

*Alfa*  
Per Sempre





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*La meccanica delle emozioni*



**OUR COVER:** Paul & Helen  
Blake's immaculately restored  
1964 2600 Sprint at a 2017 club  
event

# PER SEMPRE ALFA

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

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

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

It is assumed that authors offer all magazine contributions gratis.

**MAGAZINE DEADLINE IS THE LAST WEDNESDAY OF EVERY MONTH UNLESS OTHERWISE ADVERTISED (SEE FINALE PAGE OR WEBSITE CALENDAR).**



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# EDITORIALE

darryl green

**Y**our editor has been putting PSA together every month since September 2014. With time off for good behaviour I should be out in a few months. Oh - it doesn't work that way? Right. Volunteers you say....

Applications, from anyone who can write one, will be accepted for the post of Editor. The judges decision is final and no correspondence will be entered into - though the successful applicant may be required to solicit and cajole correspondence from club office-bearers (for their columns) and other club members (so there is actually a record of what happened at club events).

The current magazine owes a lot to those that rattled the editor's keyboard before me. Certainly Rory, my predecessor (now seems like a good time to point out that you do not HAVE to be a Kiwi to do this job, but it helps) had created a visually striking publication and established a general form that I've been happy to work within - only a small tweak here and updated content there has been needed to, I hope, keep the magazine looking fresh. But - if you have been itching to get your hands on said keyboard (and mouse) to make changes - you are very welcome to place your own stamp on it. If you would be more comfortable just "filling in the blanks" in the established template, that is fine too.

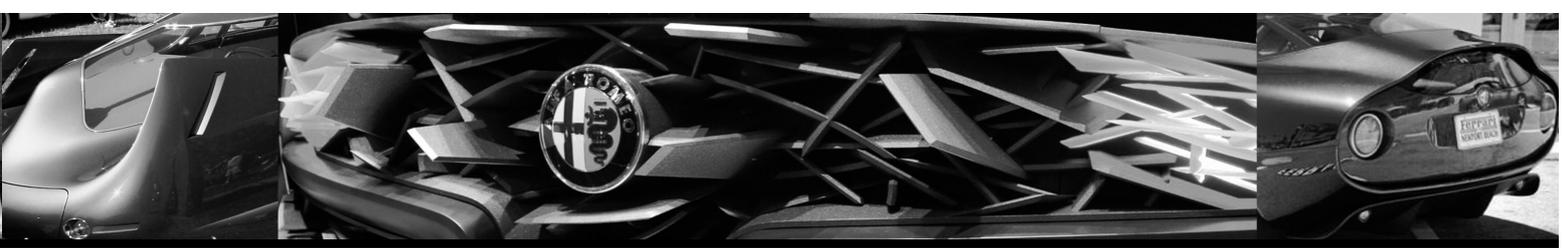
Which all leads us to the question of what skills you need, and how to get started in this role.

The answer is that the easiest transition will be if you have familiarity with Microsoft Publisher - but really, it isn't hard. General computer literacy with your choice of supporting tools for assembling content (photos and text) from contributions, the internet etc. should allow you to get the job done. But there are plenty of options, and it isn't as if the current editor is any sort of publishing expert. If you are comfortable with computer technology you will be able to get going fairly easily - and if your computer setup isn't quite up to the job or you need some updated software the position does come with a small stipend that will go some way to covering those expenses. And if you are a wiz in some other publishing package and the very thought of using Microsoft Publisher makes you cringe - that's fine too - text and pictures in, PDF out - use any tools you like in between.

Jokes about being sentenced to write sentences aside - I think Rory was editor for about three years, I've been in the post for almost four. Putting the magazine together does make a noticeable dent in your free time once a month - so if you don't know what free time is, you probably don't want the job... Nonetheless being editor is something you can reasonably easily slot into your own schedule so long as you have one. Your editor is looking to take a bit of a break from his real job, and to get a few of those other jobs done (Autodelta badges aren't any use on something with no motor in it) in the near future. He then hopes to try some new and different things to fill in any "spare time". Maybe even get to a few more AROCA events. If, for you, editing the club magazine would qualify as a new and different thing, and fill in some spare time - do we have a deal for you!

The magazine deadline is the last Wednesday in the month, placing it in the week prior to the committee meeting and two weeks before clubnight. So sometime over the weekend the





editor uploads the PDF magazine to the printers ready for them to print on Monday. That's about the end of the editor's involvement. The remainder of the distribution process is in the hands of volunteers who take care of the addressing and bagging up of the physical magazines received in bulk from the printers, and delivering them to the post office. Electronic distribution takes no more than sending off an email to the distribution list.

It does help if you have skills honed by many productive hours of searching eBay and YouTube for Alfa Romeo parts and video footage of shiny, or fast, or both Alfa Romeos. Or you could replace the surprisingly time consuming WWW page with something else - you are the editor after all. One thing you can be sure of is that it will be \*your\* magazine to produce. Of course it needs to contain the information club members depend on but beyond that (and the annual quest for a cover photo) editors have been left to their own devices to shape the magazine as they see fit.

The regular columns from the various committee members involve no more than pouring the prose provided (cat herding skills may come in handy to ensure that it is provided - especially if you want it on time) onto the relevant, relatively static pages. Some proof reading here and there doesn't go astray (we won't mention the time the editor wasn't paying attention and published a strangely familiar Presidente column - the one from the previous month) but that is about it.

An enjoyable part of the process is taking the contributions from members and forming them into something that tells a bit of a story. The big emphasis on visuals in the magazine is testament to the fact that taking a picture takes only a moment. So long as a member or two on a club run or other event takes a few photos (and sends them to the editor - a hint for any readers wondering why the Toowoomba run isn't featured in this edition) it is relatively easy to put at least a gallery together. Getting actual words to put on the page is harder - there is inevitably a write-up in Sociale or Competizione (thanks!) but it is always good to have a different perspective provided by a member who participated.

Contributions from members about their non-club Alfa Romeo related activities are also great to have. I've been lucky enough to have contributions about anything from restoration projects, through to road trips both near and far. Stories from the past, and stories lodged "live" from Italy (or Bathurst).

And then there is the editorial. If it weren't for some combination of writers block and student syndrome an editor could reasonably have a stack of these sitting in the bottom draw (or Dropbox), just waiting for the chance to publish. Or you could be like me, sitting here typing this having finished the rest of the magazine, on Sunday afternoon - desperate to be able to finally hit that "upload" button to the printers. Sometimes an idea just pops into ones head and flows onto the page. Sometimes a chance conversation or some piece of news spurs a bit more research (some painstaking, some more accurately described as "google search") to put together something that might fulfil the more classical definition of "editorial". Sometimes simply living the Alfa Romeo experience and committing the latest instalment to paper is enough. In Rory's case some combination of a mispent (and prolonged? Do Alfisti ever grow up?) youth and an overactive imagination saw him in good stead - my own repertoire of automotive anecdotes was somewhat more easily exhausted - time for some fresh blood? If you are interested in a now obligation trial (seriously - give it a go) please contact [editor@arocaqld.com](mailto:editor@arocaqld.com).



# 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-*

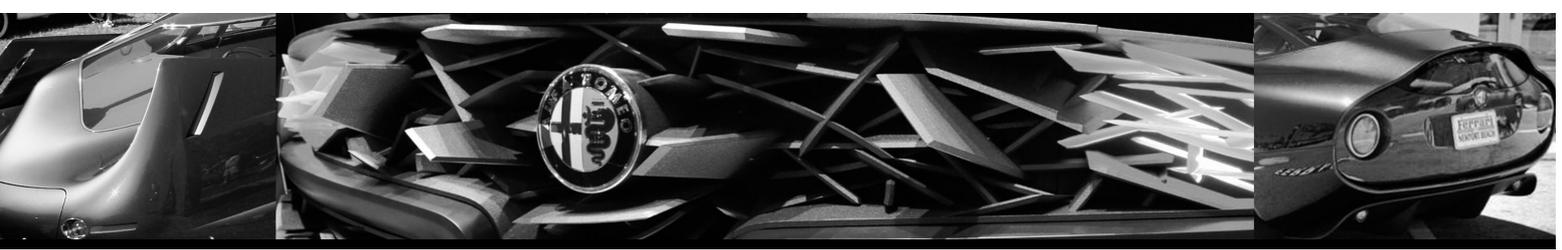
**Y**ou never know what's going to happen next in this job. You'd think that most of it would be concerned with the Competition and Social side, which form the majority of activity within the club. But occasionally it's more about the culture that surrounds the cars that we love.

However, you rarely expect that - so I was quite puzzled when the Director of Public Engagement and Learning at QPAC, Rebecca Lamoin, contacted me, wanting to engage the club in regards to Ballet! It took a while, but I eventually understood that she wanted to interview members of Milano's La Scala Ballet company (touring at QPAC in November) in Italian cars, to create videos for their website. Rebecca's job is to engage the community in regards to the Ballet, from a cultural point of view. With a very famous Italian Ballet company such as La Scala, she thought it best to promote Italian culture, of which our Alfas are a part. She herself has written a better explanation of what she's proposing - see page 23.

But my point is that we get some left field requests some times! In my short time as Prez, I've also had enquiries from photographers, people looking for Alfas, schools, people interstate, people overseas trying to sell rare parts, and even someone trying to value a 916 with only 700kms on the clock. Never a dull moment!

Alfesta 2018 was cancelled, as I reported last month. AROCA Victoria have provided information about Alfesta 2019, which should be accessible from the club website by the time you read this. It's Queensland's turn in 2020, and we're having a planning meeting on April 19th. See the Sociale column for details, but I encourage all members to come along if they believe they have something to contribute to the running of 2020. Even if you only want to lend a hand at the show and shine. Nothing is set in stone this far out, and there are a lot of options to consider as yet. So if you want to be part of the





*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*

process to select the venue and what happens Easter 2020, come along.

I'd like to re-emphasise that we're looking for a new Club Secretary from the AGM from September. A Secretary is essential under the club constitution, so we simply have to fill that role.

I'm told this is covered elsewhere in the magazine, but we are also looking for a new editor (not an elected position, so start whenever you like -ed). The Editor role provides the magazine, which is essential to the functioning of the club, and the quality of the magazine in recent years adds a lot of value to members.

In addition, our new Club Night Coordinator, Graham Bredhauer, has had changes at work which means it will be difficult for him to reliably continue in that role for a while.

So if you have ever wanted to contribute more towards the club than you are now, here are three opportunities! Please contact myself or anyone on the committee (or maybe the incumbent - ed) if you have any interest, so that we can help you decide if it's for you.

Till next month,

Ciao!

John Anderson

# NEWS - speculazione



There are no Alfa Romeos listed in Mecum Auctions Indy 2018 catalogue . But there is something that could still be an indicator of the future of motoring. I wonder if Elon Musk will be bidding on this lot - the first car to feature (at least in combination):

- Collision avoidance braking system
- Hands-off driving (the steering wheel was removable )- the car could be driven using central joystick/yolk and by remote control.
- Integrated phone and a large screen in the centre console

(remind you of anything?)

Oh - the thing in the centre of the back seat is a refrigerated cocktail bar - a feature strangely missing from Tesla products, but perhaps due for a comeback once they have those pesky self driving bugs ironed out.

This is the Golden Sahara II - a custom that was constructed in the mid '50s and, after almost a decade during which it remained a futuristic drawcard appearing at car shows, in Movies (Cinderfella) and on magazine covers, it disappeared back into the home of Jim "Street" Skonzakes for whom the car had been built. It has only just emerged from that 50 plus year hibernation.



While the Alfa Romeo Sauber team did about as well as could be expected (not very) in the opening F1 race of the season in Melbourne, things are looking better for Alfa Romeo in the 2018 British Touring Car Championship. The first race of the season isn't until 7th April at Brands Hatch, but Rob Austin set fastest time in pre-season testing at Donington Park on 27th March. As with F1, it's dangerous to read too much into testing results - but as Rob said:

*"There are a few balance issues with the car which we have been working on so to put the car P1 and me to still know that there is more to come gives us an air of confidence heading into the opening weekend of the season... This is the best position I have ever been in in my BTCC career starting a season. .. Everything on paper said that the car would oversteer so for me to get into it for the first time and it was trying to kill me every time I turned the wheel was a relief, because we were right. Since then we have been engineering the car and finding the sweet spot in it. It doesn't feel right yet but we are getting there."*



Three Tipo 33s and Three Legendary Drivers  
<https://youtu.be/qhgxCILGkQ8>



Casino Giulia Stelvio Plant (not all robots)  
<https://youtu.be/E7TfoZd6bzk>

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!



Another Legend (the engine Dougie, not you)

<https://youtu.be/nKaCxfY3d7g>



island on Facebook



Your chance to enshrine (or destroy) yet another misspelling of Alpha Romero

US\$7.99

Place bid



Is a 33/2 Speciale in the wrong box worth more or less than a 33 Periscola in the right box?

US \$26.52

Place bid



GAT 4850 Alfa 1.9 & 2.4 Diesel cam lock tool.

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Place bid



Will Alfa Romeo branding improve your performance? Hasn't yet worked for Sauber.

US \$100.00

Place bid





# SOCIALE

john anderson (until someone else volunteers)

It's a moot point given that you'll get this after Easter, but it's worth an explanation: despite my thoughts in the last mag, we decided that we wouldn't run a replacement event for Alfesta here. "All too hard" is the honest reason. Getting last minute accommodation at Easter time would be nigh on impossible, and given so few were originally planning on going to Alfesta (which is why it was cancelled), most would have probably made other plans anyway.

The good news is that AROCA Victoria have released their information for Alfesta 2019 - see page 17 for details or visit the AROCA Queensland website for a link to the Alfesta site. In short, Alfesta will be on the Mornington Peninsula to the south-east of Melbourne. Those who have spent time in the region know that this is one of the favourite weekend get-away spots for Victorians, full of scenery, beaches, wineries, art galleries, etc. As 2019 is AROCA Victoria's 50th anniversary, they will pull out the stops to deliver a really good Alfesta, so check it out and go if you can.

Looking further ahead, Queensland is having our own Alfesta in 2020 (less than 2 years away!), so we need to continue the process of organising it. The next Alfesta 2020 organisation committee meeting will be on Thursday April 19th, starting from 7pm at my place, 118 Carrara St Mt Gravatt East (unless someone with a better place volunteers). All members are welcome to come along and shape what we do in 2020. And we will certainly need lots of hands to make it a success, so if you want to be a part of that, let me know that you want to come as soon as possible.



In the past month, we had one Sunday run up at Toowoomba on March 18th. I did the recce run in pouring rain, so it was a complete contrast to have clear sunny skies on the actual day! It was pleasing to see so many attended, with a lot of locals, but quite a few from Brisbane running up the range to join us, and the Earls made the long trek from the Gold Coast, which was most impressive. In total there were 24 (from memory) participants, including a Ferrari which enhanced our group. We did a loop around to the north of Toowoomba, travelling over the picturesque Perseverance Dam, and the Darling Downs in general. The trip ended up at the Meringandan pub, who's staff worked hard for us, and delivered really good value meals. It was a great day.

In April, the first social event is a visit on Sunday, April 22nd to the Bim Bam Gallery of Indigenous Art (46 North Quay, Scarborough) starting at 5pm, followed by dinner at the Moreton Bay Boat Club, which is a short walk from the gallery. Many thanks to members Danny and Barbara Newland for inviting us to view their gallery. Every event that the club organises is for every member of the club, but we particularly want to encourage those who have joined in recent times and might have not yet come to any event to come along to this, and meet the rest of us. Whatever you want out of the club, you'll get it through interaction with club members. So if you're new, come along and see what you are now a part of. And if you're not so new, come along and show the newer members what a great club they've joined.

The following Sunday (April 29th), the Beaudesert Rotary Club has invited us to participate in their Scenic Rim Rotary Observation Run, to raise funds for charity. This is an early start (7:30am), and the start is in Beaudesert. So if you want to go and you don't live close to Beaudesert, take that into account. The run is should take less than 4 hours including a morning tea stop. The finish venue is a surprise, but there is a BBQ lunch for the driver and one passenger included in the entry fee (proceeds goes to various charities). Any extra people for lunch costs \$10.00 for anyone over 15. Under 15 year olds free. RSVP - Mark Jackson on 0413122839 or [competition@arocaql.com](mailto:competition@arocaql.com) by Friday April 27th. More information on page 17 of the magazine.



On Sunday May 20th, I'll be leading a run through the Scenic Rim. We'll start at Purga Nature reserve at 840 Middle Rd Purga at 10 am. We'll head south using the back roads to Aratula, then a short stint on the highway before turning off towards Clumber. Ultimately, we'll end up at the Scenic Rim Brewery (898 Reckumpilla St, Mount Alford) for a platter lunch.

The following Sunday (May 27th) is the Sports and Classic Car Festival, otherwise known as Mac's Bridge, at the Queensland Rifle Association Belmont Range, 1485 Old Cleveland Road, Belmont. This annual car show attracts around 400 classic cars of all shapes, sizes, nationalities and ages, so it's a petrolhead's paradise! You can show your car as part of the Alfa group, or just come along and have a look. AROCA Club member, Tony Nelson, will again be co-coordinating our participation in the event. If you are intending to display your car, please contact Tony ASAP so he can keep register your interest and keep you updated: [midweekdrives@arocaql.com](mailto:midweekdrives@arocaql.com). More information on the Maclean's Bridge website: <http://macleansbridge.com/index.php/macleans-bridge> or see flyer on page 17 of the magazine.

Looking past May, we have the Club's Birthday run in June (thanks to Rob and Shirl Grant for organising), and a run in July through the Numinbah Valley in the Gold Coast Hinterland organised by John Ryan and Graham Bredhauer (thanks guys!). So put those in your calendars.

See you at the next event!

JA



# COMPETIZIONE

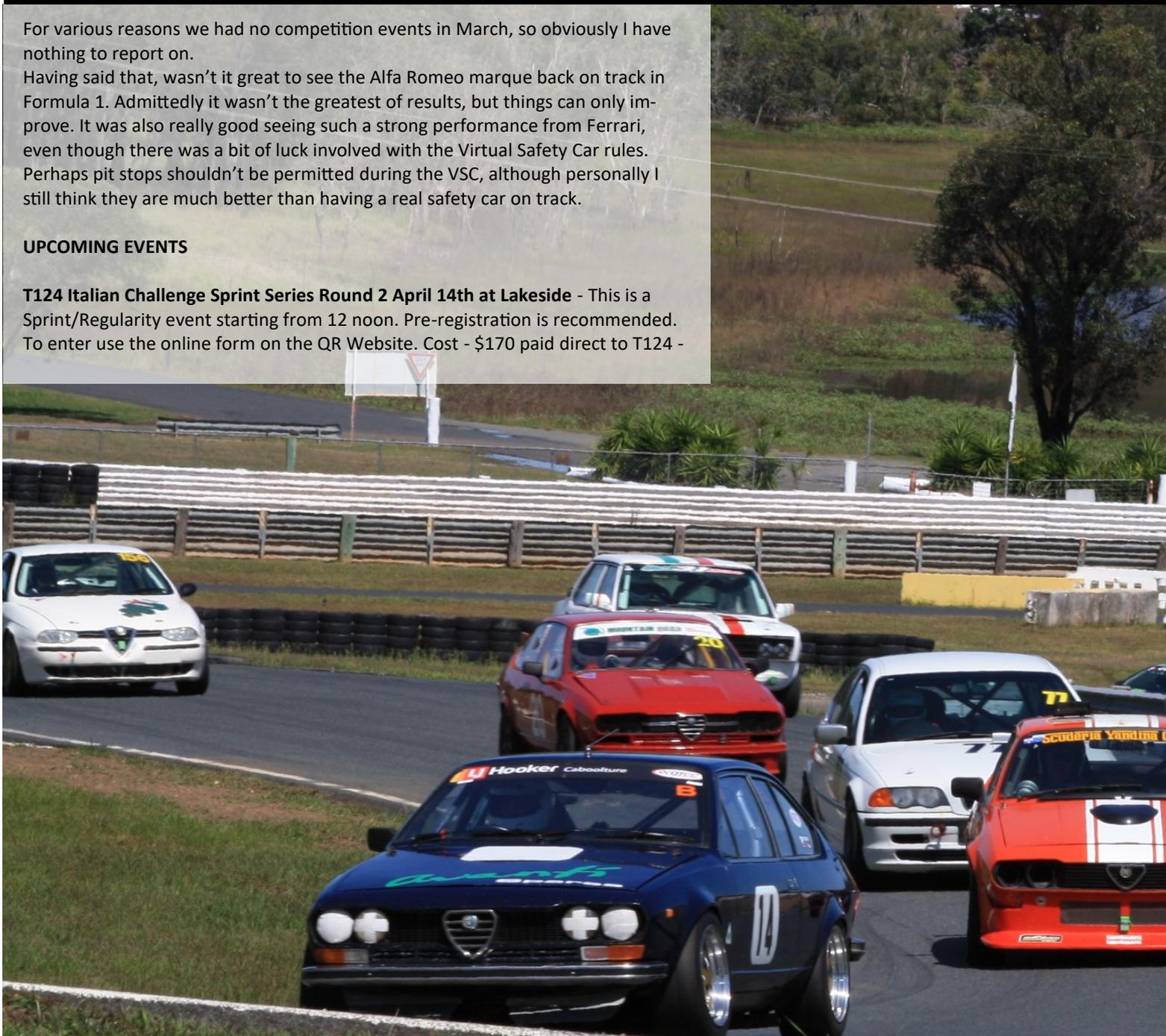
mark jackson

For various reasons we had no competition events in March, so obviously I have nothing to report on.

Having said that, wasn't it great to see the Alfa Romeo marque back on track in Formula 1. Admittedly it wasn't the greatest of results, but things can only improve. It was also really good seeing such a strong performance from Ferrari, even though there was a bit of luck involved with the Virtual Safety Car rules. Perhaps pit stops shouldn't be permitted during the VSC, although personally I still think they are much better than having a real safety car on track.

## UPCOMING EVENTS

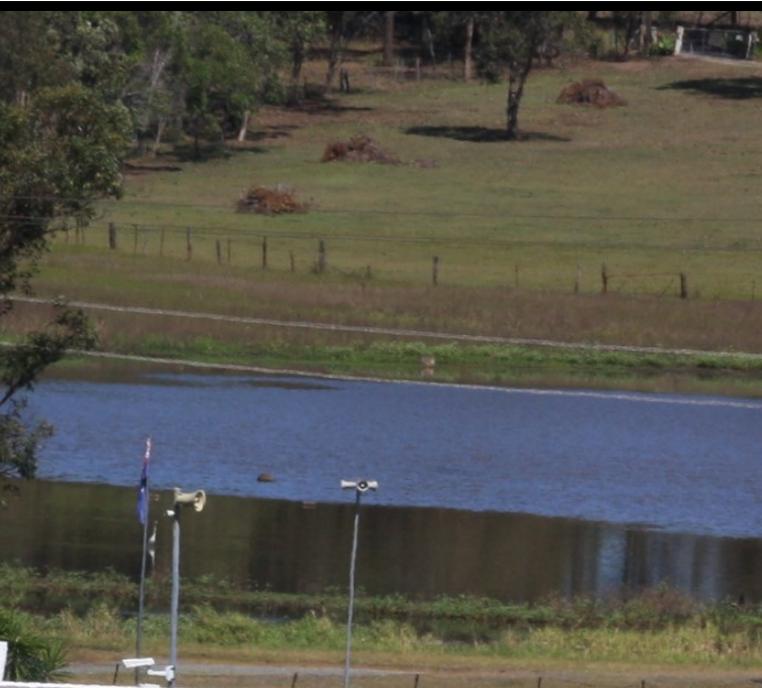
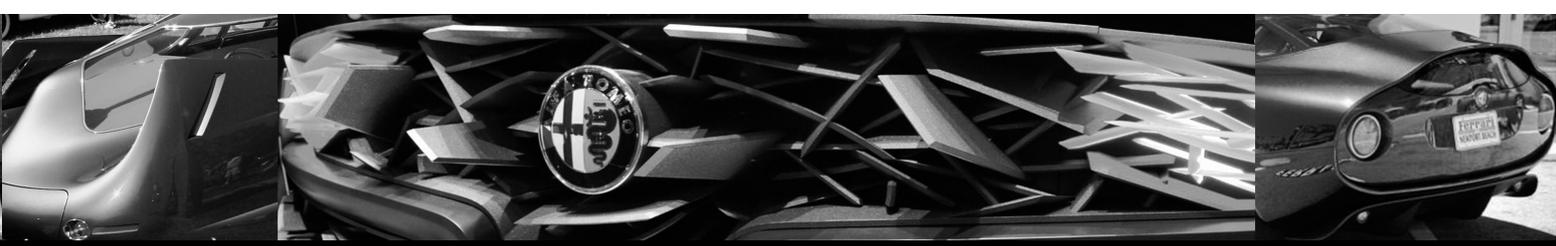
**T124 Italian Challenge Sprint Series Round 2 April 14th at Lakeside** - This is a Sprint/Regularity event starting from 12 noon. Pre-registration is recommended. To enter use the online form on the QR Website. Cost - \$170 paid direct to T124 -



<https://t124.com/shop1/>

**T124 Italian Challenge Race Series Round 1 May 5th/6th at Qld Raceway** - Round 1 of a 4-round series open to all Italian marque cars. Enter online via the QR website - <https://qldraceways.com.au/secure/members/login.php> Entry fee \$330 paid direct to T124 - <https://t124.com/shop1/>

**Supersprint B Series Round 2 May 12th/13th at Morgan Park Warwick** - This consists of 6 to 8 timed 3 or 4 lap runs of one of the various Morgan Park configurations. Pre-registration is mandatory for this series.



**T124 Italian Challenge Race Series Round 2 June 2nd/3rd at Lakeside** - Round 2 of a 4-round series open to all Italian marque cars. Enter online via the QR website - <https://qldraceways.com.au/secure/members/login.php> Entry fee \$330, paid direct to T124 - <https://t124.com/shop1/>

**Supersprint B Series Round 3 June 16th/17th at Morgan Park Warwick** - This consists of 6 to 8 timed 3 or 4 lap runs of one of the various Morgan Park configurations. Pre-registration is mandatory for this series.

For more details on any of these events contact the AROCA Competition Secretary at [competition@arocaqld.com](mailto:competition@arocaqld.com) or 0413122839

See you at the track

Mark Jackson



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*La meccanica delle emozioni*





Alfa Romeo Owners Club of Australia (Victorian Division) presents

# ALFESTA 2019

Alfa Romeo Club Nationals  
in conjunction with AROCA 50<sup>th</sup> anniversary



**Mornington Peninsula Victoria**

Wine & Dine, Observation Run, Show & Shine, Gala Dinner

Easter 19<sup>th</sup> - 22<sup>nd</sup> April 2019

All info: [Alfesta2019.alfaclubvic.org.au](http://Alfesta2019.alfaclubvic.org.au)

## 2018 MAC'S BRIDGE Sports & Classic Car Festival

Proudly supporting



### SUNDAY 27TH MAY

Join us for our annual car show in idyllic surroundings with excellent catering and trade displays at the Qld Rifle Assoc Belmont Range  
1485 Old Cleveland Road, Belmont

(see reverse for location map and directions)

#### FURTHER INQUIRIES

Mike Taylor: 0417 193 611  
Geoff Johnson: 0413 734 977  
Murray Clark: [murrayclark1@bigpond.com.au](mailto:murrayclark1@bigpond.com.au)  
Or visit: [www.macleansbridge.com](http://www.macleansbridge.com)

#### ENTRANCE FEES

Display car, driver & one passenger: \$15.00  
Extra passengers: \$10.00 each  
Visitors (including parking): \$10.00 per car  
Children under 12: FREE



Activities for all sports and classic car enthusiasts. Proudly presented by the Triumph Sports Owners Association Queensland for the enjoyment of all sports and classic car club members and enthusiasts.



Presented by Rotary Clubs of Beaudesert, Boonah, Fassifern & Jimboomba

## Scenic Rim Observation Run

Sunday 29th April 2018

Where

Jubilee Park Beaudesert, McKee St car park. The run takes about 4 hours including morning tea stop but the finish is a surprise and there's a BBQ lunch included



### On the Day

From 7.30 for a start at 8.00 then you will be given clues for your adventure.

### Bonus Points For Creativity

Team Names and Costumes Judges are open to all forms of flattery and love chocolate.

### Registration

Cost: \$30 per car includes lunch for driver and one passenger. Extra people for lunch \$10 for over 15 year olds

Register on Facebook or email [beaurotary@outlook.com](mailto:beaurotary@outlook.com) phone Mark 0413122839 or David 0434209595

FINISH





Top of the mountain in the morning



Alfesud at Dead Horse Gap

# ALFASUD ROADTRIP

by alan leahy

It was still dark and quite cool as we joined the short queue at the entry gate. Through security and tickets scanned, we hurried past the darkened displays of exotic cars and joined the throng at Porsche corner. By 5.45am the eastern sky was lightening and the rolling grid of over 50 cars thundered over the start line - the 2018 Liqui Moly Bathurst 12 hour was underway! The spectacle of night racing is something special. Throughout the day, we watched a field of highly desirable makes and models (although no Alfas), compete in close quarters seeking their best result. Thundering Bentleys and Mercedes, wailing McLarens and Ferraris and howling Porsches lapped the Mt Panorama circuit for hour after hour. The race was punctuated by a high number of pace car interventions and the expected close fight to the finish was thwarted by a final incident, resulting in an early finish. A little disappointing, but still a great day!

Our journey from Brisbane had taken us down the New England Highway to Muswellbrook where we headed west along the Bylong Valley Way, through Rylstone and Kandos and into Bathurst from the north. This road was tight and twisty, ideal for any Alfa Romeo, even a 1979 Alfesud Sprint.

Race weekend completed, we continued southwest, through hot and dry country, passing Cowra, Young and Cootamundra, heading for the western end of the Alpine Way. Originally built for access to the Snowy Mountain scheme, the 108km Alpine Way links Khancoban in the west to Jindabyne in the east. Khancoban to Thredbo is particularly tight and windy - some more classic Alfa roads! We stopped over at Thredbo, and took the opportunity to walk up Mt Kosciuszko, Australia's highest peak. Continuing east we arrived at Bega, then continued up the coast to Sydney where we visited our daughter and family. Another highlight nearby was the Gosford Classic Car Museum - again no Alfas! Past Newcastle we turned onto Thunderbolts Way, another enjoyable country drive, through to Uralla, then back up the New England Highway to home.

Over two weeks, the Alfesud performed without drama, averaging 7.2 l/100km for the 3700km tour, although it did use some oil. During the trip it ticked over 300,000km, so the odometer reset again (photo - odometer with zeros)). All in all not a bad effort for a low mileage car, over 38 years old!



Pre-dawn warm-up lap



warm-up lap

Spectacular line-up



# COMPETITION GALERIA

photos from doug stonehouse, darryl bell



# FIORAVANTI'S ALFA

## What Chiti wants Luraghi gets



REPRODUCED with permission from VELOCE TODAY [www.velocetoday.com](http://www.velocetoday.com)

Looking at the 33/2 Coupé Special, take the time to savor the moment and let your eyes to explore the details of a very special car that has the flavor of an artistic creation, enhanced by the yellow color to the sensual lines of the body. In the late sixties, Ferrari commissioned Pininfarina to do a study of new car with advanced aerodynamics. To design the car, Pininfarina chosen the young Ing. Leonardo Fioravanti, because he was young, had ideas, and even more had a mechanical engineering education at the Politecnico di Milano where his studies were focused on aerodynamics and car body design.

The result was that a short time later, Pininfarina created one of the most beautiful Ferraris of all time, the 250 P5. Revealed at the 28th Geneva motor show in 1968 on the Pininfarina stand, the Ferrari 250 P5 won immediate acclaim for its futuristic design. Built on chassis number 0862, the two-seat coupe used the three-liter V12 engine. During its debut was painted in white, and later was repainted in red.

Immediately the 250 P5 was a great success with the public, a success that was confirmed everywhere the car was shown, from Washington to New York, to Los Angeles and San Diego, and other cities all over the world. Ferrari then expressed his intention to display the P5 at the Italian GP in Monza but then the idea was abandoned as Ferrari dealt with financial woes and labor issues. In December of the same year, Autodelta's Ing. Carlo Chiti, was very impressed by the Maranello's car, and thought that the P5's body could be used to dress a new version of the 33 'Stradale'.

As it became public knowledge that P5 was not to be a part of Ferrari's future, an unusual request came to Enzo Ferrari from his longtime friend, Dr. Giuseppe Luraghi, Chairman of Alfa Romeo. Luraghi asked Ferrari, "If Ferrari was not to continue the development of the P5, would he cede the project to our company to develop further?" Since the ties that bind went back decades, Ferrari granted the request. Luraghi had the permission to use the 250 P5 design for the construction of a prototype that potentially could have been made in a small series. After having obtained the permission of Ing. Ferrari, on February 10th 1969, Leonardo Fioravanti began to work on the new project, which involved the use of the chassis 750.33.112 of the 33 Stradale series, on which the V8-engine with a displacement of 1995 cc (78 x 52, 2 mm) derived from the 33/2 racing car was mounted. This engine was a vertical 90° V8, block and cylinder





The Ferrari 250 P5 Pininfarina (Photo Credit Archivio Pininfarina)

## story and photos by Roberto Motta



heads made in light alloy, had two valves per cylinder, two chain-driven overhead camshafts. Powered by Spica indirect fuel injection, it produced 235 hp, and was combined with a 6-speed gearbox, all synchronized, + reverse.

Fioravanti's work was eased by the technical similarities between the Ferrari and Alfa Romeo chassis. In fact, the wheelbase of the AR 33 had structural dimensions very similar to the Maranello car; its wheelbase was 2350 mm and front and rear track widths of 1350 and 1445 mm respectively. The car weighed 720 kg, was 4060 mm long, 1800 mm in width and the height was 980 mm. It was calculated that was able to reach 260 km/h.

When the work was finished, the only noteworthy differences between the two bodies were the adoption of an additional air intake, to better cool the car. The front lights, now consisting of two circular headlights with iodine, were inserted in the front wings, and were characterized by a system of mechanical movements, acting on a lever, which turned the headlights on transverse axis to bring them into operating position for night use.

The cockpit practically maintained the same characteristics as the Ferrari model, while the central and rear part of the car featured the mudguards with slat-free air intakes, which convey the air flow to the engine compartment and the brake cooling. The rear part of the car, which took on a less futuristic appearance than on the P5, featured a large rectangular grille, shielded by a thin metal mesh that favored the exit of the air from the engine compartment. And finally the car adopted rear light units protected by a small and light bumper, which also served as a license plate holder.

The 33/2 officially debuted at the Paris Motor Show, but unfortunately, despite the great success of the public Fioravanti's Alfa would never come into production with this configuration. Joined by the same fate the Ferrari 250 P5 Berlinetta speciale and the Alfa Romeo 33/2 'Speciale Coupé' thrilled the fans and visitors of every salon they were exhibited, but never took the streets of the world and are a testimony of a brave stylistic project. Now, more than forty five years after their design, the courageous lines of the '33/2', can be seen in Alfa Romeo Museum at Arese.

A DAY IN THE COUNTRY

# PEAK CROSSING

Sunday 26th August 2018



WELCOME  
PEAK  
CROSSING  
TOWNSHIP



The E+F Type Register of the Jaguar Drivers Club of Qld, along with The Rotary Club of Fassifern Valley, invites Alfa Romeo Car Club members to join us at a Charity Day on Sunday 26th August 2018 at Peak Crossing from 10am onwards.

Neil and Jenny Summerson have again invited us to use their property for this event with funds raised going to The Rotary Club of Fassifern Valley.

This is a unique opportunity for selected car clubs to mix with other like minded car enthusiasts, without general public, to view a spectacular range of cars whilst supporting a great charity.

Rotary Club will be serving refreshments including morning tea (the lamingtons are scrumptious) and a bbq lunch at nominal cost. Your support of their efforts is greatly appreciated.

A mobile coffee van will also attend.

Entry fee at the gate will be a donation of \$20 per car.

Please RSVP before **Tues 31st July 2018** to:

Contact: **Tony Nelson**

Email: **eandftyperegister@gmail.com**

In your acceptance please advise the vehicle you will attend in, year of manufacture, colour and how many participants.

You can expect an email reply mid-August confirming your acceptance.

Entry is restricted to 200 cars on a first come basis. An early reply ensures you don't miss out on this great event and we look forward to your acceptance as soon as possible.

**Please help us keep this event exclusive by not disclosing the address.**



# TALKING ITALIAN

## – CONVERSATIONS IN CARS!

Rebecca Lamoin - director public engagement and learning at QPAC, contacted the club in an effort to find vehicles and drivers to participate in an interesting project, as she explains below:

Queensland Performing Art Centre's (QPAC) International Series bring the world's finest arts companies to perform exclusively in Brisbane. As well as jaw dropping performance on stage, audiences and communities can connect with the ideas, themes and artists through a curated program of conversations, exhibitions and masterclasses. Since 2009, visitors from all over the country have travelled to see companies from the United States, Cuba, Russia, Germany, England and France. In 2018, it's Italy's turn as the famed Teatro alla Scala Ballet Company makes its first visit to Australia.

The Ballet Company of Teatro alla Scala is one of the oldest and most acclaimed ballet companies in the world, with roots dating back centuries to the 1778 inauguration of the world's most celebrated theatre in Milan. On this first visit to Australia and bringing its 115 strong company (including 75 dancers) La Scala Ballet will perform two iconic productions - *Don Quixote* and *Giselle*.

Based on the classic Cervantes novel, Rudolf Nureyev's *Don Quixote* is one of the signature pieces of La Scala Ballet Company and transports audiences to a bright and enchanting Spain filled with gypsy dances, matadors and windmills. In contrast, *Giselle* is a hauntingly beautiful tale of unrequited love, betrayal and redemption that moves between sunny village life and a terrible kingdom inhabited by spirits.

One of the key projects in development ahead of the November season is *Talking Italian - In Conversation Series*. *Talking Italian* will explore various aspects of historical and contemporary Italian culture across disciplines as diverse as fashion, food, sport, art, religion and design. The team at QPAC is keen to take a leaf out of Jerry Seinfeld's book and film the conversations taking place in a series of beautiful Italian cars. Over the coming months they will be looking for Alfa Romeo owners interested in being part of the Series and driving around Brisbane while the interview takes place in the car. Both car and driver will feature in each 2-3minute video which will be hosted on QPAC's website and used widely in connection with the 2018 International Series.

**If you're interested or would like to find out more, please contact**

**Emma-Kay Price at QPAC on 3840 7480 or [emma-kay.price@qpac.com.au](mailto:emma-kay.price@qpac.com.au)**

*2018 QPAC International Series  
Teatro alla Scala Ballet Company  
7-18 November 2018  
[qpac.com.au/lascala](http://qpac.com.au/lascala)*





# DIRTY WHEELS II

by bazz

## Technology can trip you up

As with most automotive enthusiasts, many Alfa owners like to do much of the day to day maintenance of their cars themselves. However, with the onward march of technology, cars are becoming more and more computerised and complicated. Even tasks that were once considered simplistic in the past now exceed the abilities of most home mechanics.

## The Simple Oil Change

In the past one could just take any Saturday morning, get under the hood and change the Air filter, plugs, oil and oil filter, start her up and feel most satisfied with a job well done. All you had to do was make sure that the filters and plugs were of the correct type, the plugs were gapped right, the oil was of the correct specification. AND you hooked up the Computer Diagnostic suite and reset the oil parameters in the Engine ECU..... Eh? What?

Yup, that's right. If you own a 159 Diesel or 1750Tbi, any Giulietta, Giulia or 4C you need to reset the oil change monitoring parameters when you change the oil. (Oh crap I hear you say?) And no, it's not just to reset the Oil Level indicator in the dash. It's much more than that, and if you don't have it done, it can cause trouble.

In the Petrol engines it resets all the adaptive parameters related to the oil quality from the control unit. In cars fitted with Multi-Air engines, oil quality is critical in these engines, and not using the correct spec oil or having the oil monitoring system not function correctly can lead to the Multi-Air unit getting gummed up and throwing tantrums.

With the diesels, resetting the oil parameters is necessary every time the engine oil is replaced, and when the 'low oil pressure' led blinks in the dashboard.

Why? As your Diesel drives along, soot builds up in the DPF (Diesel Particulate Filter) When the soot gets to a certain level, it carries out a DPF Regeneration. This means that extra fuel is injected into the engine so that it doesn't burn in the engine itself, but passes into the exhaust and then the DPF, where it burns at extremely high temperatures. This basically incinerates the soot and cleans out the DPF. The problem is that some of this extra diesel fuel gets past the pistons and into the engine oil, degrading and thinning it. You can well imagine the results if this condition becomes too severe.

## Sensors, Sensors, everywhere bloody Sensors!

With the newer Alfas, most of the sensors require a reset or recalibration on replacement somewhere along the way. Even the most humble of sensor, the MAF needs to be reset when replaced in some of the cars. And you thought technology was supposed to make things simpler!

## Wait for it!

Before you think about running down to your local Autobarn or jumping on eBay to buy a generic scanner tool, it's very unlikely that it will do the job. You usually need a dedicated Alfa diagnostic suite to do the job properly.

## Don't Panic!

Please understand, this article is not intended to be part of some subversive terror campaign to scare you to into spending more money than you must, but instead to make people aware that there are hidden things going on in those electronic shadows. Being unaware of them can lead to some very time consuming, if not expensive, problems.

It might also explain why replacing that little part the other week didn't quite fix the problem, or made another problem appear elsewhere that wasn't there before. Sound familiar?

I do believe in the faint distance I just heard a concerto of "Ahhhhhh".

Baz





Cut-away MultiAir engine showing the passage from the solenoid valve that controls the flow of high pressure oil to actuate the inlet valves, to the inlet valve mechanism. And you thought the oil was only there to lubricate the engine.

Tricky stuff.

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# CLUB NIGHT

graham bredhauer

We had 20 members in attendance for our March club night to listen to our guest speaker Barry Putee from On The Spot Alfa. Barry was obviously highly experienced in the servicing and repairs of Alfas and he focused his talk on myth busting some of the folk stories that have been handed down through the ages. I for one don't believe the suggestion that this was simply a clever deception to give reason to tie up Mark Jackson, (if you don't know what I am talking about, see what you missed!).

The biggest myth in my mind that Barry busted was that Alfa's are lemons. Soon after buying my first Alfa GT I went into a news agency and was looking through the various car magazines, as you do, and I came across this magazine titled something along the lines of "Greatest Lemons Of All Time". And what car's photograph do you think was cover center page. It was an Alfa 159. Inside they listed multiple problems with the 159, with their troublesome electronics topping the charts. As my GT shared a lot of the same DNA as the 159, including the troublesome electronics, I started thinking what have I done? However having been an Alfa owner for 10 years now and having owned 2 GTs in that time, I now just don't get what people who say such things are on about?? Is it that I have just got lucky and purchased the only 2 Alfas in the world that weren't lemons??? It was reassuring to get confirmation from Barry, someone who works on Alfas on a daily basis and still remains passionate about the brand, that this myth is well and truly BUSTED!!!!

Thanks Barry for an enjoyable and informative night.

The next club night is on the 11th April at Brisbane Alfa Romeo, 123 Breakfast Creek Road, Newstead. It is hoped that the new Stelvio will be in the showroom, so the people from the dealership can tell us all about it. Please assemble from 6.30pm. The Club will provide pizzas and drinks from around 7.00pm and we aim to start the meeting by 7.30pm. Please note that there is no onsite parking, only street parking available. Also, there are roughly 25 chairs on site that will be available for us to use on the night. We are anticipating 25 to 30 members on the night, so it may be wise for a few of us to throw in a fold out chair to guarantee enough seats. I look forward to seeing you all then.

Ciao  
Graham





colin densley

# MEMBRI

## *Benvenuti a tutti*

March has been a slow month for me Alfawise. Which is good - I only had to fix an exhaust bracket.

I have had this knock on the back left-hand side ever since I purchased the car and had checked to clearance of the exhaust and muffler a couple of times and all was where it should be. I therefore thought it must be the bushes on the rear suspension. As I did not know the technical names for the different sets of bushes I asked Doug Stonehouse to tell me what I should be ordering.

He had a quick look under the car and said the bushes were okay, however, there were marks on the exhaust pipe just above the axle. It was caused by the transverse link centre connection hitting it when going over even minor bumps. This was far away from the area I had been inspecting. After a bit of manipulating and adjustment all was fixed.

We are going to China and Japan in April so I shall be handing over the reins once again to Jude.

Welcome to new Members this month:

958 Leandri and Melt Juta with their Red 2015 Giulietta 1400

959 Josh Klein with a 1976 Alfetta 1.8L

Ciao

Colin






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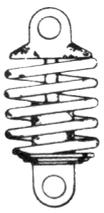
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# EVENTI

## APRIL 2018

Wed 11	Members' Club Night - Alfa Romeo Brisbane 123 Breakfast Creek Rd Newstead
Sat 14	T124 Italian Challenge Sprint Series Round 2 - Lakeside Raceway, Dakabin
Sun 22	New members' welcome - Bim Bam Gallery and Moreton Bay Boat Club
Wed 25	May Magazine Publishing Deadline - --
Sun 29	Beaudesert Rotary Observation Run - Beaudesert and Environs

## MAY 2018

Sat 5	T124 Italian Challenge Race Series Round 1 Day 1 - QR, Willowbank
Sun 6	T124 Italian Challenge Race Series Round 1 Day 2 - QR, Willowbank
Wed 9	Members' Club Night - Shannons, West End
Sat 12	Supersprint B Series Round 2 Day 1 - Morgan Park Warwick
Sun 13	Supersprint B Series Round 2 Day 2 - Morgan Park Warwick
Sun 20	Scenic Rim run - Willowbank to Spicer's Gap
Sun 20	David Hack Classic 2018 - Spitfire Street, Toowoomba Airport, Toowoomba
Sun 27	The Sports and Classic Car Festival - AKA Mac's Bridge - Belmont Rifle Range

## UPCOMING EVENTS

Wed 11 April: Meet the new Stelvio at Alfa Romeo Brisbane - 123 Breakfast Creek Road

Sun 22 April: Enjoy Art and Dinner plus meet the (new or old - whichever you aren't) members - Bim Bam Gallery and Moreton Bay Boat Club

Sun 29 April: Beaudesert Rotary Observation Run. A bit of fun and a BBQ.

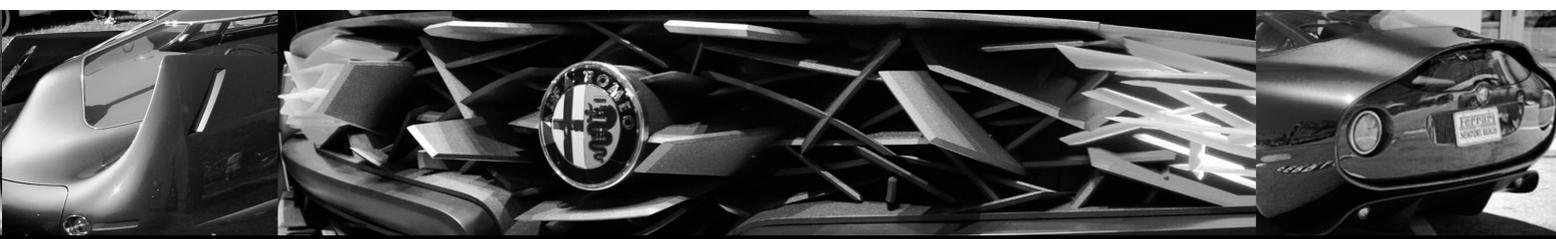
For the latest updates on these and other events see the club website [www.arocaqld.com](http://www.arocaqld.com)

## JUNE 2018

Sat 2	T124 Italian Challenge Race Series Round 2 Day 1 - Lakeside Raceway, Dakabin
Sun 3	T124 Italian Challenge Race Series Round 2 Day 2 - Lakeside Raceway, Dakabin
Wed 13	Member's Club Night - Shannons, West End
Sat 16	Supersprint B Series Round 3 Day 1 - Morgan Park Warwick
Sun 17	Club Birthday Run - TBA
Sun 17	Supersprint B Series Round 3 Day 2 - Morgan Park Warwick
Wed 27	July Magazine Publishing Deadline - --

## JULY 2018

Wed 11	Members' Club Night - Shannons, West End
Sat 14	T124 Italian Challenge Sprint Series Round 3 - QR, Willowbank
Sun 22	Numinbah Valley run - TBA
Wed 25	August Magazine Publishing Deadline - --
Sat 28	T124 Italian Challenge Race Series Bonus Round Day 1 - Wakefield Park NSW
Sun 29	T124 Italian Challenge Race Series Bonus Round Day 2 - Wakefield Park NSW



### AUGUST 2018

Wed 8	Members' Club Night - Shannons, West End
Sun 12	Bellthorpe Range Run - Caboolture to Palmwoods
Sun 26	T124 Italian Challenge Sprint Series Round 4 - Queensland Raceway, Willowbank
Sun 26	A Day in the Country Charity Day - Peak's Crossing
Wed 29	September Magazine Publishing Deadline - --

### SEPTEMBER 2018

Sat 1	Supersprint B Series Round 4 Day 1 - Morgan Park Warwick
Sun 2	Supersprint B Series Round 4 Day 2 - Morgan Park Warwick
Wed 12	Club Night (AGM) - Shannon's, West End
Sun 16	Run to the Barn - Redbank to Flagstaff Creek
Wed 26	October Magazine Publishing Deadline - --
Sat 29	T124 FOIM Regularity - Lakeside Raceway, Dakabin
Sat 29	T124 Italian Challenge Race Series Round 3 Day 1 - Lakeside Raceway, Dakabin
Sun 30	T124 Italian Challenge Race Series Round 3 Day 2 - Lakeside Raceway, Dakabin



### OCTOBER 2018

Wed 10	Alfa-Fiat Bocce Challenge Bocce Club, adjacent to Spencer Park, Newmarket
Fri 12	Stanthorpe Weekend Away Day 1 - Stanthorpe
Sat 13	Stanthorpe Weekend Away Day 2 - Stanthorpe
Sun 14	Stanthorpe Weekend Away Day 3 - Stanthorpe
Sun 14	Festitalia 2018 - Spencer Park, Newmarket
Sun 21	JH Classics Day - JH Classics, Yatala
Wed 31	November Magazine Publishing Deadline

### NOVEMBER 2018

Sat 3	T124 Italian Challenge Sprint Series Round 5 - Lakeside Raceway, Dakabin
Sun 11	Gold Coast Hinterland Run - Gold Coast Hinterland
Wed 14	Members' Club Night - Shannons, West End
Sat 17	T124 Italian Challenge Race Series Round 4 Day 1 - Lakeside Raceway, Dakabin
Sun 18	T124 Italian Challenge Race Series Round 4 Day 2 - Lakeside Raceway, Dakabin

### DECEMBER 2018

Sun 2	2018 AROCA Christmas party - TBA
Mon 3	Committee Meeting - TBA
Wed 5	December Magazine Publishing Deadline - --



# 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.

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

## Wanted Club Race Car

Looking for a club race car for this season for my son to campaign. No real preferences so let me know what you've got sitting in the shed and how much you'd like for it. Would need to be ready to race or not far from it as I don't have much time for prep. | \$Negotiable | Contact: George, 0416067224, george.brook@commsecservices.com.au (Expires: Apr 7)

**For Sale 2000 Alfa Romeo Spider** [View Photo] Special edition gold colour. Excellent condition for it's age. No expense has been spared maintaining this car. Only 97 000 km's. Full service history. Selling this car feels like selling a child, but unfortunately it's time to get something more practical for my job. | \$8,500 | Contact: Sam, 0437 276 780, sam-shepmusic1@gmail.com (Expires: Jun 30)



## For Sale 2006 Brera

2 door, 2+2 Coupe. 2.2litre JTS motor. 4cyl. Petrol. 6 speed manual gearbox. Monte Carlo Blue with Navy/Tan leather trim. Panoramic glass roof with electric sun blind. 58,000km. Rego current to 07/18. | \$13,000 | Contact: Margaret, 0428640624, ramsmith@bigpond.com (Expires: Jun 27)

## For Sale 2009 Brera

[View Photo] Remember the airport billboards when these were new? I just HAD to get one. Brera is the modern day 105 coupe - the style, the driveability, an absolute future classic. My car is a 2009 model, in Misano Blu with Charcoal/Grey leather trim. This car has done a genuine 56,000km. It is very tidy, very comfortable and drives beautifully. It has the 2.2litre JTS motor with 6 speed manual gearbox, quite powerful enough to be a fun drive. Buy this and enjoy a modern classic now. | \$15,500 | Contact: Ian, 0412 720 234, hylandian47@gmail.com (Expires: Jun 20)



## For Sale 3 X Alfa GTV

(1) 1976 Alfetta GT, twin 45 webbers, tuned extractors, bilstein shocks, 15 inch Bathurst globes, f'glass body kit, good upholstery, 2 pac paint. No rust, good driver. (2) 1981 GTV 2000 ready for reno to be completed. All rust removed, engine out. This is very straight car, full Zenda body kit (side skirts etc). (3) 1979 GTV donor car - rusty but complete. 2.5 V6 and transaxle and all running gear, seats from Alfa 90. Many collectibles as well. One package the lot. They have to go. | \$9,900 o.n.o. | Contact: Russell, 0429933575, rsdoyle@bigpond.com (Expires: Jun 19)

## For Sale Personalised Rego Plates

QLD rego number 00105 - 1 normal and 1 slim-line in red with white letters to suit 105 series Alfa. Was on our 1975 spider; now have 939 spider. | \$550.00 | Contact: Neil, 0412012763, gs\_ndc@dodo.com.au (Expires: Jun 15)

## For Sale Brera Spider Convertible

[View Photo] A beautiful 2007 build 2009 compliance 2.2 JTS Selespeed twin spark. In original as new condition. Only travelled 42,725kms. One owner. Meticulously looked after and driven on occasional weekends and to Alfesta events including Tasmania. Looks spectacular in Grigo Touring (dark metallic silver) with Charcoal and grey leather trim. Rego current to 09/18 | \$21,500.00 | Contact: Warren, 0424155513, janespence@y7mail.com (Expires: Jun 7)





**For Sale 1984 Alfetta GCL**

Excellent condition throughout. recent ring gear replacement and starter, reco steering rack, new doughnuts. Car presents well in silver and has nil rust. The motor is strong with compression of 175 on each cylinder and nil oil consumption. the carpet has been renewed as has the headlining. This vehicle has two sets of wheels: Momo 15 inch black powder coated mags and also a full set of Campagnolo wheels. Air con has also a reco compressor and is working well. Drives like new . | \$10,000 ono | Contact: Wayne, 0497301762, paddy-cat1@outlook.com (Expires: May 18)

**For Sale Alfa 75 3.0 1989 5sp manual** [View Photo]

This car is in excellent condition. It has been my daily driver and has been serviced regularly by Richard Anderson of Avanti and more recently by Automotion. Over the past twenty years it's owners have been Rowan Jackson, Lindsay Granger, Michael Lew and myself. Registered with current Safety Certificate supplied. Thorneside QLD. | \$14,500 | Contact: Martin, 0438186820, martin@teamrace.com.au (Expires: May 13)



**For Sale 156 Monza V6 Manual** [View Photo]

2002 model with 152k Kms. Rare & desirable model. Log books, service history, receipts, most recently serviced by On-The-Spot Alfa. Recent work includes upper & lower front control arms, A/C, thermostat, rear discs & pads, cam sensor, diagnostics etc. Red with Black leather. Interior excellent some scratches/wear on paint and a dent on the rear guard near the fuel filler cap, but still presents well. New Pirelli P7's. Inspection welcome. | \$4,995 | Contact: Peter, 0438741702, peterh105@outlook.com (Expires: May 5)



**For Sale Afetta Superlite Wheels** [View Photo]

Alfa Romeo Alfetta GTV Performance Superlite Wheels. Set of four 6x15 Superlite, in excellent condition. | \$600 | Contact: Alan, 0414 871871, cathalan@broadhurst.net.au (Expires: Apr 27)



**For Sale Alfetta BWA Wheels** [View Photo]

Alfa Romeo Alfetta GTV original BWA wheels. Full set of five 15x6 wheels, in reasonably good condition. | \$300 | Contact: Alan, 0414 871871, cathalan@broadhurst.net.au (Expires: Apr 27)



**For Sale 156 Dash Mat** [View Photo]

Shevron Brand, grey "Dash Mate" for 156. (Photo indicative only) | Free | Contact: Clare, 0413838417, clare.cappa@gmail.com (Expires: Apr 25)



**For Sale 2005 156 Sport Wagon Ti 2L**

194,000km. Registered. New tyres and front brakes. All original. | \$Reasonable Offers | Contact: Robert J., 0428989740, boblinnane@gmail.com (Expires: Apr 21)

**For Sale 156 Sedan - 2000 model**

Quick sale. New tyres. Unregistered, silver, black leather seats, 4door. 4 cylinder. Auto. Nice looking duco, great little car. All original in and out. Located Bundaberg area. | \$2,300 | Contact: Stuart, 0457181400, stueynme@gmail.com (Expires: Apr 5)

**For Sale Giulietta QV** [View Photo]

2011 Giulietta QV 72XXXkm. Just had full svc incl timing belt and pump. 6sp manual with almost perfect white ext, full glass roof and black interior. Integrated TomTom GPS and all the usual goodies these came with. Only selling to go travelling, I'll be looking for another when I return. | \$16,000 ONO | Contact: Adam, 0438 980 259, ahunter@oceanicshipping.com.au (Expires: Apr 1)



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*Ciao!*

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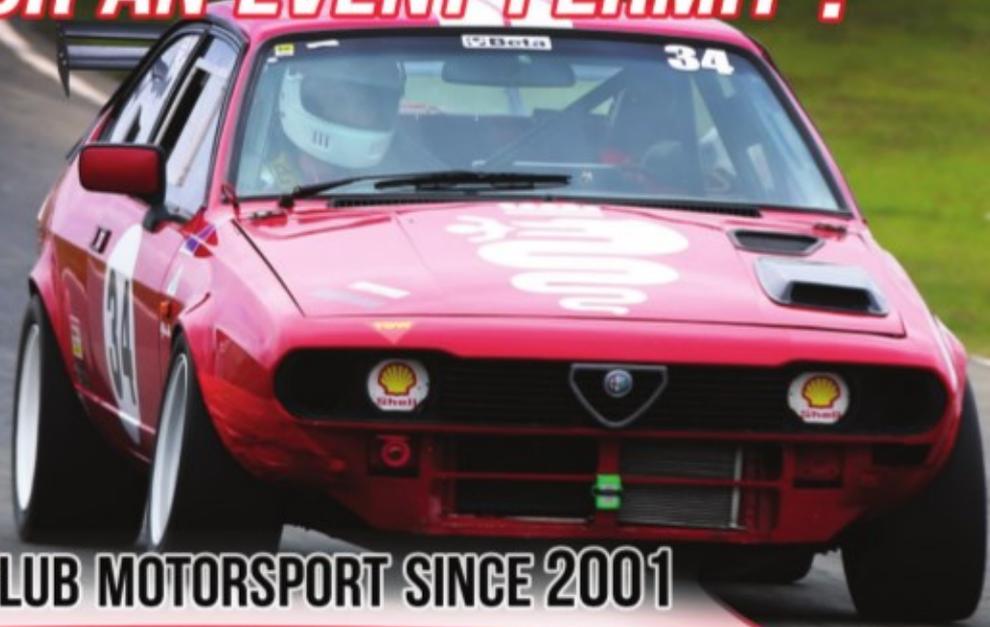
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