes comprising a summary of significant accounting policies and other explanatory information, and the statement by members of the committee.

Committee Members' Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Independence

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

Opinion

In our opinion, the financial report of Alfa Romeo Owners Club Of Australia, Queensland Division Incorporated presents fairly, in all material respects, the financial position of the association as at 30 June 2016 and its financial performance for the year then ended in accordance with the accounting policies described in Note 1 to the financial statements, and the requirements of the *Associations Incorporation Act (Qld) 1981*.

PKF Hacketts Audit
ABN 33 873 151 348

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Basis of Accounting and Restriction on Distribution

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

PKF HACKETTS AUDIT

Cameron Bradley
Partner

Brisbane, 22 August 2016



A Day in the Country

Again on the day, we were blessed with fine but chilly conditions until the sun warmed up the countryside.

The tradition started in 2011 when Neil and Jenny Summerson invited the then E Type Register to this property for a brunch, after an early morning drive in the countryside.

This is the third year they have opened up their property at Peak Crossing to car clubs they and I are involved in. This is a very special day as to our knowledge, no other motoring event happens in SE Queensland like this where the general public are not invited and all proceeds go to a charity.

Again we request that members who did attend do not disclose the address and only refer to it as Peak Crossing, so it remains an invitation only event to allow for fellowship and shared interests without the worry of damage to your vehicle.

I noticed many valuables left in open cars which shows the trust owners have in the other attending members.

It is certainly the largest event the E and F Type Register of the Jaguar Drivers Club are involved in arranging and it would not be the success it has turned out to be without the support of the invited car clubs and their members. 16 E Types and 6 F Types were more than ever seen before and a total of 55 Jaguars displaying on the day.

The Alfa Romeo club exhibited 18 cars including 2 Montreals.

The invited members must respond by email to register for the event, advising which car they will attend in and who the passengers will be. Our first registrations for this 2016 event were in November 2015.

30 members accepted the invitation to the morning drive beforehand offered only to Jaguars and Alfa Romeo members to arrive in convoy at the event around 10am.

The supported charity this year was again the Fassifern Valley Rotary Club, who look forward to this event to raise valuable funds for their ongoing work in the community.

This year many records were broken.





by tony nelson
pictures - Scott Nelson , TPR Media <http://tprmedia.net.au/>
and john anderson



- The number of cars participating
- The number of Jaguars displaying
- The number of E and F Types displaying
- The number of enthusiasts attending
- The value of the cars varied for \$1,000 to \$1,000,000
- The largest donation made to the charity
- The largest number of car clubs displaying
- The greatest participation from the car clubs towards the raffle of the day

So many members have volunteered to assist in small and large ways to ensure the success of the day. The car parking marshals arrive at 8am in very chilly conditions to ensure the safe parking of the cars, ensuring no cars trade paint with opening doors.

Without coordinators for each car club taking registrations from their members, the acceptance task would have been quite difficult with both the Summersons and Nelsons travelling extensively this year.

The response from the clubs when asked for assistance with donations of raffle prizes was humbling. The Alfa Romeo Clubs donation of a framed signed Kevin Bartlett image and a \$50 Supercheap voucher was gratefully accepted.

Rotary, under the stewardship of Jenny Summerson provided the laminations, tea, soft drinks, bottled water for morning tea and lunch at a reasonable price with all profits again going to the charity.

Our mobile coffee van also gave a donation for being there with every drink sold.

Many members paid a lot more than the \$15 per car admission price, so I had to walk the whole display counting the 202 cars that actually attended.

After each of these events, we have a debriefing meeting, looking at where we were successful on the day and things that could have run better. We then decide if we have the endurance and time to put the event on the following year. Obviously we will advise when we make this decision and I would suggest that you register earlier than later for next year, to ensure you are present on the day as we have now reached our limit on the number of cars that can display at this venue.

MID WEEK DRIVE TO LOWOOD MOTOR R



Austin Healeys and Alfa Romeos line up o

Our July Mid week drive will be hard to beat! Not only did we have a fantastic drive chasing a number of Austin Healeys through the country side to Lowood and enjoy a brilliant breakfast at the On the Park cafe. In a Mid Week Drive FIRST we also travelled back 50 years in time to The Lowood Motor Racing Circuit and 1964!

A joint event with the Austin Healey Owners Club of Queensland, thirty two intrepid souls gathered at Redbank Plaza on a chilly morning for the off. A nice range of Alfa Romeos from 159's to Doug's 105 Bertone Coupe joined about the same number of Austin Healeys made up mostly of "Big" Healeys (the "Lowloaders" as one of our members remarked) in both 6 cyl and 100 guise and one cheeky "Bug Eye" Sprite. Joe and Bev Wilson arrived in their Lancia Aprilia.

But what is Lowood Motor Racing Circuit?

As the war came closer to Australia in 1941 a flying training school was established on 640 acres of farmland at Mt Tarampa outside Lowood, a sleepy little farming area about 70km west of Brisbane.

Following Japan's bombing of Darwin in February 1942, Lowood Airfield was upgraded to a full operational base and in March 1942, USAAF 36th and 80th Fighter Squadrons arrived in Brisbane and were based at Archerfield and some P-39 Aircobras were deployed to Lowood.

To provide anti-aircraft protection for the US fighter squadrons, the US Army's 101st Coastal Artillery Battalion and 9th Coastal Artillery Regiment were also deployed to Lowood, Later in June 1942 23 Squadron RAAF was transferred to Lowood, to fly reconnaissance and anti-submarine patrols.

Lowood airfield remained in use by the RAAF from June 1942 until it was decommissioned in 1946.

Following Lowood's RAAF aerodrome's decommissioning in 1946, it became a car and motorbike racing circuit using the runways and taxi ways to create a 2.7 mile circuit with the longest straight of any motor racing venue at that time.

It was first used in June 1948 for the Queensland Road Racing Championship, won by 'Snow' Sefton in his 'Strathpine Special'.

In June 1951 the Australian T.T. motorbike championships were held at Lowood Circuit, the first time the national titles had been held in Queensland.

During its first few years only occasional meetings were held at the circuit until, in 1956, the Queensland Racing Drivers' Club took over.

A 4.54 km anti-clockwise track was built, with the aerodrome's 6000 feet runway becoming the main straight. Lowood Circuit became Queensland's premier racing venue. Rounds of the Australian Drivers' Championships were held from 1957 to 1962. The nation's premier sports car race, the Australian Tourist Trophy, was held in 1959 and 1963. On 12 June 1960 Lowood hosted the 25th Australian Grand Prix, won by Alec Mildren in his Cooper-Maserati T51 after 36 laps and in 1961 Lowood hosted the second Australian Touring Car Championship. The Australian Formula 2 Championship was held in 1964 and a new event, the Lowood 4 Hour Race for production sedans, was staged from 1964-66.

At the April 8 1956 meeting, Stan Mossetter in the first appearance of his Austin Healey 100S, AHS 3701 in Queensland, took two firsts and a second along with fastest speed of the day at 136 Mph.

One regular competitor racing a Triumph TR2 reported a Sports Car Handicap race held on Sunday the 12th August 1956 :-

"Tom Sulman in his Aston Martin DB3S made fastest time as Bill Pitt in the Jaguar D Type, although entered, did not start. Second fastest time was recorded by G. Scott Holden Special with one of the Toowoomba contingent, Jim Poteri in his Austin Healey 100, third fastest."

Alfa Romeos were few and far between in Australia in the 1950's so there is less history recorded but by the early 1960's Alfa Romeos would be making the starting grids in at least the amateur races.

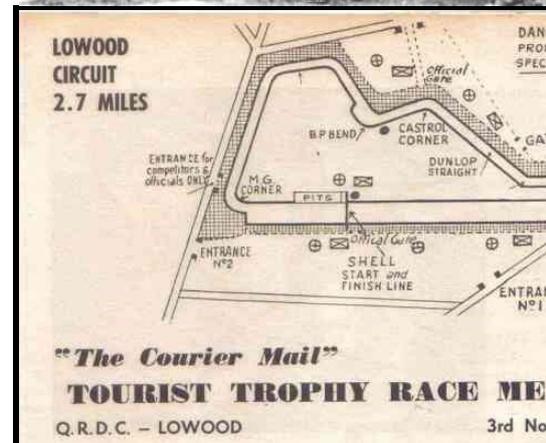
In 1966 the Queensland Racing Drivers' Club sold the Lowood Circuit and moved its operations to Lakeside, north of Brisbane. The old race track area was subdivided into small farms.

A Motor Racing Circuit Dies!

For a number of years until all the subdivision took place motoring clubs were able to use parts of the old circuit for sprints and driving test days and in 1974 the fledgling Austin Healey Owners Club of Queensland held a driving test gymkhana at the circuit. Typical of the makeup of the club at that time six Austin Healeys attended comprising three 100 models and three 100S models, AHS 3904, AHS 3906 and AHS 3909! The legendary 100S is known to most motor sport fans but for those not aware the 100S comprised only 55 alloy bodied full blown sports racing cars built to dominate the 3 litre class. At one stage Australia had a large number of these special cars but with prices now around \$1 million most have left our shores.

AHOC Life Member, Healey Torque Editor and long time 100 owner Alwyn Keepence was there on the day

RAAF flight instructors with Tiger Moth trainer at Lowood a



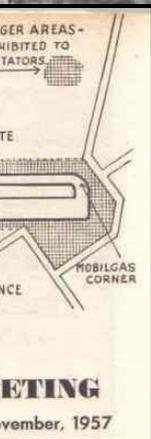


on either side of the Lowood Motor Racing Circuit main straight to see how it feels!

field in 1940



Austin Healeys summoning Lowood Motor Racing Circuit Ghosts in 1974.



and recorded some of the action with his Kodak Instamatic camera. Alwyn also found for me the original report of this Gymkhana event from Healey Torque of April 1974 which was written by club member Barry Darley.

"The Ghosts of Lowood

The ghosts of the old racing drivers and the enthusiasts who used to watch the old front-engined open wheelers, specials & sports cars must have been pleased that day. Lowood was deserted, forlorn and empty. The pits had been demolished and all that was left was a NSW Government double-decker bus, a rotting hulk set on concrete with QMSC signs on it. There was still painted on the tarmac, the starting grid lines and the numbers. But the track was overgrown with tufts of grass everywhere. Going around the track, it was difficult to discern where it led. The track in some places had shrunk to about eight feet wide, but if you stopped and looked you could still feel and see the bitumen still stretching 30 feet in either direction.

The main straight was once a World War II airstrip and it was long, although humped in the middle. Just being there on the track steeped in tradition and history made it seem all the more forlorn as the quiet silence seemed to accentuate that feeling.

This was one of the last times that the track would hear the roar of tuned engines because it will shortly be no more. A development company has cut the whole area into five & ten acre lots for sale as "Getaway ranchettes". Along the main straight are a dozen large timber gateways, sunk into the tarmac. Each of these mark the entrance to the allotment.

We took advantage of this historic and lovely location to hold our bitumen gymkhana, which was run on excellent ground, with the only complaint being tyre wear. The last event of the day was a flying ¼ mile dash. Competitors lined up around the roadside of the circuit and when the flag waved, set off, accelerating quickly. Out and around the last corner and into the straight and into top over-drive, uphill towards the start/finish line. Through the timing box (someone who dropped the flag) up over the hump and flat out like a lizard drinking down the other side. The fastest of the 100/S Sebrings were doing about 105 plus mph through the final timing box (member Stuart Lutton with a stopwatch).

To hear the muted roar of the engine as the car approached the hump, to see the Healeys hurtle down the straight in full flight was an experience that was really something, and the drivers felt the same. There was plenty of braking area down at the end of the straight and the whole thing was as safe as could be.

To some who will be appalled at this non-CAMS event, and quick to point out the dangers of insurance etc., there will be others who will realise that to a small club CAMS Affiliation would mean financial hardship, and the banning of a lot of localities which were once "safe" for Healeys in the 'fifties but not safe for the same cars now with a 1970 set of values. Anyway, the ghosts of Lowood approved."

Fast forward to July 2016

With all assembled the AHOC event captain handed out the "programme" for the day which was a replica of the 1964 race programme and with the instructions inside we were off.

A brisk run through lovely country roads across Tallegalla Range and then the Lowood Hills to a little On the Park cafe in Lowood where a fantastic breakfast was enjoyed and the car park buzzed as Austin Healey and Alfa Romeo owners swapped notes and peered under bonnets. It was then a short run out to the site of the old Circuit.

Not much remains. The remnants of MG corner running off into a cow paddock, a small shed that was originally part of the pits but we drove around the remains of the old track. Down the main straight (now called Daisy Road!!) past the Shell start/finish line and hard left into Irwin Rd which was once Dunlop Straight. Castrol Corner now takes you into a trucking yard so we continue out to the main road and follow the line of the old BP Bend and back to the MG Corner where we began. We were intrigued to see the remains of the old bitumen back straight run straight into the side of a brick bungalow and come out the other side and we wondered if the owners are terrified nightly as the ghost of Stan Jones and his Maybach hurtles through their living room?

Our nostalgic dream came to an end and we headed off towards the little township of Minden with the Alfas and the Healeys chomping at the bit and wanting to "give it the gun"! We stopped at Coolana Olives Estate for coffee and a chat and then headed back to the city and reality with a newly refreshed respect for the motor racers of bygone years.

LEYBURN SPRINTS

darryl green



cCockwise from top:
Bob Bear 151st, 59.69s
Leon Treadwell 178th, 1:03.42s
Steve Raine 189th, 1:10.11
A couple of Ferraris in Show and Shine ;)

Rielly Brooke 5th, 46.35s
John Coleman, 58th 54.72
John French and Dick Johnson out for a Sunday drive



STANTHORPE

Food and Wine Weekend 14th – 16th October 2016

Garry Spowart
P 07-3266 9354
M 0419 709 416
E treasurer@arocaql.com

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

Spring has sprung...

and the Granite Belt is now bursting with new growth – a great reason to head down and enjoy a very different world, where each season is spectacular in its own right. Looking forward to cool Spring nights and crisp, clear days for our weekend away and of course, enjoying food, wine and good company.

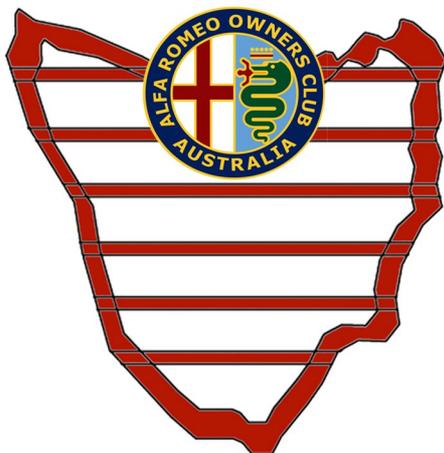
Planning, plotting and testing are all well advanced and now it's over to you, so be quick to organise your accommodation during the next week, as any remaining rooms from our block booking must be relinquished to go back into the public booking system.

To avoid missing out, contact the Apple and Grape Motel (www.appleandgrape.com.au) and our hosts, Steve, Helen and Margaret on 07-4681 1288 or admin@appleandgrape.com.au as these rooms will not show on their internet booking system, & quote Alfa weekend to obtain your special rates.

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

As the weeks fly by, we will be contacting all attendees with further details, suggestions and all manner of information, and most importantly, to confirm meal options.

"Bridal veils" image courtesy of Savina Lane Winery



ALFESTA 2017

APRIL 14 - 17 TASMANIA

MAIL - ALFESTA2017@ALFACLUBVIC.ORG.AU

WEB - WWW.ALFESTA2017.ALFACLUBVIC.ORG.AU

FACEBOOK - ALFESTA TASMANIA 2017

For latest information please visit <http://alfesta2017.alfaclubvic.org.au/>
or email alfesta2017@alfaclubvic.org.au

Bookings for the Spirit of Tasmania will be available via a special link, providing a discounted rate, shortly. We encourage members to make a booking as soon as possible - the earlier it is the cheaper it will be. Easter is a very busy time and there are often double sailings - day or night.

Alfesta will be based at the Country Club in the city of Launceston staying at the Country Club Villas. <http://www.countryclubtasmania.com.au/>



CLUB NIGHT

bernie campbell

Shannon's Club Rooms at 305 Montague Road , West End will be the venue for our September Club Night. This will also be the night of the A.G.M.. Pizza, drinks and coffee will be supplied by the Club from 7.00 pm. The normal Club meeting will commence at 7.30 pm. and at it's conclusion we will conduct the A.G.M. . This should not take very long as I believe nominations have been received for all but one position. So there goes your excuse for not attending!!

At the conclusion of all the business we will hand over to our own International Roving Reporter Mike Robertson. Mike has recently returned from a trip to Europe and U.K. where he visited auto museums , the Goodwood Festival of Speed as well as making a detailed inspection of the recently released Alfa Romeo Giulia. Mike is an entertaining speaker so this should a good night.

Hope to see you all at the A.G.M..

Ciao,
Bernie.





colin densley

MEMBERI



Hi fellow Aflisti,

I must thank everyone for being so prompt with their renewal of their membership.

Once again Teresa and I are off spending our children's inheritance. We are flying to Auckland for a couple of days then on to Vancouver where we embark on the Celebrity Solstice for back to back cruises ending in Sydney 28 days later.

In the meantime, enjoy the full calendar of events in September, in particular the Happy Laps on the 11th September. This gives you a chance to run your road car on a race track (with a passenger) for very little cost.

So once again I will be handing the baton back to Jude. Thankfully, there are only a few people who have not responded to my reminders, so Jude will hopefully not have too much to do.

Ciao,
Colin

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EVENTI

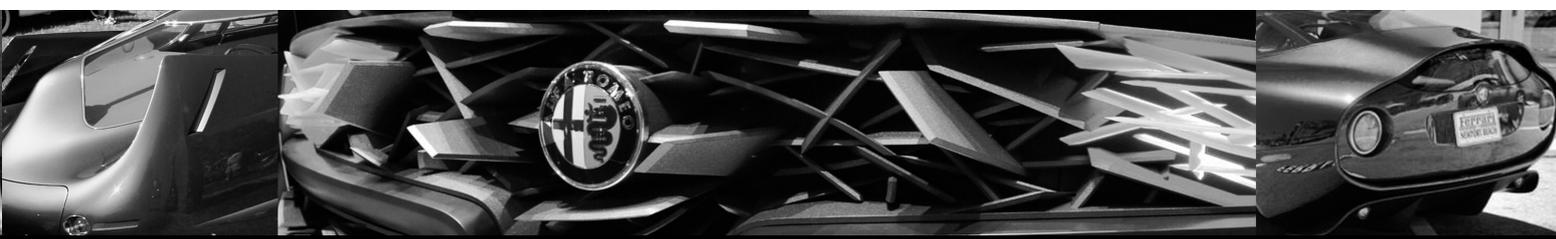
SEPT/OCT EVENT HIGHLIGHTS

Sun September 11 - Festival of Italian Motorsport at Lakeside. Happy Laps for brekkie, the show 'n shine during the day and competition all day.

Wed October 12 - Bocce Night - Annual Alfa Romeo vs Fiat Club Challenge - see website for details.

Fri 14 - Sun 16 - Stanthorpe Weekend - details see pg 23 or website





SEPTEMBER 2016

- Sat 10 Alfacomp Rd 10 Shannons Italian Challenge Race Series Round 3 (Day 1) - Lakeside Raceway, Dakabin
- Sat 10 Alfacomp Rd 10 Shannons Italian Challenge Race Series 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
- Sat 24 Kilcoy Classics on Wheels - Kilcoy
- Wed 28 October Magazine Deadline

OCTOBER 2016

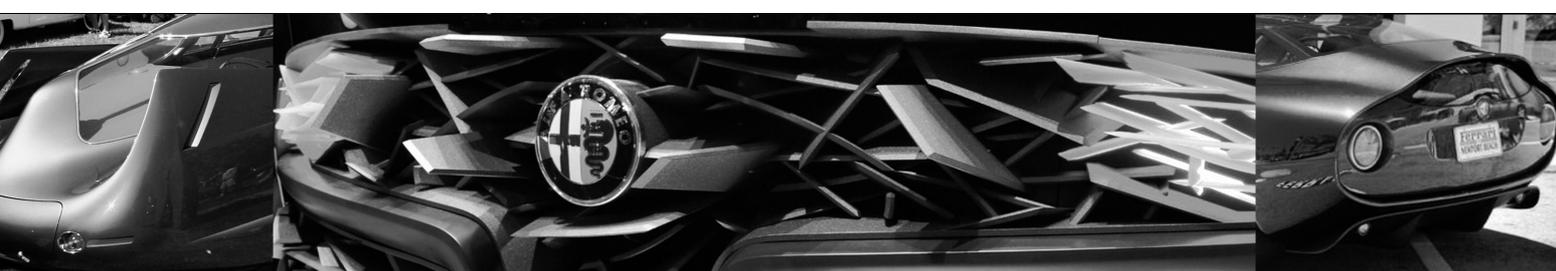
- Sun 2 Alfacomp Round 12 Sprint + Regularity - Queensland Raceway, Willowbank
- Sun 9 Supercheap Auto Bathurst 1000 - Mt Panorama
- Wed 12 Members' Club Night - Bocce Courts - Newmarket
- Fri 14 Stanthorpe Weekend Day 1 - Stanthorpe and Environs
- Sat 15 Stanthorpe Weekend Day 2 - Stanthorpe and Environs
- Sun 16 Interclub Regularity - Lakeside Raceway, Dakabin
- Sun 16 Stanthorpe Weekend Day 3 - Stanthorpe and Environs
- Sun 23 V8 Supercars Castrol Gold Coast 600 - Gold Coast
- Sun 23 Garage Day at JH Classics - Yatala
- 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
- Sun 27 Interclub Championship Rd 9 - Willowbank

DECEMBER 2016

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



2016 ALFACOMP SPRINT #3-Lakeside Open Sprint

Best Events	Alfacomp Points	Sprint	Reg	S/S	Race
10	170	46	44	62	36
10	126	38	42	46	0
5	73	0	0	64	9
4	68	0	0	68	0
8	64	21	19	24	0
6	60	27	23	10	0
6	58	10	12	36	0
4	50	0	0	50	0
6	49	9	11	29	0
4	42	0	0	0	19
4	38	0	0	38	0
4	36	0	0	24	12
2	31	20	11	0	0
2	26	0	0	0	26
2	25	0	0	0	25
2	24	14	10	0	0
2	23	0	0	0	23
3	22	0	0	22	0
1	20	0	0	0	20
1	10	0	0	0	10

DRIVER	ALFA	CC's	RUN1	RUN2	RUN3	REG PTS	REG	Spr
Mark Jackson	Alfa 147 GTA	3200	64.49	64.12	<u>64.02</u>	3.64	16	20
Serge Oberhauser	Alfetta GTV 6	3000	65.94	66.00	<u>64.78</u>	2.8	20	16
Graeme Berry	Alfa 156	2000	70.29	68.88	<u>67.42</u>	5.31	12	14
John Anderson	Alfetta	2000	70.18	<u>69.71</u>	DNS	15.9	11	12
Peter Salmon	Alfetta	2000	71.57	<u>69.94</u>	69.98	3.75	14	11



2016 ALFACOMP SUPERSPRINT #4-MP A Series Rd 4

DRIVER	ALFA	CC's	RUN1	RUN2	RUN3	RUN4	RUN5	RUN6	RUN7	Lap	S/S
Mark Jackson	Alfetta GTV	2000	5.44.59	5.06.57	4.59.26	<u>4.56.04</u>	5.03.22	5.01.46	4.57.75	1.12.88	20
Jason Wishart	GTV2000	2000	5.00.08	<u>4.56.29</u>	4.59.14	4.56.66	4.57.81	DNF	4.58.74	1.12.99	16
John Coleman	Alfetta GTV6	3000	5.02.14	<u>4.57.35</u>	5.16.16	5.00.23	4.58.43	5.00.58	4.58.24	1.13.32	14
Serge Oberhauser	Alfetta GTV6	3000	5.06.57	5.05.21	5.07.70	<u>5.04.54</u>	5.08.78	5.32.26	5.08.28	1.14.71	12
Doug Stonehouse	GTV2000	2000	5.09.61	5.08.31	5.08.98	5.07.82	<u>5.07.60</u>	DNF	5.08.98	1.15.68	11
Ferris Lee	156	2000	DNF	DNF	5.12.53	DNF	DNF	<u>5.11.11</u>	DNF	1.15.83	10
Charles Webb	105 GT	2000	5.22.94	<u>5.18.85</u>	5.19.66	5.18.88	5.19.21	DNF	5.20.48	1.18.67	9
Allan Broadhurst	Alfetta GTV	2000	5.38.48	5.30.73	<u>5.19.96</u>	5.20.84	DNF	5.20.13	5.20.84	1.17.89	8
Jenny Webb	105 GT	2000	5.27.62	5.24.43	DNF	5.24.15	5.25.52	DNF	<u>5.20.54</u>	1.19.25	7
Graeme Berry	156	2000	5.38.23	5.29.95	DNF	5.34.05	5.36.42	DNF	<u>5.29.92</u>	1.21.13	6
Peter Salmon	Alfetta	2000	DNF	5.36.58	DNF	<u>5.34.64</u>	DNF	DNF	DNF	1.22.27	5
Ken Percival	105 GT	2000	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	4
Luke Simiana	Alfetta	2000	No time	DNF	<u>5.26.76</u>	DNF	DNF	DNF	DNF	1.20.67	

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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.

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.

For Sale Alfa Romeo Mito Sport [View Photo]

Excellent condition. 2009 model. Only 26,000km! Black. Grey and black cloth upholstery as new condition. Sunroof. Only one lady owner selling due to interstate transfer. | \$12,500 negotiable | Contact: Susan, 0419020603, hawesfam@bigpond.net.au (Expires: Oct 13)



For Sale 1984 Alfetta GTV

Red duco. Owned for 4 years. Great drive car. Registered. Regretful sale as too many cars and registrations getting too much. Servicing done regularly. | \$3,500 | Contact: Chris, 0409722828, chrishelm1959@hotmail.com (Expires: Dec 30)

For Sale 2013 Alfa Romeo Guiletta

Manual, White, 1.4 L Turbo. Almost 30,000 km young. Excellent Condition. Brisbane South | \$18,000 | Contact: Glenda, 0435945417, robertsfamily01@optusnet.com.au (Expires: Dec 30)

For Sale Alfa Fleet Sale!

The time has come to rationalise the Alfa fleet, all cars with good service provenance (love that word!). They all deserve good new homes. [1] 2004 Alfa 156 Sports Wagon, manual JTS, silver with red trim, 156kms, 5 alloy wheels, a great looking car more practical than the sedans. \$7,000. [2] 2004 Alfa 156 V6 automatic (a real auto!), red with black leather, 110kms, just had all the major belts service, radiator, 5 alloy wheels. A gem of a car. \$10,000. [3] 2004 Alfa 166 Sedan, 135kms, silver with black leather, mechanically A1 (ex Richard Anderson car), some hail damage and was on the WOVV for the hail damage. Jeremy Clarkeson was right about these cars, they are brilliant! \$6500. [4] 1999 Alfa 75 red twin spark an original, not perfect but a genuine car. \$4750. [5] Alfa 156 parts bin, 2002 red with black interior. Most body panels and trim, not many mechanical parts. Must be "gawn" within 3 weeks, so fire sale on these! | \$Some Price negotiation possible .. for the sake of peace and harmony. | Contact: Wayne, 0418966702, thepmequation@bigpond.com (Expires: Dec 30)



For Sale 1999 Alfa GTV [View Photo]

1999 916 Series Alfa 3L GTV Coupe. Red duco with tan leather interior. One owner and only 120,000Klm on the odometer. This vehicle was used to promote in the well-known Australian box-office hit "Looking for Alibrandi" when it was released in the cinemas. | \$6,000 | Contact: Richard, 0411864699, richardc@wwbrisbane.com (Expires: Dec 1)



For Sale 1983 Alfasud Sprint Race Car [View Photo]

Warm 1.7 litre quad cam, fuel injected engine with less than 100km track time since full rebuild. Adjustable coil-over suspension, outboard four-wheel disc brakes, Yokohama AO50 tyres. Body stripped and painted 2 years ago, with 12-point CAMS spec cage (attached to shock towers front and rear). Perspex windows and hatch, new Cobra seat, 6-pt harness. 800kg with still more weight reduction possible. Spares package includes poly carbonate windscreen, wheels, bonnet and more. Perfect car to get started in club sprints, hill climbs or racing. Fast, safe, reliable and so easy to drive. | \$9,000 | Contact: Brent, 0418 215 259, bhampstead@live.com.au (Expires: Nov 25)



For Sale 2007 Alfa Romeo 159 JTD - for Spare Parts [View Photo]

Our lovely Alfa Romeo for sale for spare parts due to the following issues: (a) one broken fuel injector (b) pre-

heating plugs not working well. The car is still working and drives fine. | \$Negotiable | Contact: Darina, 0449097823, darina.rysava@gmail.com (Expires: Nov 14)



For Sale 2009 Spider 2.2i Selespeed Roadster

Purchased March 2009 from Alfa Brisbane, Diamante grey metallic paint, cloth electric roof with Black leather upholstery. Only done 31,534ks from new. Based in Brisbane. | \$ 34,000 | Contact: Mike, 0401 540108, bluestarplastering@hotmail.com (Expires: Oct 6)

For Sale 75 Panels [View Photo]

If you are thinking of campaigning a 75 series or just want to be sure of having spare panels on hand if required, here is a chance to buy some at an affordable price. All doors, left and right front guards, bonnet and rear bumper at the same one price for any item. Take



your pick or take them all. All items are red in colour and in good condition. If you buy the lot, I can deliver them for free anywhere in the Brisbane metro. | \$75 each | Contact: Mike, 07 3273 5372, (Expires: Sep 21)

For Sale Guilia Super Parts

Lots Guilia Super parts: 15inch original wheels, doors, boot lid, bonnet, dash, seats etc. Phone for details. Moving, so must clear! | \$offers | Contact: Paul, 0411 592 175m - 07 5524 4885w - 07 5524 2203h, bearyoungie2@aapt.net.au (Expires: Sep 12)

FINALE

PER SEMPRE ALFA

Next issue: October 2016 Deadline: 28 September

IMPALEGO: A painful condition occurring on the soles of the feet. Afflicts primarily parents of young children.



Note: Editorial may contain traces of nuts. Only the last paragraph is not vegan, due to the presence of bovine by-products.

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