

Alfa

Per Sempre



ALFA ROMEO OWNERS CLUB OF AUSTRALIA
(QUEENSLAND DIVISION) INC
PO BOX 6190
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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

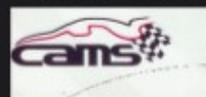
Magazine Contributions

All contributions for Per Sempre Alfa are welcome.
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



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

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www.arocaqld.com

Per Sempre Alfa is published by the Alfa Romeo Owners Club of Australia (QLD Division) Inc. Opinions, statements and views of the authors are not necessarily the opinion of the Club.

Per Sempre Alfa welcomes contributions likely to be of interest to AROCA QLD members. All submissions should be directed to Darryl Green at editor@arocaqld.com. Reports on events should include all relevant details (e.g. dates, captions for photos, names of the author and photographer).

It is assumed that authors offer all magazine contributions gratis.

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EDITORIALE

darryl green

Alfa Romeo - we all know what that brand should mean - or means to us. But apparently it is only just beginning to show glimmers of meaning in the world's major car markets. This seems to be leading to both concerns about the brand's direction, and even its future.

The sales targets for the Giulia in the US always looked ambitious, but with sales growth having apparently stopped at a volume of just under 1000 vehicles/month from June, one has to assume this is below expectations. The Stelvio hit the market at about that time, and its volumes in the US have grown to over 300 units a month, from where FCA must be hoping they will continue onwards towards figures comparable to the Giulia.

At least the US market is looking better than China. After earlier expressing great optimism for Chinese sales of FCAs premium brands of Maserati and Alfa Romeo, as well as the more utilitarian Jeep, a combination of factors has led to much lower sales than expected. FCA shipped substantial volumes of both the Giulia and Stelvio to Chinese dealers in June and July before a dramatic drop in volume in August, suggesting that vehicles may be sitting unsold, although a Chinese crackdown on overseas suppliers forcing inventory on dealers is likely to have exaggerated the drop in volume.

After bold plans in 2013 to increase global sales of Alfa Romeo to 400 000 units in 2018, Sergio Marchionne had announced a more realistic but still ambitious global sales target of 170,000 vehicles this year. That figure is very unlikely to be met, with the most recent announcements suggesting a figure of around 140,000 is the achievable target.

Alfa Romeo was carrying a big part of FCA's overall hopes for growth, along with Maserati. More modest, on a percentage basis, growth plans for the high volume Jeep and Dodge brands have also not been met, while Maserati has seen strong initial growth that has also plateaued, at a level that sees Maserati sales volumes similar to Alfa Romeo volumes in the US market.

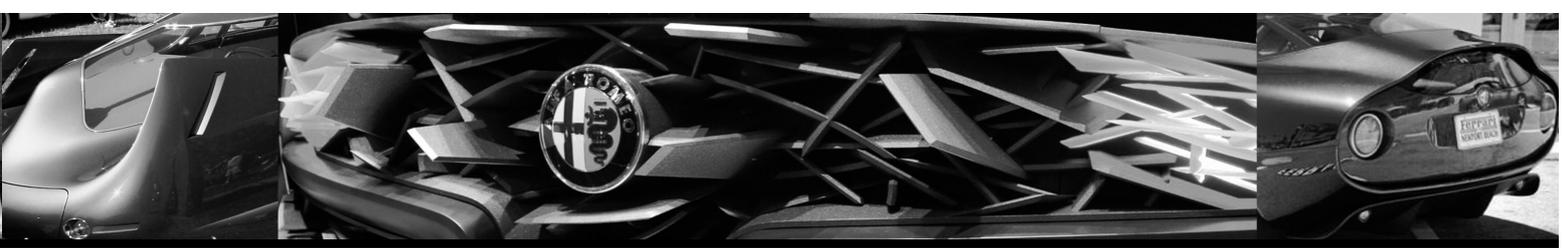
Overall, FCA is more or less maintaining sales volumes year on year, but must be hoping that they will see an improvement in the bottom line from the increased sales of premium marques.

Faced with challenges (along with all car-makers) of increased regionalism / nationalism in markets as diverse as the US and China, plus the considerable uncertainty around environmental policy, never mind the social and technical realities that will shape any transition away from fossil fuels, positioning a niche brand like Alfa Romeo looks likely to remain difficult. Especially with the high costs of development. Should we treat these results from Alfa Romeo as a failure needing urgent attention, or simply as a combination of some overreach and some delay in heading towards a still valid target?

One of the first big questions for Alfa Romeo is whether FCA will continue to focus on lifting Alfa Romeo volume, possibly with further new models (such as the rumoured 2 door) or will shift its focus to other divisions, perhaps by taking some of the development work done on the Giorgio platform underpinning the Giulia and Stelvio and applying it to other brands.

But, at the same time, FCA as a whole and Alfa Romeo in particular need to determine how to react to the increasing pressure to produce electric and hybrid vehicles to meet upcoming emissions regulations





in European countries and China. This is likely to mean that the days of diesel powered light passenger vehicles are numbered, even more so than petrol. With limited development resources it looks like FCA are going to concentrate on making future Maserati models electric before even considering producing an electric Alfa Romeo. Hopefully that is more likely to lead to sighs of relief among Alfa customers, than it is to reduce demand for Alfa Romeos - at least in the short term. But it may also mean a lack of development dollars directed towards any further Alfa Romeo models.

In amongst the headline grabbing, out of context one liners, such as the widely quoted "One million electric Volvos by 2025." (there - now it's here too - it must be true) there are clearer indications of market reality coming from the ever practical Toyota - who stated in a presentation at the Tokyo Motor show last month that they expect that the majority of vehicles they will be producing in 2050 to retain an internal combustion engine - albeit one that is combined with electric to form a hybrid powertrain. Toyota expect that they will have completely phased out non-hybrid use of internal combustion engines by 2040. What Toyota expect, and what Volvo were really saying behind the headline, was that an increasing number of vehicles will incorporate at least some level of hybrid technology. This is technology Toyota are already using across their range in many markets, and that Volvo are extending across their far more limited market so that by 2025 they will have sold (in total, over seven plus years) one million hybrid and/or electric vehicles. Toyota have already sold over ten million. Nothing new to see here - move along...

It is likely that FCA will, like Volvo, move to using a mild hybrid powertrain in many of their vehicles as this has a relatively small impact on the overall vehicle design - the petrol engine remains the primary power plant, with energy recovery and use of electric power assistance during typical stop-start traffic conditions providing an efficiency boost. The hardware for such a system is largely limited to a small battery in the boot and the replacement of the alternator with a combined electric motor/generator unit and so can be easily retro-fitted to current platforms.

Given the low volumes in which Alfa Romeo models sell, and the likely limited demand from Alfa Romeo customers for the technology, it is possible we won't see such a compromise system in any Alfa Romeo, at least in a low volume market like Australia. It seems more likely that the first hybrid Alfas would have a more sophisticated, integrated hybrid system, offering both economy and performance (think more LaFerrari than Prius) , but not until substantially later.

Whether hybrid technology will make its way down from Ferrari and Maserati or up from developments targeted at higher volume models remains to be seen, but I'd hazard a guess that with the commitment already made for Maserati to go electric, we should be looking there for an indication of what to expect - eventually - from Alfa.

With Alfa Romeo again starting to be taken seriously as a manufacturer of high quality, satisfying to drive vehicles - now may well be the time for FCA to hold steady on it's current course with Alfa Romeo - which won't lack it's own challenges - while working hard to keep other brands similarly relevant in their own markets. Which, for Alfisti, sounds like good news.



PRESIDENTE

john anderson

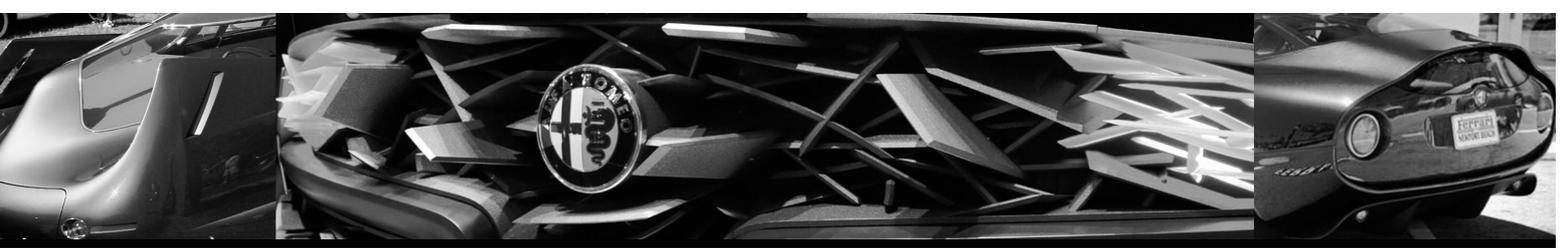
"Alfa Romeo is more than a mere car factory. Its products are something more than conventionally built automobiles. It's a kind of fever, this enthusiasm for a means of transport. It's a way of life, a very particular conception of the motor vehicle. Some-

The name of our club begins with 'Alfa Romeo', but it ends in 'Australia'. And there wouldn't be too many members of our club who's family hasn't been touched by an Australian made car over the past 70 years. On October 20th, the last Australian-made car, a Holden Commodore, rolled off the production line. In some ways, this was always inevitable. Our nation is too far away from key markets to have a major export industry, even if Japan didn't exist, and even if we had labor costs competitive with the likes of China and Korea (not that we'd want that). But in the end the Australian car manufacturing industry was buoyant in the first few decades because Australians went out and bought Australian cars. And it declined and died because they didn't. Most Alfisti are Alfisti because we appreciate good motor vehicles. In our Alfas we appreciate style, character, performance and history. We can also appreciate these qualities in other marques, as well as another quality - suitability for purpose. I love my Toyota Prado because it does what it does so well. It's not the same as my Spider or Alfetta sedan in any way. But I love them all for different reasons. In a similar way, all Australians appreciated the suitability of Australian-made cars for our market. We have tougher conditions and different requirements that American cars didn't really meet to the same extent. We were able to apply Australian know-how, engineering, and determination to develop a product that, while inspired by American cars (and European cars later on), were actually Australian cars for an Australian market. That was fine when our economy was relatively isolated, and we had to 'do' or it wouldn't happen. But in a more global world, we have to compete with other countries who pay their workers much less than we do. There are always opportunities, but the real money is in mass production, and we just can't compete in that space. So farewell to the Aussie-made car. All the brands will still be there, but selling imports instead. As Alfisti, we're used to buying imports. We were always living in the future.

It would be remiss of me not to congratulate the Fiat Car Club Qld on breaking AROCA QLD's winning streak of 12 in a row in our annual Bocce challenge! I was unfortunately ill that night, but I hear the heroes for Fiat were a bunch of kids who weren't even born the last time Fiat took the trophy. A fun night regardless, no doubt. And it'll be at least another 12 years before Fiat break our streak record, so...

Now for some exciting news - Brisbane Alfa Romeo are keen to do things with the club, and they have invited all club members to attend their official launch at the dealership (123 Breakfast Creek Road, Newstead) on November 23rd (a Thursday night). I've only been informed over the phone as yet, so when I get more details, I'll put them up on the website calendar. And, of course, I'll be sending out an e-mail beforehand. But regardless, make sure you put it in your calendar now! It's going to be a good night for Alfisti. And also, subject to their approval process, our first club night of 2018 will also





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



ment

be at the dealership, so that's a great way to kick off the year! Speaking of dealerships, there were a couple of questions on the forums about the best place to get your Alfa serviced in Brisbane. So obviously the best places to do that are the club sponsors. Kinsey Foley, the Service Manager at Brisbane Alfa Romeo, advised (when he attended our club night) that the focus of the service department of that dealership would be cars manufactured in 2008 or newer. That doesn't exclude older cars, of course. Obviously, Kinsey's department has factory-trained staff, who know how your Alfa (or Fiat) should go together as the factory intended. So go to them if that suits you.

The independent service providers in Brisbane are in two camps - permanently-located and mobile.

The permanently located service providers are (in alphabetical order):
Automotion at Enoggera (particularly for performance tuning)
CL Prestige Restorations at Bowen Hills
and John French Motors at Woolloongabba.

GT Motors (also at Bowen Hills) has also sponsored the club in the past, and can also service your car.

The mobile service providers are DMM Mobile Mechanic, and On The Spot Alfa. I've used both services, and I am impressed at both David's and Baz's knowledge about Alfas.

There are other Queensland sponsors of the club that will be useful to you. Acacia Automatics at Coopers Plains is run by Life Member Ken Percival. Ken offers all current members 10% discount. And Leda Suspension Service at Brendale can help you with your suspension needs.

There are other interstate-based sponsors of the club who can provide other services remotely, such as supply of parts and engineering services. Check out their ads in the magazine.

And for those in Queensland but not in the Brisbane area seeking to get their car serviced, there's Irelands in Cairns, providing a full dealership's range of services, as does Cricks in Noosaville. If anyone knows any service providers not mentioned above, let them know that they can advertise in the magazine! They just have to contact Jude on advertising@arocaqld.com.

And finally (and sadly), while we were at the Stanthorpe weekend away, long-time member Irene Prowse received sad news about the unexpected passing of her mother. Those of us there at the time all felt for Irene and her husband Jim, and on behalf of the club, I extend sincere condolences to her and her family during this difficult period.



Last month in Melbourne, Australia (somewhere even those who pronounce it as though the place was named after Melanie Bourne, Jason's lesser known sister, now seem to at least realise exists) - there was a motor show that is, or was, starting to be seen as part of the world classic car event "circuit". And there were some great local and international cars on display. However it was sad to read that there could, perhaps, have been even more on display, just a few hops on the back of your pet Kangaroo down the dusty road from the location where much of the worlds asbestos was mined. That would have been possible if our ever efficient officialdom hadn't established a worldwide reputation for pulling classic cars apart in a quest for thermal insulation, gaskets, or friction material, that might be bringing some of that asbestos home. Asbestos is certainly a hazard. But it is a hazard when inhaled - and its hard to inhale the gaskets and lagging on the exhaust of a classic race car. It is more likely one could inhale the dust from some brakes - or a clutch - but that is only going to be present in any quantity if said brakes or clutch are actually used. Not so long ago this stuff was lying in every gutter and being replenished every time any vehicle on the road applied the brakes.



A classic vehicle already in the country will have, if it is truly original, or even if it has parts manufactured as late as the 2003, some of these components still present. While it is not unreasonable to replace most of these parts on most cars, there can be bigger problems with truly significant or specialised historic vehicles. The cause of this problem is a decision by Australian Border Force (ABF) to begin randomly inspecting classic car imports to check for compliance with rules introduced to combat import of Chinese drywall containing asbestos. And the very visible reporting of at least 2 cases where this inspection led to a series of events that were time consuming, expensive and destructive. You can read about the details of those here: https://www.ferraris-online.com/pages/article.php?reqart=FOC_201707_SS2. It is probably true to say that this has been blown out of all proportion on the internet (what hasn't) but with no provision for exemptions for historically significant cars (or anything else) the answer for overseas owners of classic cars seems to be to stay away. Once you have Hemmings headlines like this <https://www.hemmings.com/blog/2017/08/04/crackdown-on-asbestos-essentially-halts-collector-car-exports-to-australia/> it's hard to change public perception.

However, if you are local, Motorclassica remains a great place to see some fantastic local, and a few overseas, cars..



Wailing Alfa 155 TI DTM V6 at Bergrennen
<https://youtu.be/tDtWRwMYOc8>

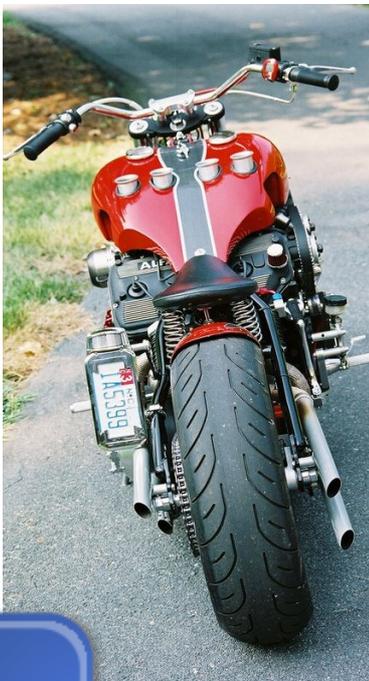


V6 Sounds from Closer To Home
<https://youtu.be/DCPOWzWVJlo>



Huge Variety of Alfas at Tokyo
<https://www.facebook.com/alfaromeopro/videos/1801483786816555/>

facebook



Alfa Romeo Owners Club of Australia Queensland

Hey folks, did you know that you DON'T have to be registered on Facebook to view the page?
It's as simple as googling 'aroca qld facebook' and clicking the link..... Or follow the link from the club web site!



First conceived as the ES30 design study in 1987, the Sprint Zagato was styled by Alfa Romeo and not by Zagato, as many people assume caused quite a sensation. Dubbed 'il mostro' or the monster, this was no conventionally good-looking Alfa Romeo coupe. It was based on a heavily modified 75 V6 platform, so the SZ had the performance and sound to back up its sporty yet unconventional looks.



Alfa Veicoli industriali brochure 1969.

EUR 4.20

Place bid



Alfa 166 release press pack 1998

GBP 1.99

Place bid



La Domenica del Corriere 2 November 1924 including auto G.P.Monza Alfa Romeo Ascari

EUR 3.99

Place bid



Alfa Trolleybus Tipo140 AF 4 original factory photo 1950.

EUR 7.50

Place bid



Alfa Romeo Giulietta Spider 1:18 Scale Model

AU \$140.00

Place bid

Meet Some of the Low Volume Specials
<https://youtu.be/GLOKGBRbOjI>



island on Facebook



SOCIALE

john anderson (until someone else volunteers)

October was fairly busy Social-wise.

On the 1st, there was the Lismore Friendship festival, which to my knowledge no members attended. The Fiat club did, and they seem to have enjoyed it, so maybe one to put in the calendar for next year. On the 8th, 9 members displayed their cars at Festitalia 2017. Many thanks to those who attended to be part of the display. I was doing Sprints at Lakeside that day, but I hear that there was lots of interest, and Festitalia has grown even bigger since the previous year! VP/Webmaster Keith Faulkner has posted some pics to the website, so check them out and see what you missed out on. If you love all things Italian, especially Italian food, then plan to be there next year.

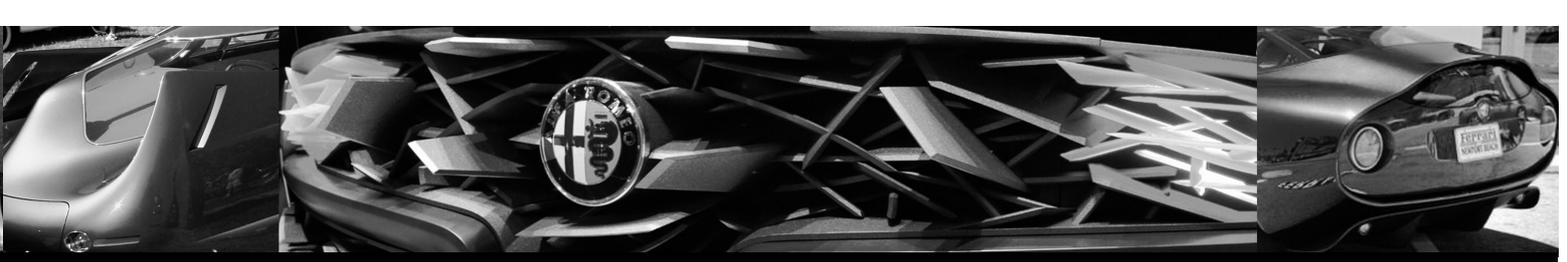
Our annual Alfatrek to Stanthorpe for the weekend happened on the 13th/14th/15th. It was a fairly soggy weekend, but that just added atmosphere to the landscape. And after the preceding sultry days, the cool change was welcome. Jude Vaughan and Garry Spowart selected some excellent venues for our meals and entertainment, and many thanks to them for all their efforts in organising the weekend. Also special thanks to Michael and Danielle Herremans for hosting us for Friday dinner and on Sunday to view their amazing shed.

The JH Classics Garage day at Yatala happened the following weekend. This now traditional event brought together members of the Austin-Healey, Alfa, Morgan and E-Type Jag clubs, many of which have been worked on by JH Classics. A great day of technical talks, drooling over exquisite classic cars, and great food! Steve Jones in his Red 105 Spider took out the title of best Alfa on the day, so congrats to him!

With an October like that, thankfully there's just two more events on the social calendar. First, there's this year's Gold Coast hinterland run, on November 19th. Many thanks to Doug and Cynthia Earl for once again organising this event. Meet at the Shell/Coles Express service station on the Brisbane side of Jimboomba by 9.45am for a 10am departure. We will travel south along the Mount Lindesay Highway through Woodhill, Veresdale to Gleneagle. Bypassing Beaudesert we go through Bromelton, Coulson and Hoya to Boonah. From Boonah we pass through Maroon and then take a detour through Barney View to rejoin the Mount Lindesay Highway. It is then a straight run through Palen Creek, Rathdowney and Tamrookum to our lunch destination at the Valley Kitchen, Kooralbyn. Note - the lunch venue has changed since the last edition of the magazine. Total distance of the run is approximately 150 kilometres. If you are unable to make the run but would like to join the club for lunch, please be at the Valley Kitchen at 12 noon. Kooralbyn is approximately 29 kilometres south of Beaudesert. For catering purposes, please RSVP to social@arocaqld.com no later than Wednesday 15 November.

And our final event of the year is our club Christmas party, to be held on Sunday December 3rd at The Taver-netta Function Centre, 144 Dorville Rd, Carseldine. Please be there by 11:30 so that you have time to catch up with others before the lunch service begins. And yes - IT'S AIR CONDITIONED! So no more sweaty times eating hot food. I'm promised that there will be good food with a Christmas theme, and lots of it. The menu is on the invitation that you received with last month's magazine, which I hope you've put on your fridge. A cash bar will be in operation allowing you to toast the festive season as you catch up with other members, reminisce about the year that was and plan the new year to come. Cost: \$50 a head. We need to give them notice two weeks in advance of how many are coming. To secure your seat, BOOK NOW, using the Online Booking Form (see website) or email social@arocaqld.com. You must book and pay by November 17th. Pay by direct deposit to the club bank account.





The Committee hasn't had their planning meeting as yet, so I can't confirm anything in terms of the Social calendar for next year. But subject to committee approval, I plan to hold a night run in late January, starting in Manly for dinner, and heading up to Tamborine (where hopefully it'll be a bit cooler) to see the lights of the Gold Coast from Eagle Heights. In addition, we're planning two runs west, three runs north, and 3 runs south of Brisbane throughout the year. I'm keen to do an extended version of this year's Bellthorpe Range run as one of those 3 northern runs, which was probably the most enjoyed run of the year. I've had volunteers for three other runs already, so if you are interested in organising one of the runs, let me know on social@arocaqld.com. And anyone outside of the south east corner who wants to organise a run in their area, let me know and I'll put you in touch with people near you.

See you at the next event!

JA



COMPETIZIONE

mark jackson

Again, only one Alfacomp event in October, but there was plenty of motorsport action elsewhere.

Alfacomp Sprint/Regularity Round 6 at Lakeside

Only five runners dragged themselves away from the Bathurst telecast for this event. Unfortunately, I wasn't one of them – too busy sampling English ales with my brother. John Anderson did have a run though and provided a summary of the event:

"We didn't do much to help Alfa's reputation for reliability, unfortunately. Peter Salmon was out after one run with something about fuel and coolant mixing. Col Densley's clutch would have barely got him home. My exhaust broke in the last run, but it was still drivable. Luke Simiana's wife Robyn did well, but didn't continue past the third run for some reason, and George Soropos did well, but missed the last run."

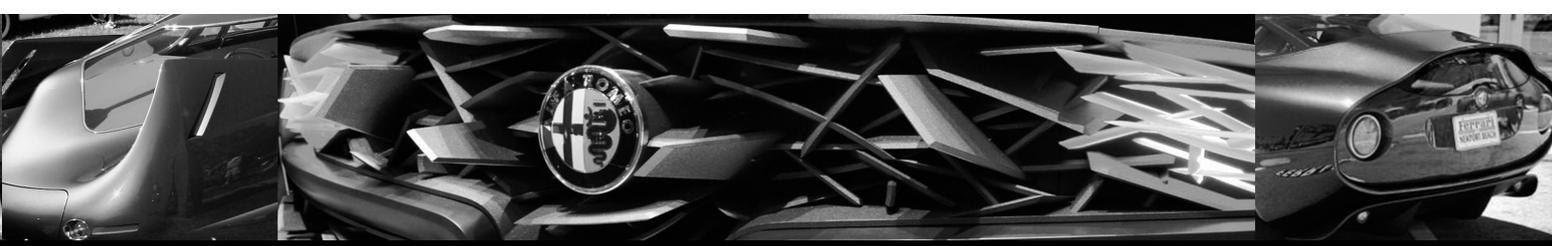
All results are on the "Resulti" page.



In other Alfa Romeo related events, Cameron Wright and his Automotion team competed in Lakeside's Notta Grand Prix on October 21st in the 147 and finished a good 11th outright in very difficult conditions. Congratulations to Cameron and his team.

In other news, a few competitors are currently developing 3.2 litre Alfa GT's for track use, with the idea of a separate series for the post 1998 V6's. We are in the process of developing some practical rules for such a series.

There are also moves afoot to try to develop a national Alfa Romeo race or super-sprint series, but there's a long way to go before this can happen – mainly because the different states have gone along such different paths in how their competitions are run.



UPCOMING EVENTS

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

Saturday November 18th – Presentation Night

This will be at the Gettin' Place, 145 James Street New Farm. Starting time will be 4.00pm with nibbles supplied and drinks available. The cost is just \$5.00 plus what you spend on drinks.

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



STANTHORPE WEEKEND MUSINGS

john ryan

The recent AROCA Food and Wine weekend in Stanthorpe was our first attempt at this regular AROCA outing. I was too new to the club and did not know in time in 2015, we had prebooked tickets to the theatre in 2016, so I got in early with a family date-claimer in 2017. I have to say that my expectations based on members comments were high, and am pleased to report that despite it raining almost all weekend we were not disappointed. A lot happened in 2017 leading up to this weekend, none more important than new puppies in our household.



Leaving these little 7 week old fellas for a weekend meant a lot of family organization, and of course potentially missing all the fun that puppies provide. With lots of notice I managed to get the day off work, and advised Jude and Tony that I could be in Stanthorpe whenever they needed me to help set up or prepare for the weekend. Turned out that Robyn had a shift in Boonah that day, so it was an early start feeding puppies, driving Robyn to Boonah and back home to pack the GT, feeding puppies, (and some essential play and cuddles) and back to Boonah for a 1pm departure straight from Robyn's work to arrive in Stanthorpe 3 ish. Traffic, Rain, and an essential coffee stop meant that we were so late getting to Savina Lane winery that the Vaughns had done the setup for breakfast. Being the shy retiring type, Jude suggested that we could make up for our sins by assisting with the preparation for breakfast at 0600 the next morning!

Friday night was pizza & wine at the Heeremans. This seems to be a fixed event at the Stanthorpe weekend because the whole night went off awesomely. The cars on display were simply incredible, and looking through the pictorial story of the rebuilding of the 750 Giulietta makes it all the more amazing. Pizzas, although takeaway, were simply scrumptious. I think our club night convenors should start ordering our pizzas from Stanthorpe! The veranda was packed and noisy, just like any good Italian restaurant should be when accompanied by a seemingly unending supply of Golden Grove cleanskins. This was to be another treat in store for us the following day, plus according to Secretary Karen, our opportunity to get a mid-weekend Border Collie fix.



So up we woke a bit after 5am Saturday morning to prepare for breakfast for 30 odd people. After an espresso hit in our room (we now travel with our own portable coffee maker, sad but true caffeine addicts), we arrived at Savina Lane winery to join 4 others to cook oven baked tomatoes, mushrooms, scrambled eggs, toast and prepare some green fibre and feta in preparation for the mornings winery visits. Breakfast include a French Champagne tasting and what brekky would be complete without a cappuccino a la Rob and Shirley. Breakfast on the verandah undercover while the rain fell gently on a line up of Alfa Romeos with a vineyard in the background was spectacular. We were to then do a walk in Girraween national park to work off breakfast, but alas, too wet, so we stayed at Savina Lane and tried their white and red wines instead. Not a bad substitute! From there we did a run through 3 more wineries finishing at Golden Grove Winery where we were promised our fix of Border Collies for the weekend. And the organizers of the AROCA weekend did not disappoint. Not only did we discuss wine and dogs with the management, but this cutie greeted us at the door:



Lunch was at Jamworks. This was the first of our pre-trip chosen meals. This preselection process was done to speed up service according to Treasurer and Organiser Garry, and you do wonder when you chose a whole weekend's food 2 weeks prior if it is really what you want to eat on the day. I chose the haloumi and vegetable stack and it was awesome. I don't think there was a complaint about any meals.

A quick trip to Mr Sterling Olives and Fudge after lunch was both fatal to the wallet and very yummy. I have to say the the sticky date fudge actually outshone the cappuccino fudge, which coming from this caffeine-oholic, is mighty praise. Just as I was feeling a little post prandial somnolence, and beginning to wonder if I would make it to dinner, we were given the afternoon off for a nana nap.

Robyn and I, being newcomers to the trip and to Stanthorpe AROCA style, took the opportunity to inspect the Vaughn's block. What a quiet refuge from a busy city life! After making the full round trip home, we proceeded to have the approved nap.

Dinner was at Varia's Restaurant, within the Qld College of Wine Tourism, a joint venture between University of Southern Qld and the Qld Government Department of Education, Training and Employment. The only complaint I have is that my old Navman got us horribly lost. Otherwise the meal was astonishing given that most of the kitchen staff were apprentices. And the wine produced by the college was very quaffable, and only \$24 a bottle.

The rain had barely affected the group at all. We returned to our rooms by about 9.30pm and in Ryan time, the night was still but a pup. However the day's exhausting schedule had taken its toll and the bed was both comfortable and welcome.

Sunday morning greeted us with more wet. But as we walked into the breakfast venue, the McGregor Terrace Food Project, the barista said "Good morning, can I make you a coffee?" hell yeah! We were to have occupied a beautiful terrace out the back of the cafe, but due to the rain (and a Stanthorpe cold temperature) we packed inside like sardines and kept warm with the combined effect of a slow combustion fire and body heat. The coffee was good and the meal came quite quickly, although by now, we had got to know quite a few of the Alfisti that we had never met before, so had breakfast been slow, the conversation was so stimulating and atmosphere so warming that no one would have cared.

The group disbanded to check out of the motel, and as Robyn and I had already checked out, we took the opportunity to have some morning tea enroute to Michael and Daniella's respective man and wo-man caves. Never have I seen so many bits and pieces of Alfa "stuff" in one place, but I gathered that Michael knew where every bit was and what it was for. The shed was jam packed but I gather he will need to make some additional room because the Edmund's car had an engine mishap on the way to Stanthorpe and will be staying for some surgery and post operative care under the careful guidance of Dr Heeremans.

From the man caves, we moved like a slow herd of cattle to a little jersey dairy who made cheese. The Jersey Girls Café provided us with a cheese lesson and tasting, and then we got to choose 3 of those cheeses to consume with a warm crusty baguette, some pickles, relish and chutney. By this time, Robyn and I were glad we chose the smaller of the two lunch options. The larger choice looked amazing but we were still full from breakfast.

All of this food and there were drinks at breakfasts and lunches included, cost a measly \$167 per head. I am not sure how Jude and Garry pulled off a string of meals for such a low price, but there was not one bad course over the two days. The weather remained wet all the way home. But the bonus of getting home, of course, was we got to play with puppies! It was good to know that despite a wet weekend, our litter had had a lot of fun and had not missed us. We were greeted by this puppy. If you look carefully, you can see a second pup who found the rain not wet enough and he was about to jump into the drinking water bucket.



Robyn and I are now no longer Stanthorpe AROCA Qld Food and Wine virgins. We had a fantastic time with a great bunch of people and it was inexpensive. Add to that we came home with a great stash of wine, some marinated olives and Fuuuuudge. OMG the fudge was so good!

Thanks to the organisers and all the Alfisti who combined to make this a memorable weekend.





CHANTILLI ARTS & ELEGANCE

ted spowart





FESTITALIA FESTIVAL FUN

keith falkner



For the second year, our Club displayed at Festitalia, Queensland's official Italian festival.

Held at Spencer Park, Newmarket, this all-day event is a colourful celebration of all things Italian. The weather the previous few days was a bit unsettled, but the day of the event turned out to be cloudy, but fine. Along with our friends from the Fiat Car Club of Queensland, members of AROCA displayed a representative selection of classic Italian automobiles to an appreciative audience. Latest Alfa and Fiat examples from the dealership were also on show and the Vespa Club ensured that two-wheelers were not left out.

After carefully setting out our cars and erecting the Alfa Hilton, the club whiled away the day chatting, checking out the entertainment on stage, browsing through the display stalls and, of course, partaking of the delicious Italian food and beverages on offer. As a bit of fun, I had arranged for a couple of awards for "Best Display Alfa" and "Best Display Fiat". Judging was carried to the strictest standards – that is, by simply asking a friend who had Dropped by to say hello to choose which cars they liked! After much deliberation, Phil Shanks' 1973 105 Series Spider (a "work-in-progress") and a neat little Fiat 500 Abarth took the prizes, suggesting that to catch the eye of the general public, a car needs to be cute or convertible!





FIAT WINS 19th ALFA ROMEO

For the 19th year, the Fiat Car Club and Alfa Romeo Owners Club met at the Newmarket Bocce Courts to do battle on the sand.

A cool and rainy night saw numbers down a bit and the Fiat Club struggled to field a full four teams, so they had to resort to their secret weapon – the kids!

I would like to say it was a close-fought contest, but the final scoreboard tells the story. The team in which your Club Vice Captain played did manage to salvage some pride, however, winning the only Alfa game of the night. We would have won two games, but those little kids were just too good for us in the first game, beating us by one point!

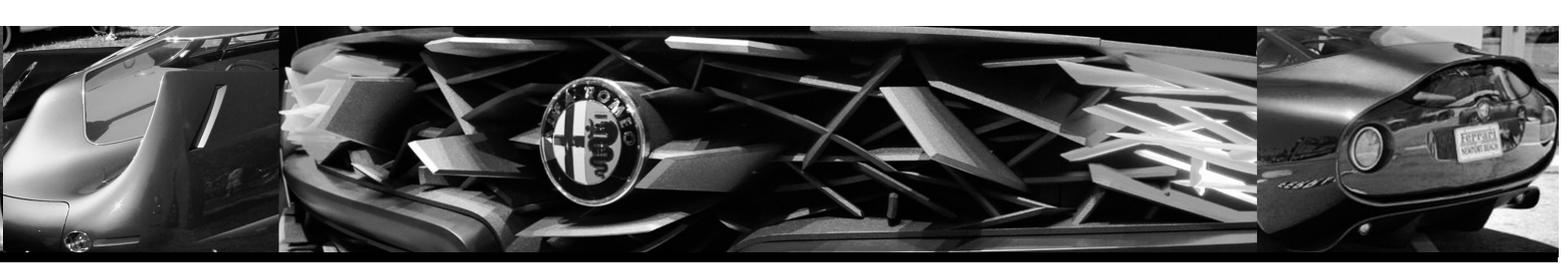
As usual, the experts from the Newmarket Bocce Club were on hand to guide us through the games so a big thank-you to all those fine chaps.

Thanks also to Colleen Berry, President of the Fiat Car Club, for arranging a delicious sausage sizzle and leading her team to a well-deserved victory.

Next year will be the 20th anniversary of this event, so AROCA members need to start honing up on their skills to make sure we celebrate that anniversary by taking back the trophy. Original photos:

http://www.arocaqld.com/downloads/2017_Bocce.zip





BOCCE CHALLENGE

keith faulkner



2017
ALFA V FIAT

COURT			COURT	
1	3	19	1	6
2	5		2	12
3	6		3	7
4	5		4	10
		25		
1	2		1	9
2	11		2	8
3	2		3	13
4	19		4	2

67

RISULTATI

ALFACOMP 2017 POINTSCORE OVERALL

	Spr	Reg	Spr	Reg	S/S	Spr	Reg	Spr	Reg	Rac	S/S	S/S	Spr	Reg	Rac	S/S	Reg	Rac	Spr	Reg	
1 Mark Jackson	16	16	<u>20</u>	11	0	<u>16</u>	<u>20</u>	<u>20</u>	11	<u>20</u>	<u>20</u>	12	<u>20</u>	7	<u>20</u>	<u>20</u>	0	<u>20</u>	0	0	
2 Rob Robson	0	0	<u>14</u>	2	0	<u>10</u>	<u>8</u>	<u>14</u>	<u>12</u>	<u>14</u>	0	0	<u>16</u>	<u>14</u>	<u>20</u>	0	0	<u>16</u>	0	0	
3 Serge Oberhauser	<u>14</u>	<u>20</u>	11	10	<u>12</u>	<u>12</u>	<u>14</u>	<u>12</u>	10	11	<u>14</u>	<u>14</u>	0	0	0	<u>12</u>	0	<u>12</u>	0	0	
4 Luke Simiana	0	0	<u>10</u>	<u>20</u>	0	<u>14</u>	<u>16</u>	0	0	0	0	0	<u>14</u>	<u>11</u>	<u>12</u>	0	<u>16</u>	0	0	0	
5 Col Densley	<u>8</u>	<u>7</u>	0	0	0	<u>8</u>	<u>11</u>	<u>8</u>	<u>20</u>	0	0	0	<u>6</u>	<u>8</u>	0	0	<u>11</u>	0	<u>12</u>	<u>14</u>	
6 Peter Salmon	<u>9</u>	<u>9</u>	<u>6</u>	<u>14</u>	0	0	0	0	0	0	0	<u>8</u>	<u>8</u>	<u>16</u>	0	<u>8</u>	0	0	<u>14</u>	<u>11</u>	
7 Graeme Berry	<u>11</u>	<u>11</u>	7	<u>9</u>	<u>7</u>	<u>9</u>	<u>12</u>	0	0	0	0	<u>7</u>	<u>9</u>	<u>12</u>	0	0	<u>10</u>	0	0	0	
8 John Coleman	0	0	<u>12</u>	<u>6</u>	<u>16</u>	0	0	0	0	0	<u>16</u>	<u>20</u>	0	0	0	<u>16</u>	0	0	0	0	
8 John Anderson	<u>10</u>	<u>8</u>	0	0	0	0	0	<u>9</u>	<u>14</u>	0	0	0	0	0	0	0	0	0	<u>9</u>	<u>16</u>	<u>20</u>
10 Ken Percival	0	0	0	0	<u>11</u>	0	0	0	0	<u>10</u>	<u>12</u>	<u>11</u>	0	0	<u>14</u>	<u>11</u>	0	<u>11</u>	0	0	
11 Zeke Asha Halasz	0	0	<u>16</u>	<u>8</u>	0	0	0	<u>16</u>	<u>9</u>	<u>16</u>	0	0	0	0	0	0	0	<u>14</u>	0	0	
12 Doug Stonehouse	0	0	<u>9</u>	<u>3</u>	<u>10</u>	0	0	0	0	0	<u>11</u>	<u>10</u>	0	0	0	<u>10</u>	<u>20</u>	0	0	0	
13 Joel O'Farrell	<u>20</u>	<u>14</u>	0	0	0	<u>20</u>	<u>9</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	
14 Greg Murphy	0	0	0	0	0	0	0	<u>11</u>	<u>8</u>	<u>12</u>	0	0	<u>11</u>	<u>20</u>	0	0	0	0	0	0	
15 Angus Saunders	0	0	0	0	0	<u>11</u>	<u>10</u>	0	0	0	0	0	<u>10</u>	<u>10</u>	<u>10</u>	0	0	<u>10</u>	0	0	
16 Steve Bowdery	0	0	<u>3</u>	<u>12</u>	0	0	0	0	0	0	0	0	<u>7</u>	<u>9</u>	0	0	<u>12</u>	0	0	0	
17 Charles Webb	0	0	0	0	<u>9</u>	0	0	0	0	0	<u>10</u>	<u>9</u>	0	0	0	<u>9</u>	0	0	0	0	
18 Robyn Simiana-Armstrong	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>20</u>	<u>16</u>	
19 George Soropos	0	0	<u>5</u>	<u>7</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>11</u>	<u>12</u>	
20 Jason Wishart	0	0	0	0	<u>20</u>	0	0	0	0	0	0	0	0	0	0	<u>14</u>	0	0	0	0	
21 James Anderson	<u>12</u>	<u>6</u>	<u>8</u>	<u>5</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22 Michael Heeremans	0	0	0	0	<u>14</u>	0	0	0	0	0	0	<u>16</u>	0	0	0	0	0	0	0	0	
23 Peter Lawrence	0	0	0	0	0	0	0	0	0	0	0	0	<u>12</u>	<u>5</u>	<u>11</u>	0	0	0	0	0	
24 Phil O'Callaghan	0	0	0	0	0	0	0	<u>10</u>	<u>16</u>	0	0	0	0	0	0	0	0	0	0	0	
25 Simon Bailo	0	0	0	0	<u>6</u>	0	0	0	0	0	<u>8</u>	<u>6</u>	0	0	0	<u>5</u>	0	0	0	0	
26 Jenny Webb	0	0	0	0	<u>8</u>	0	0	0	0	0	<u>9</u>	0	0	0	0	<u>7</u>	0	0	0	0	
27 Grant Norman	<u>6</u>	<u>12</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
27 Fabiano Nava	0	0	<u>2</u>	<u>16</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
29 Isacc Norman	<u>7</u>	<u>10</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
29 Nicholas Singleton	0	0	<u>4</u>	<u>4</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>9</u>	0	0	
30 Cameron Wright	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>14</u>	0	0	
31 Kris Rossett	0	0	0	0	0	0	0	0	0	0	0	0	<u>5</u>	<u>6</u>	0	0	0	0	0	0	
32 Alan Broadhurst	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<u>6</u>	0	0	0	0	
33 Bryan Clifton	0	0	<u>1</u>	<u>1</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

2017 ALFACOMP SPRINT #6-Street Sprint Lakeside

DRIVER	ALFA	CC's	RUN1	RUN2	RUN3	RUN4	REG PTS	REG	Spr
Robyn Simiana	Alfa 75	2000	71.69	70.67	68.53	<u>68.19</u>	14.26	16	20
John Anderson	Alfetta	2000	71.31	70.13	70.47	<u>69.93</u>	4.88	20	16
Peter Salmon	Alfetta	2000	<u>71.70</u>	DNS	DNS	DNS	32.22	11	14
Col Densley	Alfetta GTV	2000	74.57	74.31	<u>73.59</u>	DNS	17.48	14	12
George Soropos	Alfa 147GTA	3200	81.09	77.47	<u>74.00</u>	DNS	19.89	12	11



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	113	10	107	42	60	0	0
10	103	10	103	37	50	16	0
11	104	10	97	36	44	14	0
6	86	6	86	12	6	68	0
7	86	7	86	35	42	0	9
7	80	6	80	0	0	45	35
6	79	6	79	32	17	0	30
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	43	5	43	10	21	0	0
4	37	4	37	0	0	37	0
2	36	2	36	20	15	0	0
4	35	4	35	16	19	0	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	11	2	11	5	6	0	0
1	6	1	6	0	0	6	0
2	2	2	2	1	1	0	0

Photo: Trapnell Creations Photography



DIRTY WHEELS II WHY YOU NEED TO CHANGE

Recently a client purchased himself a 2011 Giulietta QV, it had about 78,000km when purchased and he had been planning to get me to change the belts on it in the very near future. Even though they were not due till 105,000 km (this is a 1750 Tbi engine remember) they were due for replacement as they had past the 5 year mark.

Unfortunately the car was apparently impatient and wanted its belts changed NOW!!

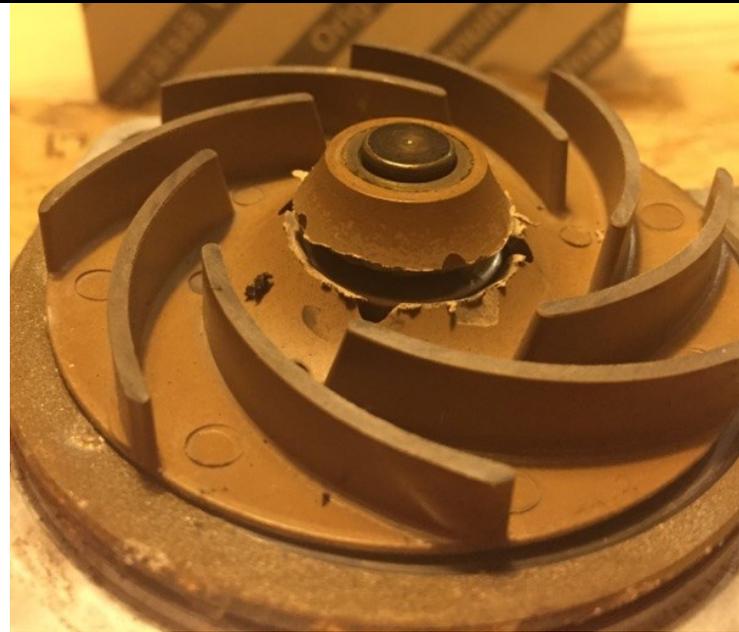
As our hard working owner was travelling home one night, a couple of streets from home all of a sudden the alarm went off and the temp gauge went through the roof. He quickly pulled over and shut it down, checked for coolant leakage and found no coolant loss. He sensibly allowed the car to cool down and carefully limped it home at a slow pace the last few streets.

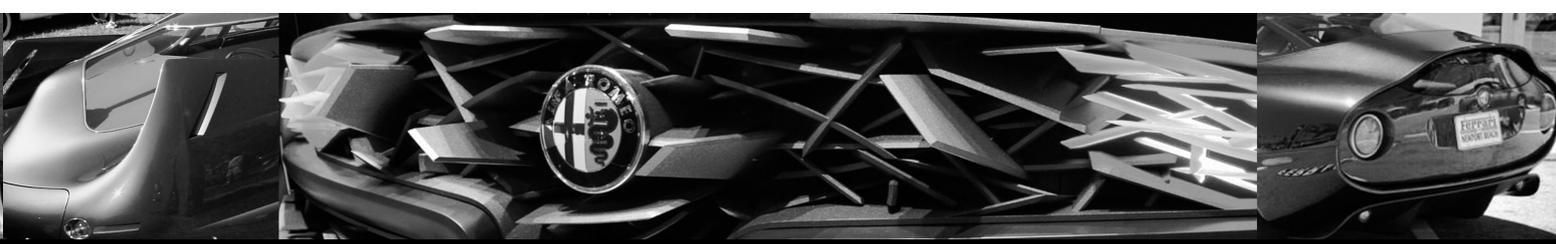
As the car overheated with no coolant loss we assumed that the internal impeller on the pump had failed and come adrift from the pulley shaft, Time for a pump and belt change, well we were going to do it anyway, remember.

He should have bought himself a lottery ticket.

As I removed the belt covers I was faced with the horror of shredded belt everywhere!! But it wasn't a belt failure . . . but only just! The water pump bearing had collapsed, the belt forcing the pulley over at a 15 degree angle, this then tried to push the belt off all the pulleys, the only thing saving it all was the belt covers. The problem now was the belt covers shredded the width of the belt narrower and narrower every rotation. By the time he got home the belt was only a pinkie finger wide.

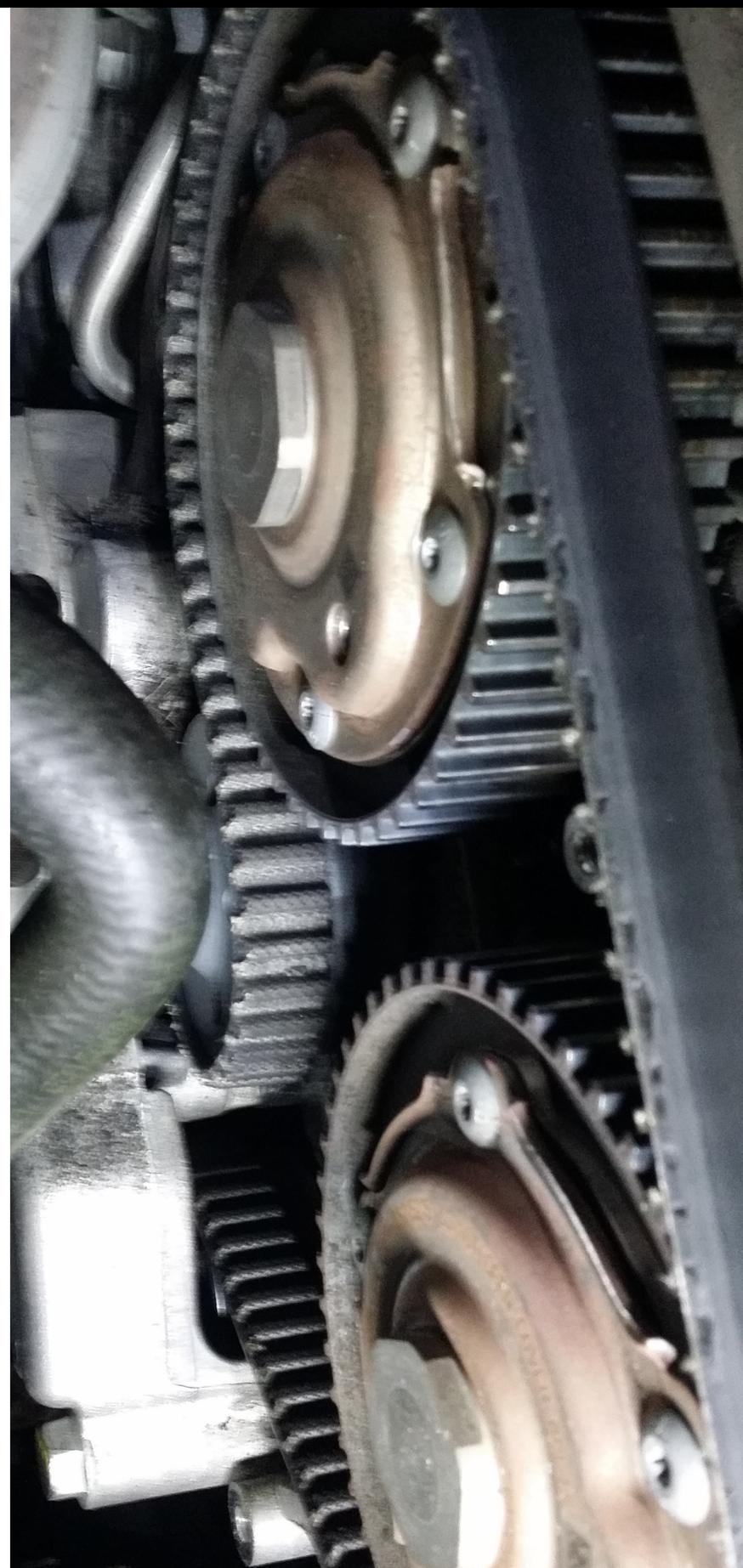
As you can see in the photos, this was one very lucky owner, had he not acted quickly and sensibly he would have been up for a lot more grief.





YOUR PUMP WITH THE BELT

Baz - On The Spot Alfa



Having the pump fail like this is not unknown of, but usually happens to vehicles that are run way past the replacement interval and the bearing just wears out. In this case one can assume this was a unfortunate premature failure. Event tough this particular one had a plastic impeller it was not the cause of the failure, it was the bearing. (Yes the new one fitted had a Metal impeller)

Be aware, though the layout of the belt in the 1750 Tbi engine is almost identical to the earlier 2.0 Twin Spark & JTS engines it uses a wider and different belt thus the different change intervals.

An interesting note for those with earlier Giulietta QVs when you check your owner manuals most of you will find the service interval as 105,000 kms with the annotation -

Regardless of the distance covered, the timing belt must be changed every four years for particularly demanding use (cold climates, city driving, long periods of idling) or at least every five years in all other cases.

However, in models from 2015 onwards the owners manual is updated and states 120,000 km interval and the following -

Areas that are not dusty: advised maximum mileage 120,000 km. Regardless of the mileage, the belt must be replaced every 6 years.

Dusty areas and/or demanding use of the car (cold climates, town use, long periods of idling): advised maximum mileage 60,000 km. Regardless of the mileage, the belt must be replaced every 4 years.

So, be VERY aware of the following:

1/ When you change your timing belts/tensioners/pulleys in any engine where the timing belt runs the water pump YOU MUST CHANGE THE PUMP AS WELL!! (That's almost all 147/156/159/Giulietta 4 cylinder petrol and diesel engines)

2/ Take note of how you (or the previous owner) drive your car and in what conditions, It DOES matter.

Just remember, if you're ever unsure of what's what, give me a call, be glad to help out.

Baz
On The Spot Alfa

GT classiccarhire.co.nz



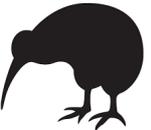
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CLUB NIGHT

bernie campbell

The November Club Night will be the last Club Night for this year. It will be held at Shannon's Club Rooms , 305 Montague Road, West End on November 8th. Please assemble from 6.30pm as pizzas will be served at 7.00pm so that the meeting can commence at 7.30.

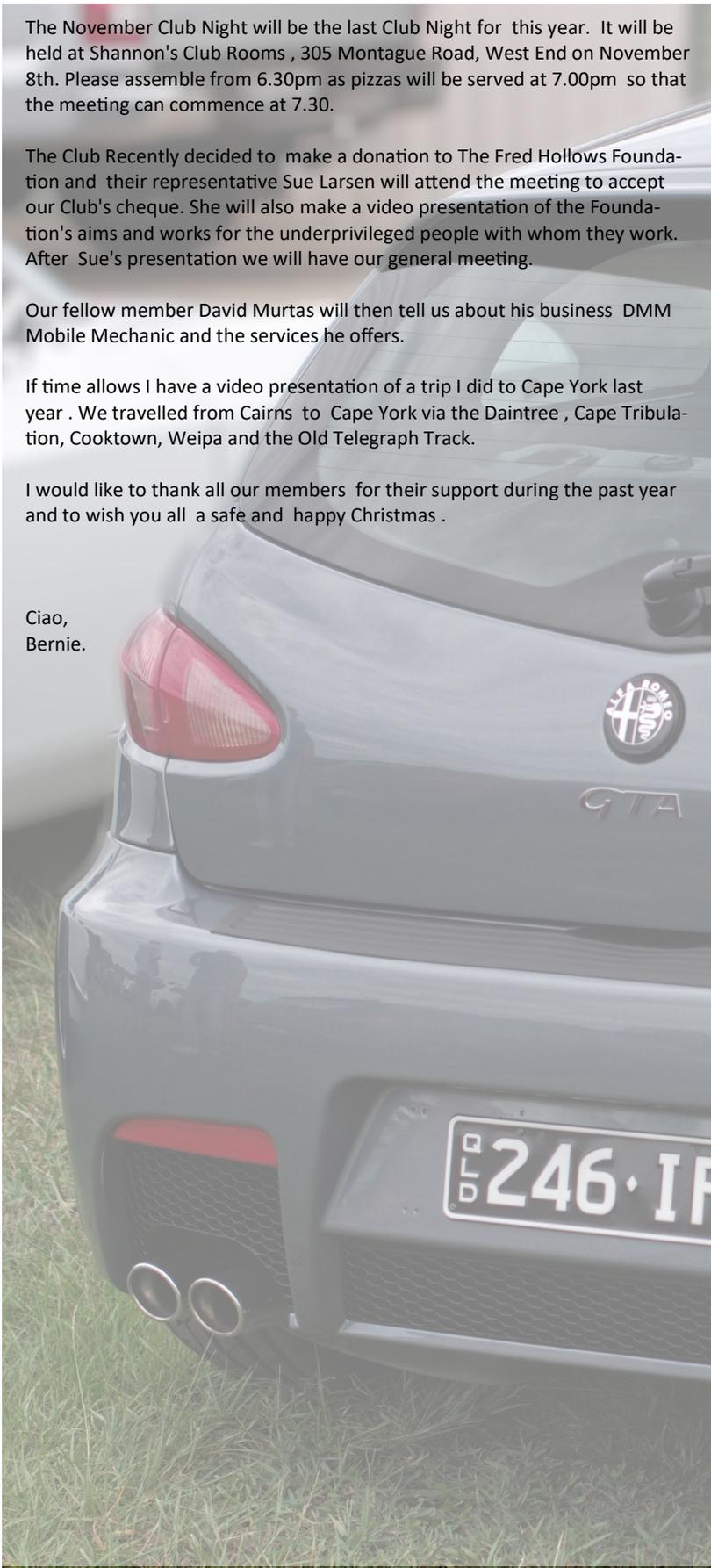
The Club Recently decided to make a donation to The Fred Hollows Foundation and their representative Sue Larsen will attend the meeting to accept our Club's cheque. She will also make a video presentation of the Foundation's aims and works for the underprivileged people with whom they work. After Sue's presentation we will have our general meeting.

Our fellow member David Murtas will then tell us about his business DMM Mobile Mechanic and the services he offers.

If time allows I have a video presentation of a trip I did to Cape York last year . We travelled from Cairns to Cape York via the Daintree , Cape Tribulation, Cooktown, Weipa and the Old Telegraph Track.

I would like to thank all our members for their support during the past year and to wish you all a safe and happy Christmas .

Ciao,
Bernie.





colin densley

MEMBRI



Your membership secretary is once again off on holiday. In between jaunts, he has found time to continue the adventure that is using sprint/regularity to find out what *really* needs repairing on a "cheap" Alfetta GTV... - ed.

The starter motor solenoid eventually failed, so off came the airbox and out came the offending culprit. The clearance required to remove the starter motor is zero. It was accomplished by a quarter turn while jiggling the starter motor, combined with a few choice words. Alfa engineers of that period had a sadistic streak when designing the engine compartment. It was sent off to the Auto Electrician for a full refurbishment and I had it refitted in time for the Sprint/Regularity at Lakeside. This went well with my best times ever.

My new tyres were doing their job. However, on the second last run I could only use 3rd, 4th and 5th gear and there was a clattering noise when I depressed the clutch. No 4th run.

After nursing it home I made some calls and determined that the thrust bearing had gone west. I am in the process of getting prices on repairs.

We also headed west out to St George and the Nindigully Pub with our camper around the 10th October. The west was as green as I have ever seen it thanks to recent rain. We ordered the \$60 hamburger at the pub. (good for 6 people). I will put a photo on facebook when I can.

We are also off on a short 8 day cruise on the 22nd October to Noumea so I am writing this early.

A big welcome to new Members this month:

Andrei and Elena Visnevskii with their 2006 Blue 147 & Red 2002 156

Jason Kresin, Melissa Winterbourne and Declan Kresin with their (his) 2017 Red Giulia Quadrifoglio

Viktoria Walch from up in Freshwater.

Ciao

Colin

Below we have Joseph Stroud and Susan Thompsons's 1998 Spider - out for a summer drive.



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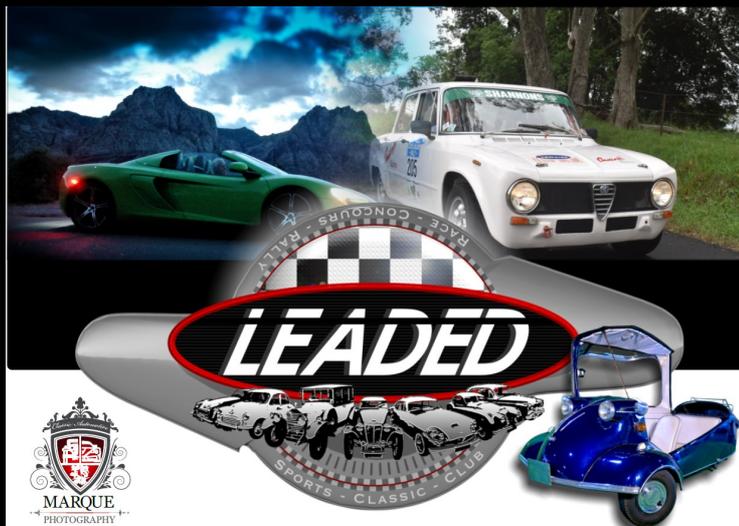
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EVENTI

NOVEMBER 2017

Sat 4	Brisbane Cars and Coffee - Turbo Drive 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

LAST DAY RUN OF THE YEAR - SUNDAY 19 NOVEMBER

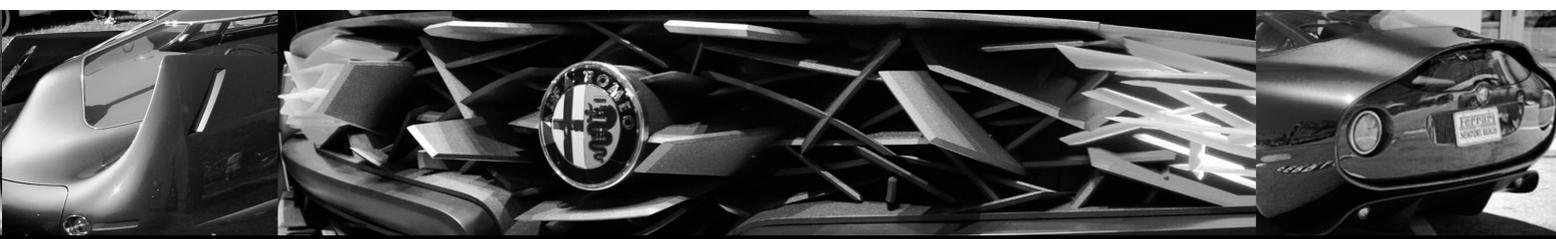
Meet at the Shell Service Station Jimboomba at 9.45am for a 10am departure. We will travel south along the Mount Lindesay Highway through Woodhill, Veresdale to Gleneagle. Bypassing Beaudesert we go through Bromelton, Coulson and Hoya to Boonah.

From Boonah we pass through Maroon and then take a detour through Barney View to re-join the Mount Lindesay Highway. It is then a straight run through Palen Creek, Rathdowney and Tamrookum to our lunch destination at the Valley Kitchen, Kooralbyn. Total distance of the run is approximately 150 kilometres.

If you are unable to make the run but would like to join the club for lunch, please be at the Valley Kitchen at 12 noon. Kooralbyn is approximately 29 kilometres south of Beaudesert.

For catering purposes, please RSVP to social@arocaqld.com no later than Wednesday 15 November.





CHRISTMAS PARTY

**DON'T FORGET TO BOOK
for the CHRISTMAS PARTY.**

**Sunday 3 December
at Tavernetta Carseldine.**

**Further details and book online at
www.arocaql.com**

2018 EVENTS

The club takes a break from organised events after the Christmas Party, until things start up again in February.

**Keep up to date on all events via email
notices and the club website
www.arocaql.com**

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





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 105 GTV Parts

New left and right door skins. | \$350 the pair | Contact: Peter, 0438391888, pjl@2la.com.au (Expires: Jan 20)

For Sale 2009 Alfa GT

Beautiful car in perfect condition. Red duco. Only done 32,500k and well looked after. Car located at Ascot. | \$10,500 | Contact: Vincent, 0411 154 199, vincentrap@hotmail.com (Expires: Jan 18)

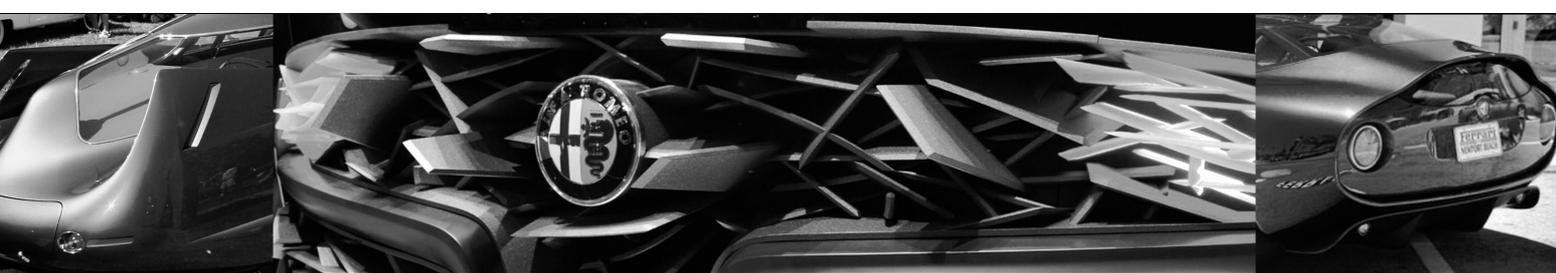
For Sale Number Plate [View Photo]

ALFALFA - white letters on green plate. Goes well with a red car to complete the Italian flag colours | \$3,000 OVNO | Contact: Tim, 0403 247 601, twaldoc@gmail.com (Expires: Jan 18)



For Sale 2008 Alfa GT

I am selling my much loved Alfa as it is surplus to my needs. Mechanically A1 with Safety Certificate. 5 speed manual, Monza kit. Car is located in in West End, Brisbane. Negotiable price for quick sale. | \$8,900.00 | Contact: Jill, 0409745866, whalley-world@hotmail.com (Expires: Jan 17)



For Sale 916 Series Alfa Spider [View Photo]

MY 2000. 2 litre Twin Spark, good all round condition. Silver with charcoal leather, cold a/c, manual roof in good condition, 149kms, belt replacement due in around 12 months. | \$2,400 ONO | Contact: Paul, 0411 592 175, bearyoungie2@aapt.net.au (Expires: Jan 17)



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. | \$32,000 (reduced) | Contact: Janine, 0409 760 679, janineferguson21@hotmail.com (Expires: Jan 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. | \$11,900 ono (reduced!) | Contact: Paul, 0411 592 175 or 07 5524 2203, bearyoungie2@aapt.net.au (Expires: Jan 15)



For Sale 1999 Twin Spark

1999 manual 2.0 litre Twin Spark. White, 126kms, new tyres, sunroof, new rear struts, spark plugs. Well looked after. Velour interior. Can email photos. Car is in Glasshouse Mts. | \$5,000 | Contact: Bill, 0407376973, bjcervara@gmail.com (Expires: Jan 12)

For Sale Alfa Romeo GTV 1750 Parts

Tonne of parts from a 1750 S1 GTV. Gauges, glass, gearbox parts, etc. Selling as one lot only

- need the garage space. | \$500 for the lot | Contact: Mark, 0437069237, Cowlis@hotmail.com (Expires: Jan 2)

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 Alfa Romeo Special Spider Factory Tool Set in Case [View Photo]

Special factory Alfa Romeo Tools for Spiders. These tools are original | \$1000 | Contact: Paula, (03) 2362 4679, dd6557680@gmail.com (Expires: Dec 4)



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)

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