

Alfa

Per Sempre



ALFA ROMEO OWNERS CLUB OF AUSTRALIA
(QUEENSLAND DIVISION) INC
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Our cover photograph depicts the Alfa 75 of Richard Anderson
and Martin Darch competing in a Northern NSW Rallysprint.
Won their class and had fun.

Photo courtesy of James Hunter

youtube footage courtesy of Aaron Beard

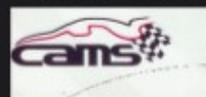
Magazine Contributions

All contributions for Per Sempre Alfa are welcome.
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It is assumed authors offer all magazine contributions gratis.
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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 (SEE FINALE PAGE OR WEBSITE CALENDAR).



EDITORIALE

darryl green

I've become convinced there is some supernatural force that responds to my rising desperation for something to fill some column inches by delivering yet another tale of woe to recite. So far it hasn't reached the level of plagues of locusts or deaths of firstborn, but I'm getting worried. If it happens again, I've sworn to break this cycle of narrative causality by simply not mentioning it here. Ever. Luckily for this month's column, I didn't make this pledge after writing it.

I had thought that I'd survived the winter without any significant bout of cold/flu despite being the only male in the household, and, therefore, apparently being subject to "man flu" levels of debilitating symptoms from diseases that would, apparently, not interrupt or even get a mention in the stream of social media updates that seems to fully occupy some other members of the family. I normally bicycle to and from work, but the combination of a sore head, a knock-dnoze, a feeling of general lethargy and a support call that ended up going for hours, that I took just AFTER I'd removed the bar tape and cut the fraying gear shift cable on the bike ready to replace it - all led to me taking the easy way out and driving to work. I parked the just registered latest Alfa acquisition, an Alfa 75 Twinspark on the road where I've parked many times before, and NOT on the stretch where the 159 was side-swiped by a concrete truck on another rare (it happens once a month or so on average) drive to work day earlier in the year. When I went to leave it was dark. I didn't initially notice there was anything wrong when I got in the car - but then I turned on the headlights to see a collection of smashed headlights and various bits of plastic trim in the gutter and scattered across the road. Not - for the most part - anything that had come off an Alfa 75. Wondering at just what had hit what, I drove home - it was only when I saw the car under lights in the garage that I found the front right wheel arch flare had some damage, including the loss of the trim piece that connects it to the front bumper - which also had a few scrape marks. Fantastic. Oh well - there was a tiny spot of rust on that guard so no huge change of plans for the car - the idea having been to gradually "over maintain" it back into condition. But annoying nonetheless. Moral of the story - ride to work - it's safer (for the vehicle once I get there at least).

The Twinspark wasn't a planned purchase - it just appeared on the market as a consequence of some changes of plans by another Alfisti, and as Ellie and I were somewhat missing having one in the household I snapped it up. It was unregistered but drivable and over a couple of weekends we thought we could get it to a safe, registered state and leave further work for a rolling restoration.

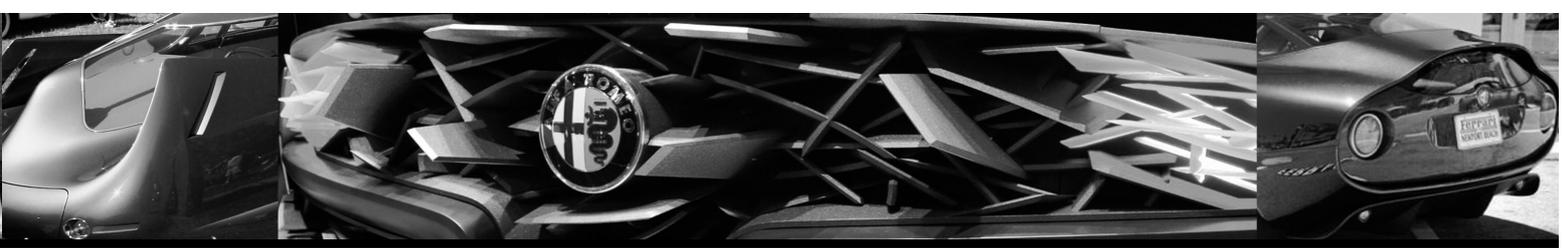
We limited the initial attention in the engine bay to cleaning off the accumulated grime so we could better see any new/current leaks (nothing too significant so far) then moved onto a basic once-over for roadworthy and general maintenance items.

The coolant looked fresh, not so much the oil and brake fluid - which we changed. Plus the rear brakes needed some adjustment. And a couple of the CV boots were cracked so we disassembled and repacked the CVs before fitting new boots. The tailshaft was vibrating and we found a chunk out of the front rubber donut (giubo) so swapped the shaft and donuts for a spare that had come with the car and looked to all be in good order. So far so smooth.

The suspension also seemed in good nick except for one broken sway-bar link. The stock 14" rims were replaced with the 15" ones as used on the Potenziatas. Or to be more specific, with the ones that had come off the old twinie, that had in turn come off the one before that... The right front wheel brings some patina from the accident that led to the previous 75s demise, but all four were complete with some still sticky Yokohama AD08s.

Then there was the leaking fuel tank to replace - which is simple enough once you give up on finding that 9/16" fuel hose you know you have only to find





neither the local Supercheap nor local Repco have any in stock and so drive across town to get the 10cm of it you actually need...

We also managed to track down a replacement for a cracked exhaust manifold - and even more surprisingly (after some overnight soaking in penetrant) managed to remove and replace it without destroying any studs.

Finally it was on to some basic electrical fixes.

A new windscreen washer pump (handy tip - same as a VR/VS Commodore) got the squirties working.

The instrument panel proper all worked (the speedometer somewhat intermittently to start with but it seems to have fixed itself - no doubt only to fail again when least expected) aside from the lack of any illumination. Having confirmed this wasn't a fuse or dimmer rheostat problem it was apparent we needed to replace the actual bulbs. This is in principle simple enough. But getting access to replace them requires disassembling essentially the entire dash - and in doing that there is one particular connector that has to be removed to get access to screw the dash itself back on, but for reasons known only to a particularly cruel Alfa wiring designer or perhaps a specialist accountant brought in to save the cost of a total of about 30cm of copper wire, cannot be pre-threaded through the only just large enough hole in which the switch it connects to mounts because the wires won't reach. This means the re-assembly process involves making arrangements (cable ties) to prevent the connector from falling down out of reach (this is a step that one takes after disassembling the dash a second time - because the first time...), then pulling it through the re-installed panel with tweezers...

That electrical system designer did at least realise that the infamous disco light ARC (Alfa Romeo Control) panel would need regular attention. It can be easily removed/replaced by itself. Which is just as well. After various attempts to get it to behave, and checking that actual fluid level sensors, etc were ok, I pulled it out one more time and disconnected it. Which will do for now.

Which was enough to get the car back on the road - barring a fight with Queensland Transport's new electronic Safety Certificate system which can leave a vehicle inspector with a status on a certificate of "issued" and the department with a "no it isn't - it must have been failed - you will need to get the car re-inspected". There is nothing I enjoy more than spending a morning hanging around waiting for a computer to stop saying no...

I have had one problem since - the car failed to start. Which was when I realised the electrical checks/engine bay checks hadn't gone quite far enough. Hiding under the air filter box was a (non standard) ignition relay - just enjoying hanging there from the main un-fused 12v supply, and various other wires - one of which had dislodged. That too is fixed for now (cable ties and insulation tape), but filed with the ARC, and some undersized earthing of the rear lights that results in a slight fade of the brake/tail lights in phase with the blinkers, for "future electrical fixes".



PRESIDENTE

john anderson

"Alfa Romeo is more than a mere car factory. Its products are something more than conventionally built automobiles. It's a kind of fever, this enthusiasm for a means of transport. It's a way of life, a very particular conception of the motor vehicle. Some-

Well, the 2017 AGM was one to be remembered! For those who didn't come, we arrived not realising that we didn't have the Shannon's key to get in! So all plans went out the window. I made several phone calls to other clubs to see if we could borrow their key, and had to leave messages for most. Most returned the call - the next day. Not their fault, of course.

We had one Shannons employee tell us he couldn't let us in because he wouldn't be there to lock up after we were gone. Just when we were resigned to holding a cut down version of the AGM on the steps, another kindly Shannons employee showed up, who said he would be able to lock up after we were gone. So once inside, we got on with it. I can only apologise to those who showed up. Just one of those things.

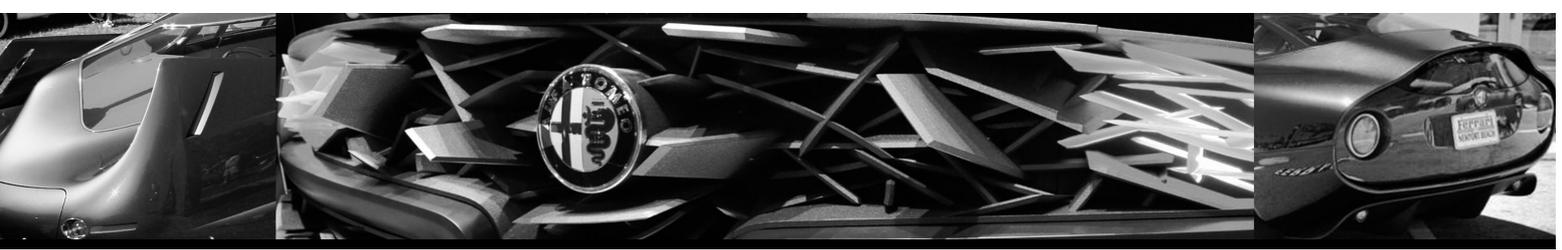
Anyway, the result of the AGM is that the previous committee was returned, with the exception of Bernie Campbell as Club Night convenor. Many thanks to all those who have served the club on the committee over the past year. It really is a very good committee, and I think that's reflected in how much members are enjoying the events that the club is putting on, and our rising membership. So the committee must be doing something right! Congratulations to all the members of the new committee, and thank you for volunteering your service to make the club experience of all members better and better.

Back to Bernie - he has been on the committee for nearly all of the 42 years of his membership of the club, and we thank him for all his service in many roles, including President and Club Night convenor. While we're still looking for someone to fill Bernie's shoes, he'll help other committee members make it happen. If you'd like to step in and become Club Night convenor, thus contributing to your club, and saving the rest of the committee extra work (who will be very grateful), please contact me on president@arocaqld.com. The committee and Bernie are only too glad to give you whatever help you need to learn and execute that role, or any other role in the club.

So I've been thinking lately about the future. With driverless cars, what will motoring look like in 100 years? Or even 30 years? And what will it mean for owners of classics? The vision is that ultimately, no one will actually own a car. You won't need to. You'll subscribe to a service, which will send the car when you need it, and it will then take you to wherever you want to go. You pay a fee based on usage, much like your mobile phone bill now. You won't need a garage, or parking lots, or even parking spaces. The cars will theoretically never be off the road except for brief periods of under utilisation, and maintenance. So that sparks off a few thoughts:

1/ A lot of land currently allocated for parking becomes available for other uses. And garages will become an extra room or storage space, instead of merely pretending to be that (like now). We'll be able to increase population density due to parking lots being built on, because they are no longer needed.





thing that resists definition. Its component parts are like those irrational traits of the human spirit that cannot be explained with logical terminology."

- Orazio Satta Puliga, 1969



2/ They'd better get the automation on driverless cars spot on, and utterly foolproof. Just one court case due to an injury received in a crash could scuttle the whole thing.

3/ In a driverless automotive world, it's difficult to imagine that manually controlled vehicles will be allowed. A human-controlled vehicle introduces the variables that the automatic vehicles eliminate. Those interested in actually driving cars will diminish over time. As motoring enthusiasts become fewer and fewer, they won't have the political clout to make a stand against such a move. And if you can't drive your classic, what's the point of it? How can children fall in love with a classic car, and seek to own one later in life? There will always be museum pieces, but as fewer and fewer people actually drive, the demand and market for classic cars are likely to diminish.

4/ While it's still within living memory (and still permitted), there will still be a demand for the experience of manually driving an internal combustion-powered vehicle. People will still want to go for a drive, and not really know where they'll end up. Whether or not that is possible in the future will depend on how many people want that at any one point in time. But it seems likely that it will diminish over time, until there are more votes against it than for it. What will enthusiasts do then? Have 'experience parks', perhaps one at Bathurst, where people can enjoy those cars off the automated network? Or will cars as we know them be relegated to places where you find horse and buggy rides today, for the same reasons?

5/ If no one actually owns a car, then what happens to events like Cars and Coffee? You might still own a classic, and therefore you probably not only want to show it off, but you want to go and see other people's pride and joys. While people might still own manual cars, just as some people still own horse and buggies, you might not be able to safely get them to the place where the show is, given the possible needs of automated cars to not have manual cars on the road. Which means no show. And if there is no show, and you can't drive the thing, what's the point of it?

Now, these are just some thoughts, informed by what we know and can imagine now. Who really knows what the future holds? Perhaps Star Trek-style matter transportation will be invented next year, rendering all forms of current transportation obsolete. Perhaps anti-gravity engines will be invented, making Jetson/Back to the Future flying cars possible. And perhaps the automation on driverless cars will become so good that they can cope with humans with their finite, mistake-prone, and largely unpredictable brains at the controls of other vehicles around them.

And just as we're experiencing now, there could be yet another nostalgia movement that drives the desire for people to keep using their manual vehicles, especially classics. After all, there will never be any more classic Alfas or any other type of classic car on the road than there are today. So as long as they are still desired, or are likely to be desired at some point when the winds of fashion blow that way, there will be a market. And the existence of a market means that there are some, at least, who want to get out on the road and enjoy their car.



Alfa Romeo Australia have confirmed a choice of 3 engine variants, all equipped with the Q4 all-wheel-drive system and an 8 speed automatic transmission as standard.

A 4 cylinder turbo-diesel and a 4 cylinder turbo-petrol engine variant will arrive in Australian showrooms from early 2018, with the range-topping V6 twin turbo Quadrifoglio to arrive later.

A choice of either a Lusso or a Veloce upgrade package is available to add more of a luxury feel, or more of a sporting one to the base model's trim level.

Whether many Queensland buyers will appreciate the inclusion of a heated steering wheel in the Lusso package is questionable, but in any specification the performance of the Stelvio would seem more than adequate for an SUV.



The 2.2L all-alloy diesel manages to get from 0-100km/h in 6.6 seconds - after which Australian drivers will need to lift off fairly smartly lest any investigation of the vehicles claimed ability to reach a top speed of 215km/h attract the attention of the constabulary. The 2L petrol variant is a little slower at 7.2 seconds to the 100km/h mark.

If you have more immediate plans to purchase a new Alfa Romeo (or are easily tempted), FCA are, until the end of October, offering a \$1000 brand loyalty discount on any new Alfa Romeo except the Giulia Quadrifoglio (damn - was just about to pop down and buy one) to existing Alfa Romeo owners. Full details are available at <http://www.alfaromeo.com.au/loyalty>.

As it turns out - the brand loyalty required is pretty broad and extends to the owner of any currently registered Jeep, Chrysler, Dodge, Alfa Romeo, Abarth or Fiat branded vehicle.



Probably Not the Most Fun You Can Buy for £190000
<https://youtu.be/9BuZmJmpTdk>

An Alfa Win in St Mary's Trophy at Goodwood
<https://youtu.be/83fgHiOysTQ>

facebook



[Alfa Romeo Owners Club of Australia Queensland](#)

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It's as simple as googling `aroca qld facebook` and clicking the link..... Or follow the link from the club web site!



FIAT & Alfa In Car at QR 17 September

<https://youtu.be/uVpibjLaTU>



[insland on Facebook](#)



John French 1969 Warwick Farm Original Negative with copyright

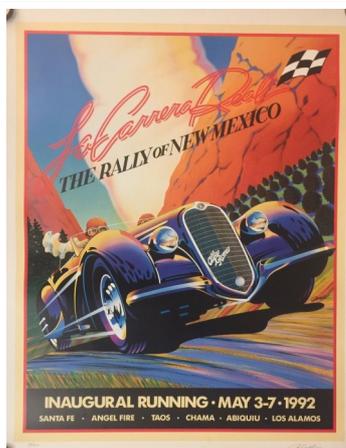
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Delta Gransport Limited Edition Pen Set 48/1750 US \$699.99

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Original Numbered 1992 La Carrera Rally Poster US \$174.95

[Place bid](#)



1:43 Alfa 75 Turbo Wagon Where do I get a real one?

EUR 29.99

[Place bid](#)

YouTube





SOCIALE

john anderson (until someone else volunteers)

Sorry about the mixup with sending the wrong column to our hard-working editor last month. Hopefully I haven't made the same mistake this time... I'm still acting as Social Secretary. If you'd like to take it over, please let me know. It's a job that has great rewards, as it affects so much of what the club is about. But it's also a job that needs someone's full attention, which I can't really give at the moment.

The only Social event in September was the Festival of Italian Motorsport Show & Shine and Happy Laps on the 17th. We had hardly any entries a week out from the event, and were considering cancelling it. But as seems typical, a stack of entries came in late, and in the end we had quite a few happy lappers, and about 35 cars for the Show and Shine. Many thanks to Maika Tel Horst from T124 who did most of the organising. Also many thanks to our two judges, Jim Berry and Craig Macleod. The winners are listed below and trophies will be presented at Bocce Night.

October is a big month socially for the club!

What's already passed is the Lismore Friendship festival on the 1st. I'm not aware of anyone who went, but I know the Fiat Club had quite a few representatives going. So maybe we can make a better showing next year, and show a different perspective on the finest in Italian Automotive excellence.

Festival Of Italian Motorsport Show and Shine Winners

Pre-1980: Michael Polito, Fiat 124 Spider

1980-1999: Peter Mathews, Alfa Romeo 75 Potenziate

2000+: Rod and Glenys Silver, Alfa Romeo Giulietta

FESTITALIA - The mag might make it out in time for you to attend Festitalia on October 8th. About 10 Alfas and quite a few Fiats will be on display, among all the Italian festivities. If you aren't already going, go to Spencer Park, Newmarket (right next door to the Bocce Courts). Many thanks to those who have agreed to display their cars, and in return they get free entry and parking. So look out for this next year!

STANTHORPE - On the weekend of October 13, 14 and 15, we have our Stanthorpe weekend away! Bookings have now closed, because some of the venues for the meals physically cannot accommodate any more people. So it looks like it's going to yet again be the best social event of the year! Once again, make sure you don't miss out next year.

JH CLASSICS DAY - On October 22nd, we have the JH Classics Garage Day in conjunction with the Austin-Healey club and the Morgan club. JH Classics (34 Old Pacific Hwy Yatala) provides restoration services for your precious classic. They do a lot of Austin Healeys, but Peter, the owner, has recently bought himself a 101 series Spider to bring back to it's former glory. There will be cars from all the clubs on display (that is, to drool over), and Peter and the team will put on garage demonstrations. And the Austin-Healey club will be putting on lunch. If you've been to one of these days before, you'll know how good their lunch is. There's also a prize for the best example of the three marques, so maybe it will be yours! As always, if you want to go, RSVP to social@arocaql.com so that we can give the Austin Healey club numbers for catering.

HINTERLAND RUN - To finish off the year, the Earls will once again be running their now-traditional jaunt through the Gold Coast hinterland. I don't have confirmed details from them as yet, but Doug and Cynthia did mention to me that they were planning on the run ending at the Kooroomba Vineyard and Lavendar Farm at Mount Alford (near Boonah). If you've ever been, that's a fantastic location in the middle of the Scenic Rim, so it should be a great run.



NEXT YEAR - Looking into next year, I'm calling for volunteers to organise runs. I've already had a couple of people wanting to organise something, which is great to see. The club is by the members for the members after all, so the more involvement members have, the more likely you'll get the club you want. So if you have an idea for a great run, let us know. There are some practical and legal things to make sure that we respect, so your committee members can help you take those into account, and therefore help you to deliver a great experience for everyone else.

Loosely, we're planning two runs west, 3 runs north, and 3 runs south of Brisbane. We want to average a run a month, which seems to work for everyone. Other events, such as Alfesta or the Stanthorpe weekend away will fill in the gaps. In addition, I'm hoping to have another Night run in January, to kick off the year and take advantage of the relative coolness of night time. And if I have Ice Cream again, I'll get a better Esky...



BOCCE NIGHT - Finally, Club Night isn't my department, but Bocce Night is a very social event, and it's important to note that it replaces October Club night, and because the Fiat Club is organising it, it is on the night of **TUESDAY OCTOBER 17th**. So don't go to Shannons until November 8th, and note that Bocce is on a Tuesday, in the third week of the month. Details are that it will be held at the Newmarket Bocce Club, adjacent to Spencer Park, Newmarket. Enter via the Foster Street carpark of the International City Church (formerly the Italo Australian Centre). Please assemble from 6.30pm. The Fiat Club are providing a BBQ and drinks from around 6:45pm and we aim to start playing by 7.15pm. Gold coin donation for the BBQ. There will also be raffles. Don't worry if you've never played bocce before, or aren't very good at it. No one else is. It's a great night full of laughs. And maybe Alfa will take out the trophy for the 13th year in a row!

See you at the next event!
John Anderson



COMPETIZIONE

mark jackson

Just one big Alfacomp event was run in September – the Festival of Italian Motor-sport at Qld Raceway.

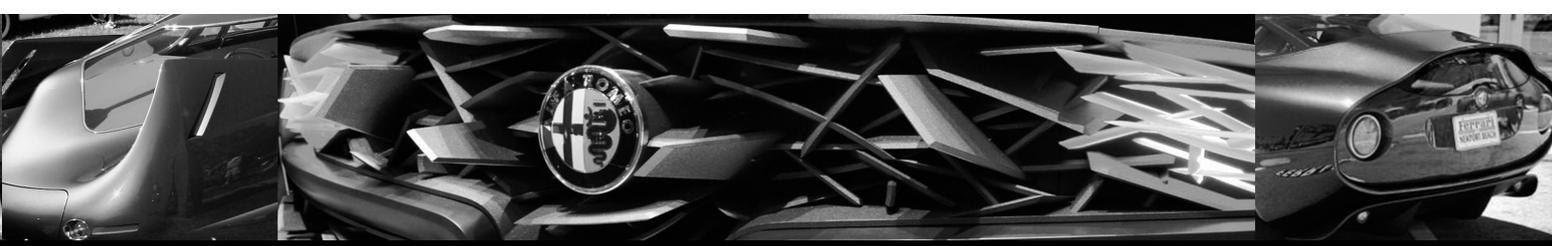
This was the 10th running of our major competition event of the year, and while Regularity numbers were down a little on previous years, the other categories including racing, show and shine and happy laps had good support.

After a run of 4th places in the regularity, Doug Stonehouse finally made it onto the podium with a good consistent win. Luke Simiana certainly kept Doug honest all day and they were rarely far apart on the scoresheet or on the track. What was also impressive about their performance was that they were doing lap times very competitive with the racing category. Cameron Wright from Automotion completed the Alfa trifecta and apart from a points blow-out in the second run would have gone very close to winning the event.

Colin Densley had some electrical issues but was another competitor who would have been very close other than one bad run. Steve Bowdery was unusually a little inconsistent with his lap times, while Graeme Berry and Nicholas Singleton both had to leave early which meant that they had no real chance.



Now on to racing, where a group of very quick Fiats, including one from South Australia and one from Victoria, meant that Alfa reliability (two words you don't often see in the same sentence) was our only real hope of success. To a certain extent, the Fiats didn't let us down with none of them managing to complete all six races. Danny Impellizzeri in his Fiat 124, did however win three races and got second place in the handicap event, so won the weekend quite comfortably from Lachlan Rae from Victoria in a turbo-charged Fiat X19. My GTV finished all six races so we scraped into third place. Other than Zeke Halasz's super-charged Alfetta GTV, none of the Alfas could really compete with the speed of the Fiats, though Rob Robson, Ken Percival and Angus Saunders completed every race. Serge Oberhauser had a driveline vibration, and John Anderson had some electrical issues at the start of the first race. The really sad story of the weekend, how-



ever, was Russell Frick who transported his Fiat X19 all the way from South Australia, only to break down after only a couple of laps of qualifying.

An enormous thank-you must go out to Maika Ter Horst and the T124 team for their support of this event, and I hope our partnership can continue to grow into 2018. All results are on the "Resulti" page.

UPCOMING EVENTS

Sunday October 8th - Alfacomp Sprint/Regularity Round 6 at Lakeside

This is a Sprint event starting from 12 noon. Pre-registration is recommended. Cost - \$145. To enter and pay for this event go to <https://racers.world/login>. Unfortunately, this date coincides with another small event being run at Bathurst but I'm sure there'll be a TV available to keep in touch with the other race.

Saturday November 11th - T124 Italian Challenge Sprint Round 5 at Lakeside Raceway

This is a Sprint event starting from 12 noon. Pre-registration is recommended. Cost - \$150. To enter go to <https://racers.world/login> For pay-

ment for your entry go to <https://t124.com/shop1/#!/T124-Events>.

Saturday November 18th – Presentation Night

Details of this event are to be advised, but instead of presenting all the competition trophies at the club's annual Christmas Party, we thought we'd allow a lot more time for socializing at the party and get these presentations out of the way early.

For more details on any of these events contact the AROCA Competition Secretary at competition@arocaqld.com or 0413122839

See you at the track
Mark Jackson

AROUND LONGER TO ENJOY MY ALFA & OUR CLUB

The club annually selects a charity to support with fundraising activities such as raffles at club events. At this year's AGM, the club elected to support prostate cancer research. Funding helps, but awareness is no less important.

Long-time member Don Ryan attended, and very much enjoyed the recent Bellthorpe range run, his first Club event in over a year, and shared the following story of his personal experience.

Over lunch at Rick's Garage in Palmwoods I was delighted to meet both newer members and to catch up again with long term friends of our Club.

Talking as the afternoon wore on, I was asked where we were in 2016 and why we hadn't attended any Club events. Susan was not with me that day. When I explained my health issues, I was encouraged to submit this article, that whilst not an Alfa Romeo "driving event", perhaps it can help the male members of our Club understand a potential problem that seems to be more common than I ever thought.

I had been having an annual PSA blood test for early signs of prostate cancer since turning 50 in 2001. Result was always between 0.75 and 1.00, excellent. In February 2015 the result had moved from 1.00 to 2.00, asked my GP why, answer was "you are getting older Don, well within the range for your age, which is 0.00 to 4.50, nothing to worry about".....so I didn't.

In Feb. 2016 the result had moved from 2.00 to 3.00, same answer from my GP.

Not being one to accept a result that was going up with no explanation, I checked symptoms of prostate cancer via Dr. Google and found I had none. However, being "pig headed" I insisted on investigating further. There are the old fashioned methods with a Medicare refund and the more modern methods without a refund. So I decided to take the modern option, which was an MRI of the prostate.

The result showed a tumour on the side of the prostate, however still within the capsule. More tests followed, then finally a MRI

guided biopsy of the tumour. Three core samples were taken and all three showed cancer. There is a Gleeson scale for measuring prostate cancer, 0-5 is very slow growing and can be monitored, 6-10 is very aggressive and needs to be addressed quickly, my core samples were all a Gleeson 9.

Luckily I had found a brilliant Urologist, Dr. Jason Paterdis in Brisbane... We live on the Sunshine Coast.

Jason recommended immediate surgery to remove the prostate and also to remove the pelvic lymph nodes, the closest filters to the prostate. If they were clear, then he would be 99% certain that the cancer hadn't spread to any other parts of my body.

I opted for the latest method, robotic surgery which is less invasive and was only in Greenslopes Hospital for two nights, then back home to recover.

Thankfully, the pelvic lymph nodes were clear, so the cancer hadn't spread. However, the post op. biopsy of the prostate revealed a second tumour, also a Gleeson 9.

My Family and I are delighted that I have dodged a huge bullet. Now back to full health, normal activities, three PSA blood tests since surgery have been ZERO, as good as it gets.

There were some post-surgery issues, however won't go into detail here. My contact details are included if anyone wishes to discuss - I am more than happy to talk about "my experience".

So guys, whilst we all think we are still 21, ten foot tall and bullet proof, unfortunately father time is catching up with us.

If you are not having an annual PSA blood test, I encourage you to start, it is only a blood test after all. If you are having the test and the result starts to move upwards, I encourage you to have it checked out.

I reiterate.....I dodged a bloody big bullet !!

There is also a piece of good news from 2016 that I'd like to share. We became very proud grandparents for the first time, Benjamin Eric Ryan was born on 7 November.

*You can contact Don on 5479 5246 and 0410 415936
don_ryan77@hotmail.com*

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While most of the AROCA competition guys and gals were up in the brass monkey area for the "sprints", five Alfa's competed at the Lakeside Classic..

Joel O'farrell had said that he enjoyed racing with the QTCC multiple makes and models, so the organisers agreed to my GTV6 entry. Earlier in the year the battery hold down unscrewed with the result that the battery fell over and became disconnected, which then meant the computer and rev counter burnt out.

I had borrowed the computer bits from Pete Lawrence to compete at the T124 at Willowbank, but then had to source some replacements.

Cameron at Automotion came to the party with a modified computer which eliminated the cutout at 6000 rpm and let the revs soar to unknown heights - as I had no tachometer.

The other racers were John Weeks and Norm Singleton in Group N as well as Bill Magoffen from Sydney in his original historic group A or C (still logbooked as whatever it originally ran as).

My weekend started with the flight from Mackay followed by the train to Everton park to pick up the computer and then to the shed to install the computer and new rear brake pads. This was on Thursday, so I would have time for all the other problems. On Thursday I went to the track as the Giocattolos were having a drive and later on I took the race car to the track to make sure I got my site.

On Friday morning the wheels had to be changed and a logbook issued. To As I did not have headlights I raced off to super cheap to purchase some "driving lights".and mounted them where the original lights were. This distraction meant that no driving could happen to check the air fuel ratio with the new computer and also no chance to bed in the new rear brake pads. In the practice session I only did a few laps to bed in the pads, but was surprised to do a 64 second lap which meant I started 16/22.

The race was hectic at the start but half way through the brake pedal went soft,so this meant driving slower to finish or give up and not finish. No contest - I finished in 19th place.

The diagnosis was a split brake pipe to to the left front caliper, so a quick drive over to my shed one kilometre away and a substitute pipe was found and fitted with the help of John Bailey (who has also helped Jacko, Gus, Pete etc). The last race on Saturday I was starting from 19th so passing the three cars who passed when the brakes were off was necessary. Joel had commented that the QTCC guys raced harder than the Alfa guys. This had not really sunk in as Jacko and KP are very hard to pass... Nonetheless I was rewarded with 14th place as another car up in the field did not finish. This turned out to be Joel as his distributor came loose.

The first race on Sunday was hectic at the start, but a good race was had with a red XR8 Falcon which I could not manage to pass. As Joel had started last he had a hard time to get back to 9th and on the way he slipped inside me at Hungry as he had done in previous occasions. The last race on Sunday saw the red XR8 (Mark's) and I side-by-side through the Karrasel, but my inside line allowed me to get ahead. Then it was Marco's turn to follow as I had in the previous race. Halfway through one of his tyres bubbled and he backed off, resulting in my 12 place finish. The brakes were still not 100% as the rears needed adjusting.

Joel was lucky to finish as he had major overheating, which seemed to be a head gasket. Norm had a great weekend ,with seemingly no problems ,as did John. Bill thought his Dunlop tyres would last the weekend,but while they did, two were down to the canvass! My main reason for racing with this group was that there are only three Italian Challenge races this year. I found most of the drivers friendly but very competitive, just the same as the alfa guys. The QTCC Facebook page has some vision of the group B races 1-3.

Photo courtesy of Fiona Carmichael FIFOTOS: <http://fifotos.com>





ITALIAN CHALLENGE RACING AT QUEENS





LAND RACEWAY - GALERIA





FESTIVAL OF ITALIAN MOTORSPORT HAPPY





Y LAPS - GALERIA





FESTIVAL OF ITALIAN MOTORSPORT - SHO





W AND SHINE - GALERIA





Total Events	Total Points	Best Events	Alfacomp Points	Sprint	Reg	S/S	Race
16	269	10	196	92	65	52	60
11	140	10	138	54	36	0	50
14	178	10	136	49	54	52	23
8	113	8	113	38	47	0	12
11	104	10	97	36	44	14	0
9	87	9	87	30	46	0	0
6	86	6	86	12	6	68	0
7	80	6	80	0	0	45	35
6	79	6	79	32	17	0	30
8	78	8	78	23	39	16	0
7	73	7	73	9	3	41	0
4	63	4	63	40	23	0	0
5	62	5	62	22	28	0	12
6	61	6	61	21	20	0	20
5	50	5	50	19	22	0	9
5	43	5	43	10	21	0	0
4	37	4	37	0	0	37	0
2	34	2	34	0	0	34	0
4	31	4	31	20	11	0	0
2	30	2	30	0	0	30	0
3	28	3	28	12	5	0	11
2	26	2	26	10	16	0	0
4	25	4	25	0	0	25	0
3	24	3	24	0	0	24	0
2	18	2	18	6	12	0	0
2	18	2	18	2	16	0	0
2	17	2	17	7	10	0	0
3	17	3	17	4	4	0	0
1	14	1	14	0	0	0	0
2	12	2	12	5	7	0	0
2	11	2	11	5	6	0	0
1	6	1	6	0	0	6	0
2	2	2	2	1	1	0	0

	Rd 3	Rd 2	Rd 1	Series Total
0.42	90	60	0	150
1.81	76	0	0	76
5.21	71	36	72	179
2.67	66	32	20	118
6.38	58	36	52	146
6.59	49	0	0	49
7.11	48	35	45	128
3.39	48	0	56	104
DNS	40	0	0	40
DNS	39	37	0	76
DNS	39	0	45	84
7.84	34	17	0	51
DNS	31	0	0	31
1.94	20	0	0	20
1.82	10	0	0	10
DNS	6	0	0	6
DNS	0	0	0	0
0	31	0		31
0	23	0		23
0	0	51		51

FOIM Regularity Q.R. 17 September

	DRIVER	CAR	NOM						
			QUAL	TIME	RUN1	RUN2	RUN3	TOTAL	
1	Doug Stonehouse	Alfa Romeo GTV 2000	66.22	66.60	11	11	9	31	
2	Luke Simiana	Alfa Romeo 75	66.72	66.50	10	13	13	36	
3	Cameron Wright	Alfa Romeo 147	69.29	70.00	10	32	3	45	
4	Peter Askew	Fiat Ritmo	73.00	74.50	28	12	14	54	
5	Mike Ruckert	Fiat Grande Punto	69.75	70.50	35	17	10	62	
6	Steve Bowdery	Alfa Romeo Alfetta	75.13	76.00	36	29	24	89	
		GTV							
7	Colin Densley	Alfa Romeo Alfetta							
8	Graeme Berry	GTV	N/T	76.00	90	14	10	114	
9	Colleen Berry	Alfa Romeo 147 GTA	71.95	73.00	25	34	100	159	
10	Nicholas Singleton	Fiat Ritmo	79.94	80.00	100	47	54	201	
10	Nicholas Singleton	Alfa Romeo 147 GTA	68.85	68.00	17	100	100	217	

Photo: Trapnell Creations Photography

Stanthorpe Food and Wine Weekend

13th – 15th October.

"Spring flowers" image courtesy of Colleen Berry (Fiat Club)

Can you believe, it's only a couple of weeks to go... until we all meet up in Stanthorpe for our annual Spring pilgrimage. Planning, plotting and testing are done and dusted so now it's over to you. As I type this update, you should have received Email #1 from Garry providing General Instructions, quickly followed by Email #2 detailing the options for Saturday lunch at Jamworks, mains plus sweets for our Saturday night dinner at Varias, Sunday Breakfast at McGregor Terrace Food Project (along with Henry and Charlie's special "kids" version) and Sunday lunch at The Jersey Girls. On the off-chance that you hadn't already realised, nobody starves when attending an Alfa Club weekend.

No need to stress - Friday night's Welcome Dinner at Michael and Daniella's home is buffet style with a great selection of gourmet pizzas inc vegetarian/breads/wine/soft drinks/coffee/Kathy's decadent Pavlova and other sweets – simply graze and enjoy.

Likewise, our Saturday breakfast at Savina Lane Wines, overlooking the vines, will be buffet style including scrambled eggs/leg ham/sautéed mushrooms/avocado/green leaf salad with tomato on toasted sourdough. Sparkling water/local juices plus Rob and Shirley's coffee (Bella our coffee machine also enjoys the weekend away). Plus a little surprise and our first wine tasting for the day.

This information is important, including any special dietary requirements, so would appreciate if you could complete and return asap and we will collate and advise our hosts.

A few suggestions for our pilgrims:

Spring = lighter clothes, but also cover for cooler nights/rain/and of course walking shoes for Girraween National Park.

Esky/cooler bag should you be tempted with yummy produce during your travels.

Water supplies – even though the Granite Belt is generally cooler than Brisbane, you still need to keep well hydrated. 2016 visitors could bring their "Welcome Pack" stainless steel bottles to reuse.

Note Garry's advice re fuel supplies for the weekend and most of all, have a great time.

Looking forward to sharing our passion for the region...

Jude Vaughan
M 0412 942 517
E vetschoice@optusnet.com.au

Garry Spowart
E treasurer@arocaqld.com
M 0419 709 416

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CLUB NIGHT

bernie campbell

Those members who attended the September Club Night for our A.G.M. will know that Yours Truly stuffed up in a big way by misplacing the keys to Shannon's Rooms and only realising that on his way to the meeting. The result was that we were unable to gain access to the rooms for the meeting. It was decided to hold the meeting on the steps outside the building. Due to the help of one of Shannon's staff who was working back and gave us access to the rooms we were able to conduct the A.G.M. He also waited back for us to finish our business and locked up for us. I do not know his name but wish to thank him for his kind gesture on the night. I also wish to apologise and thank all those who attended for their good natured support and lack of angst that night. About three days ago while looking through the drawers of one of my bedside tables I found the missing keys. Why they were there or when they were put there I have no idea but have to accept the blame.

Now down to business. October Club Night means we as a Club unite to do battle with our sister Club the Fiat Club in the Annual Bocce Challenge at the Brisbane Bocce Club's courts at Newmarket. We as a Club have a lot at stake this year. Can we win the Challenge for the 13th consecutive year? The answer rests with our members, so roll up, we need your support.

As the Fiat Club is organising this year's event and there was only one night the court was available the meeting will be held on Tuesday

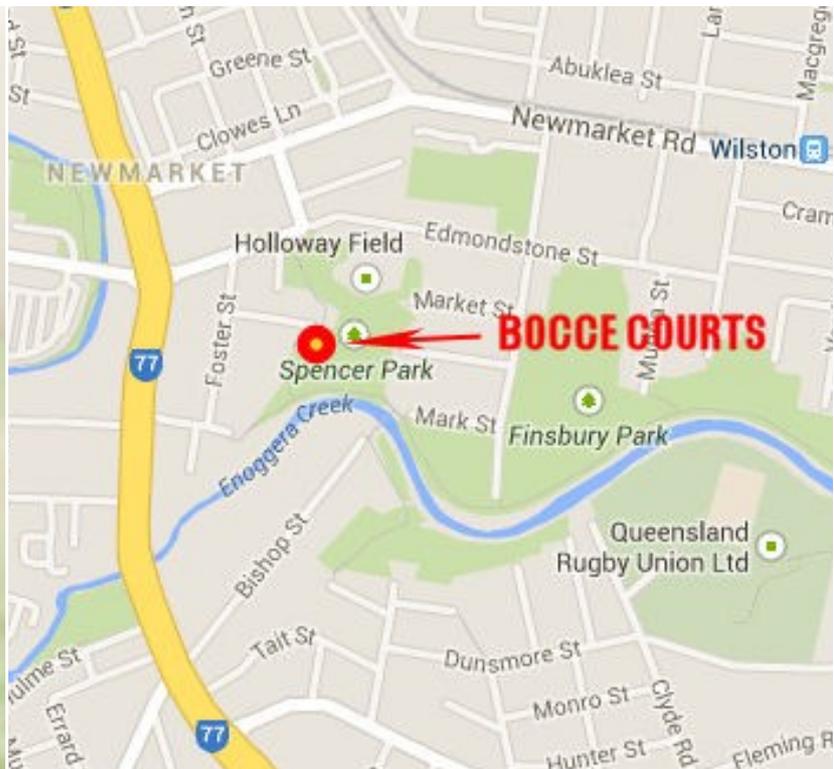
17th October at the bocce courts in Foster Street, Newmarket. This is the same venue as used in previous years. If you have not attended previously the Bocce Club is at the back of the International Church in Foster Street and you enter through the car park.

The Fiat Club will be doing a sausage sizzle on the night and will be cooking Italian sausages on rolls. There will be gold coin donation for sausages and drinks with profits donated to a charity.

Even if you have never played bocce before don't be shy as we are all absolutely hopeless at the game so come along and join us in a night's entertainment and fun.

Ciao

Bernie.





colin densley

MEMBRI



AROCA Queensland Memberships are family memberships, and convey membership privileges (if not voting rights) to all family members living at the same address. Here we have Reilly Ryan trying to decide which of the two GTs in the Ryan household she should get a trip in today and Charlie Mathews showing his support for the marque.



Benvenuti a tutti

Membership renewals have been rolling in.

I ran the sprint/regularity meeting at Willowbank on the 16th September. The new tyres helped me wipe 3 seconds from my lap times and made the car feel much more settled in the corners. I feel there is still some improvement to come. Mostly by me going a bit harder. The day did not go as planned with the car continually refusing to start throughout the day. I missed the first 6 lap practice and had to nominate a time for the remaining runs. Luckily I had 2 mechanics either side of me in the pit area. However they had left for the starting grid before I discovered the car would not start. The problem was the starter motor solenoid would not throw in unless tapped while turning over the motor. This came increasing worse during the day. After the last event Luke Simiana spent a quarter of an hour trying to get it started so I did not go to the Yamanto Tavern for a wash up and a beer but headed straight home.

The following day I checked the Voltage at the battery which was down to 12.1volts. This only increased to 12.9Volts with the car running at idle and decreased to 12.5volts when I revved the motor over 2000RPM. I pulled out the alternator and found the connection for the exciter wire was broken but still in intermittent contact with the lug. I replaced the wire as would have been 33 years old, replaced the alternator and started the car.

No alternator light, no charge! Bugger!

I charged the battery overnight and rang Sims Auto Electrical who took the car straight away. The alternator had to have its stator rewind, the regulator and diode replaced and the rotor refurbished. The output from the alternator is now 14.2V at idle but the Alternator warning light is still glowing dimly so the car has gone back to the Auto Electricians. I have noticed the windscreen wipers have more vigour since running with a fully charged battery and good alternator.

I also found the connection on the starter motor was not completely tight, Now it is. This, combined with a fully charged electrical system seems to have alleviated my starting problems to some degree. I will keep an eye on it over the next couple of weeks and if it plays up I will pull the starter motor out and get it refurbished as well.

We have only one new membership this month, welcome Joe Stroud and Sue Thompson with their 1998 Silver Spider and 2013 Red Giulietta.

Ciao
Colin

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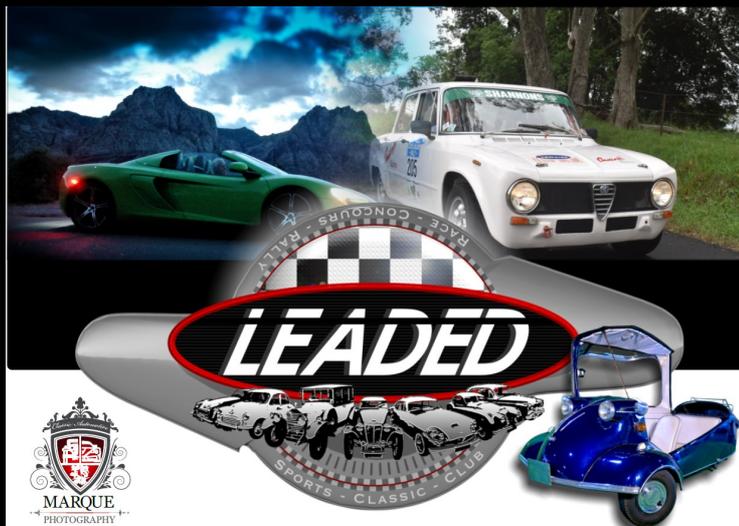
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EVENTI

OCTOBER 2017

Sun 1	Lismore Friendship Festival - Spinks Park, Lismore
Sat 7	Brisbane Cars and Coffee - Turbo St Coorparoo
Sun 8	Festitalia 2017 - Spencer Park, Newmarket
Sun 8	Bathurst 1000 - Mt Panorama
Sun 8	Alfacomp Sprint/Regularity Round 6 - Lakeside Raceway, Dakabin
Fri 13	Stanthorpe Weekend Away Day 1 - Stanthorpe
Sat 14	Stanthorpe Weekend Away Day 2 - Stanthorpe
Sun 15	Stanthorpe Weekend Away Day 3 - Stanthorpe
Tue 17	Alfa-Fiat Bocce Challenge - Bocce Courts, Spencer Park, Newmarket Members' Club Night - Bocce Challenge - Bocce Club, adjacent to Spencer Park, Newmarket
Tue 17	
Sat 21	Gold Coast Cars and Coffee - 238 Mudgeeraba Rd Mudgeeraba
Sun 22	Gold Coast 600 - Queensland
Sun 22	JH Classics Day - JH Classics, Yatala
Wed 25	November Magazine Publishing Deadline - --

UPCOMING EVENTS

13-15 October - Stanthorpe weekend.

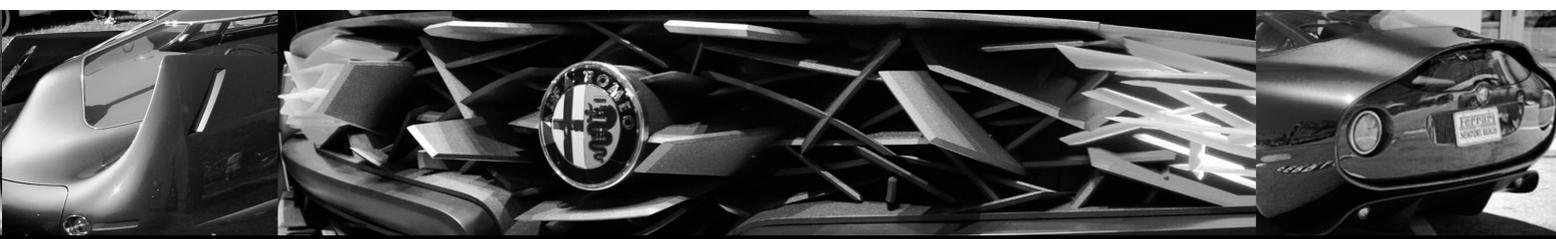
TUESDAY 17 Oct - Bocce Challenge, Newmarket

Sunday 22 October - JH Classics Day, Yatala

Don't forget to book for the Christmas Party!

For the latest updates on these and other events see the club website www.arocaqld.com





NOVEMBER 2017

- | | |
|--------|---|
| Sat 4 | Brisbane Cars and Coffee - Turbo St Coorparoo |
| Wed 8 | Members' Club Night - Shannons, West End |
| Sat 11 | T124 Italian Challenge Sprint Round 5 - Lakeside Raceway, Dakabin |
| Sat 11 | Noosa Hill Climb - Day 1 - Noosa |
| Sun 12 | Noosa Hill Climb - Day 2 - Noosa |
| Sat 18 | Gold Coast Cars and Coffee - 238 Mudgeeraba Rd Mudgeeraba |
| Sun 19 | Gold Coast Hinterland Run - Gold Coast Hinterland |

DECEMBER 2017

- | | |
|--------|---|
| Sat 2 | Brisbane Cars and Coffee - Turbo St Coorparoo |
| Sun 3 | 2017 AROCA Christmas party - Tavernetta - 144 Dorville Rd, Carseldine |
| Sat 16 | Gold Coast Cars and Coffee - 238 Mudgeeraba Rd Mudgeeraba |

MARCH / APRIL 2018

- | | |
|--------|--|
| Fri 30 | Alfesta - Day 1 - Sydney - New South Wales |
| Sat 31 | Alfesta - Day 2 - Sydney - New South Wales |
| Sun 1 | Alfesta - Day 3 - Sydney - New South Wales |
| Mon 2 | Alfesta - Day 4 - Sydney - New South Wales |





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.

To request a change to an existing classified or to cancel an existing classified, visit the Club website (www.arocaqld.com), click on the "Classifieds" menu button and select "Change/Cancel Advert" from the drop-down list. Complete and submit the online form.

Advertisements may be edited or removed from the magazine or website at any time by the Club.

AROCA (QLD) takes no responsibility for the contents of any advertisement nor any statements implied or expressed by advertisers.

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 Alfetta 2000 Interior Trim [View Photo]

Looking for a rear LHS door card for my Alfetta 2000 sedan, it will be the mirror reverse of the attached photo which is of the rear RHS door. Main thing is I'm looking for the header of the door card including rectangular door lock button recess not round. | \$Negotiable | Contact: Peter, 0438 092 052, petersalmon@optusnet.com.au (Expires: Nov 15)



For Sale Alfa GT Twin Spark [View Photo]

2009 Alfa GT 2 litre twin spark, red with tan leather trim. 52000kms, full service history in immaculate condition. Excellent tyres and just had a service. | \$12,990 ono (reduced!) | Contact: Paul, 0411 592 175 or 07 5524 2203, bearyoungie2@aapt.net.au (Expires: Dec 30)



For Sale 2009 Alfa Romeo 147 Selespeed
Red 4 door hatchback, 4 months rego and safety certificate, 82,075km. | \$6,000 ono | Contact: Janine, 0409760679, janineferguson21@hotmail.com (Expires: Dec 26)

For Sale Momo steering wheels

New condition Momo "Race" leather wheel, Momo black spoke timber wheel (with hubs for Alfasud, 33/ Alfetta/ GTV6), Autotechnica timber wheel (with Porsche. VW hub). | Wheels \$150. Hubs \$100 with wheel. | Contact: Peter, 0438391888, pjl@2la.com.au (Expires: Dec 19)



For Sale Prestige Plates [View Photo]

QLD prestige Plates ALFA 01. Slimline - black with white writing. Great Condition. | \$2,000 (reduced) | Contact: Ange, 0447905417, aja_1111@yahoo.com (Expires: Dec 2)



For Sale Alfa 2015 Giulietta QV

Immaculate Alfa, Giulietta QV turbo with all extras, bar sun roof. only 9300 Kms, BOSE sound system, multi-functional leather steering wheel. Bluetooth connectivity with voice recognition. LED rear lights, 1.7 Petrol Auto triptronic gears, together with paddle shift. Has 1-year new car warranty and Alfa Roadside assist left, together with Rim and Wheel insurance, until April 2019. Has also been "clear coated" protection, for simple exterior maintenance. Leather sports seats, navigation system and parking sensors. 7km/l -100kms, and drives like a dream, which ever mode, you choose. Registered until Feb 2018. | \$36,000 ono | Contact: Adam, 0412260784, adam.dann28@hotmail.com (Expires: Dec 1)

For Sale 156 Project

Are you interested in a 156 race car project? If so, I have three 2.5 litre V6 cars for sale. One of these is a currently used daily driver, the other two are almost complete but would be useful for parts only. | \$Make an offer | Contact: Mark, 0413122839, beaurad@ozemail.com.au (Expires: Nov 15)

For Sale Alfa 75 Towbar

Towbar off a 1991 Alfa 75. Comes complete with fitting kit , wiring plug and towball. Make an offer, local pickup. | \$Make an offer | Contact: Luke, 0402027698, simmi06@gmail.com (Expires: Nov 15)

For Sale Alfetta Sedan Race Car

In its day about 6 years ago, this car was as quick as anything else in Queensland (Lakeside 62's, QR Clubman circuit 63's) Over the past couple of years we've had a driveshaft balance

issue so it hasn't been driven for a while. There are a few sale options available: (1) Rolling chassis only (will be supplied with a Nord motor) - \$3,000 (2) Rolling chassis including the Nord motor and electronic fuel injection, Haltech ECU, etc - \$4,000 (3) Complete car, including freshly rebuilt Twin-spark motor - \$10,000. | From \$3,000 | Contact: Mark, 0413122839, beaurad@ozemail.com.au (Expires: Nov 15)

For Sale 2015 Giulietta QV

Red automatic 4 door hatchback, turbo petrol, leather seats, 2 sunroofs and many other fantastic features, 2 months rego and safety certificate. Only has 15,444km on it and is a beautiful car to drive. | \$38,000 | Contact: Janine, 0409 760 679, janineferguson21@hotmail.com (Expires: Oct 26)

For Sale 2008 Alfa Romeo 159 JTD sedan

Beautiful Alfa Red duco externally with beige leather seats inside. This economical 1.9lt automatic turbo diesel has less than 73,000ks and has been properly and regularly maintained, including a new timing belt and water pump. There are too many standard features to list - an inspection will not disappoint. This Alfa currently has 4 months registration. Regretful sale due to illness. | \$14,500 | Contact: Jim, 0488775373, two.old.crocs@bigpond.com (Expires: Oct 23)

FINALE



Somehow, I see the need for emergency services escalating quickly

Ciao!

PER SEMPRE ALFA

Next issue: November 2017
Deadline: 25 October 2017

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