

*Alfa*  
Per Sempre





# BRISBANE'S NEW HOME OF ALFA ROMEO IS HERE.

## VISIT OUR BRAND NEW SHOWROOM IN NEWSTEAD.

Alfa Romeo has returned to Brisbane under new management and in a brand new showroom. Located in Newstead, our new dealership offers all new Alfa Romeo models in the comfort and convenience of our café and lounge, plus official Alfa Romeo servicing for all models with genuine Alfa Romeo parts and approved technicians. We offer special service and parts pricing, priority service bookings and courtesy vehicles to Club members on all scheduled services.

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123 Breakfast Creek Road, Newstead.  
Tel (07) 3853 0111.  
[brisbanealfaromeo.com.au](http://brisbanealfaromeo.com.au)

*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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Ken and Kim Percival  
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Garry Spowart



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

I'm still waiting for that stream of eager applicants for the job of editor to start emailing or phoning me - if you are interested - please do. If you have been unsure just what the job entails - read on. And if you have any questions, please ask. The editor's role has been done by people with a lot of different backgrounds over the years, not many of them (certainly not the incumbent) with a background in copywriting or page layout. If you can drive a computer to produce something (be it facts and figures, a story, a picture or an engineering drawing) or would like to learn - you are qualified.

**The Tools of the Trade.** Any desktop or laptop **computer** produced in the last few years should do the job so long as it has a reasonable amount of memory (8 GB is fine, you may have problems with less) and a decent (I would recommend 1920 x 1200) screen resolution. If like me your eyesight isn't what it once was, a large screen helps so you can actually see the full page layout in reasonable detail. Yes, I have edited the magazine on a laptop with a small screen, but no, I wouldn't recommend it without a very good screen and equally good eyesight (or glasses). The software I've been using is all Windows based - which isn't to say you couldn't use something else. The hardest to replace would be Microsoft Publisher, not because it is particularly good (it isn't) but because it is near impossible to directly convert/move content from it to anything else (in editable form). If you have the skills and the will to recreate the magazine layout with another tool I'll do what I can to help. If you use Publisher, the transition should be much easier, especially if you don't have experience with the tools.

**Microsoft Publisher** - if you just want to pick up the magazine as is - that's what it is done with. If you have never used it before, don't worry - it's pretty simple.

**Microsoft Excel** - you could use other tools - but tabular information like competition results gets contributed in this form. Also handy for importing tabular data from the web - like the event calendar.

A general purpose **image editor and a photo editing tool** (handy for things like blurring images to go behind text, adjusting contrast etc). There are various options free and paid.

**Notepad** - yes really. Text that is cut and pasted from sources as diverse as email bodies, web sites, word documents all contains formatting ranging from fonts to cunning use of tables for layout. The first step I take is to remove any formatting by pasting from the source into Microsoft Notepad. Notepad can't represent the formatting so conveniently removes it. While there I'll do some other minor tidy-up (removing line breaks and other traces of layout left behind in this process before selecting the whole notepad plain-text to paste it into a pre-existing text box on the relevant magazine page. The text flows to fit and takes on the existing font, leaving only some final massaging of font size etc to make it fit perfectly. There are other ways to do this step, including directly pasting into publisher and reformatting there. But trust me - you probably don't want to do that.

**A New Edition** starts from a template copy of the Publisher file (one that has the standard content elements for pages that don't change much like the contents, each regular column, the page headers, advertisements etc). However, if you are like me you will find yourself remembering to edit something (like a committee member's contact details, or updating an advertisement) in the middle of putting an edition together, or you will run a promotion for a major event a few months in a row - so often I'll just copy last months publisher file and delete the content that doesn't carry over. Every few months I do go back to the template and do updates.

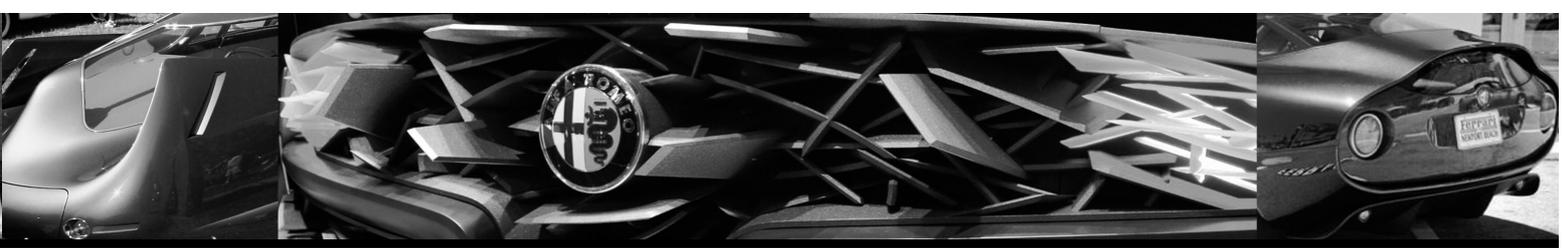
The template copy of the magazine is kept in a folder that also has other, largely empty, subfolders with names like "Articles", "Events", "Advertising", "Columns". I copy this whole empty folder tree and rename it to something like psa201806. This means I can progressively fill up the folders with content as it comes in during the month (haha - I mean during the days after the deadline). It also means when I am done for that month I still have the content (including any that didn't make the cut or could be re-used - like photos that are good for backgrounds or can be cropped to use in page headers) in the previous months' folders to go back and grab if needed when putting later editions together.

**Most content arrives by email.** Even though I get all mail to editor@arocaqld.com forwarded to my personal email account automatically, I find using the club webmail service to organise mail by moving emails for the next edition into a folder creatively called "Current Issue" helps avoid missing things. Then I just go through the "Current Issue" folder downloading attached pictures and text into the folders I described above. Ideally (that is, if contributions were all in by deadline) this would be a simple process where I'd do that move "in bulk" once a month...

**The regular columns are easy.** Some just send them as the body of an email. Some attach them as word documents. Either way, the first step I take is to remove any formatting by pasting from the email/word document into notepad (see above) before selecting the whole notepad plain-text and pasting that into the text box that already exists (from the template) on the relevant magazine page.

**The Calendar updates by magic.** Excel spreadsheets are able to use website tables as data source. So to get the latest calendar from the AROCA Queensland website into excel I simply load the calendar spreadsheet (it's another file kept in the template folder) and hit "refresh". The most manual step is removing the committee meeting entry from each month (and, being manual, it's





the step I miss every now and again - just to see who is paying attention). I also take event details from the website event details pages and sources such as club night and social columns to provide one spot to look for the key details of upcoming events.

**Jacko provides the competition results** by email as spreadsheets. These are pretty easy to import (it just takes a bit of reformatting to remove borders, change fonts etc).

**News and WWW are up to the editor.** Sometimes I get emails with links to news items (thanks - I don't credit these but they are very much appreciated) that I use on these pages, but mostly it's just me wasting time on the web.

I have a few favourites saved as news sources (including FCA's press site) but also resort to google. The same goes for favourite YouTube channels. Trawling eBay involves using a pretty broad search for "Alfa Romeo" then adding "-spark plug" etc to remove the noise. Luckily Facebook is easy - thanks to everyone who posts pictures and especially to Steve Bowdery for both a lot of photos and curating other contributions and sources. The WWW and News pages are a product of my interests as much as any method. The new editor might want to replace this content with something completely different - there is no rule saying that the magazine must have a WWW page, much less that it should include a list of random eBay tat.

**Paid Advertisements** from our club sponsors are fixed size so there isn't a lot of flexibility in layout. Usually, at the start of the advertising year, I'll try to tile all the advertisements to fill complete pages. Where that isn't possible I'll strategically place a few smaller advertisements on pages containing other recurring content (regular columns, results). This gets incorporated in the template layout and it is then easy to ensure that advertisements don't get left out. Sometimes it's necessary to move a few advertisements around to make space for other content that does not fill pages (like special event notices) but things revert to the template for each new issue.

**The Classifieds section is simply copied from the website** as text and the photos copied separately. There is a bit of adjusting column widths and cropping of photos to try to make it all fit neatly but it is a pretty quick process.

**Articles and Event Reports - Content is King.** Well - maybe not in the way Bill Gates imagined it - in the new internet it is often free and contributed by the same groups that view it but essential to keeping people interested and connected. So those interests and connections can be sold. Your club magazine operates rather similarly. Only it doesn't sell interests and connections, it just provides a way to share in a group that is already known to have common interests. And connects by delivering information from the club to members. By far the most liked content in the magazine is that which is contributed (shared) by you, the members. Please keep it coming!

**Pictures are great.** Everyone looks at the pictures. If you do take photos at an event (not necessarily even a club event - anything with an Alfa in it is fine) just send them to the editor by email (at full size/resolution please!) or use your preferred method of web "sharing" photos with editor@arocaqld.com.

**Please do feel free to contribute words** as well as, or instead of, pictures. It is always better to hear from participants, rather than only hearing from event organisers, or the "regulars". If you are concerned that you might be treading on toes, or that someone else is already writing an article - don't be - but to be sure - just ask the event organiser. Chances are they will be very grateful for any input.

It is worth noting that while your editor sometimes actually attends events - and that potentially provides some content - this is far from a sure thing. It is definitely not part of the editor's job. Don't think that as editor you need to be at every event to gather content, or that if you go to an event you need to be snapping photos and conducting interviews.

**There are other content sources.** On occasions I buy photos from professional motor sports photographers and on occasions they provide them for free. I also have a few contacts with some overseas/international electronic publishers that cover Alfa and other historic events and vehicles that have been gracious enough to allow use of their stories or pictures.

**Putting it all Together. Most articles and event reports are very image centric.** I start by just pouring the story text into a text box to get an idea for what space it needs, and importing a lot more pictures than I think I'll actually use so I can move them around, scale crop etc to get a layout that works. Often this uses a photo as a background for everything else - it makes it really easy to accommodate a bit more or a bit less without a major change of layout. This includes squeezing an advertisement or notice on the page along with the usual content.

Some shuffling, a few changes of mind, shifting some text boxes and other photos around to hide /reveal parts of the underlying picture (not forgetting a title) and it is done.

I think I've only once tried the topologically impossible act of producing a magazine with a number of pages that isn't a multiple of 4. This isn't a disaster - it's just a way of providing you, the reader, with somewhere to make notes...

None of this is difficult especially if you have a 2 page "timeless" article ready to slot in to get to the magical multiple of 4. And, if a story won't fit, there's always next month.

The regular column writers are pretty good at providing content that is good to go (except for the editor) and the overall standard of contributions has been high - so it's not a huge burden proofing the written word. Publisher provides some checking for silly errors (design rule violations) like having chopped off the text at the end of an article, or having content that isn't visible (is under something else) or off the page. I run through a short checklist before hitting the "export" button to produce the pdf and then do a read through/check of the resulting pdf (and/or a printed copy of it) which is, in practice, the most effective way to catch errors.



# 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-*

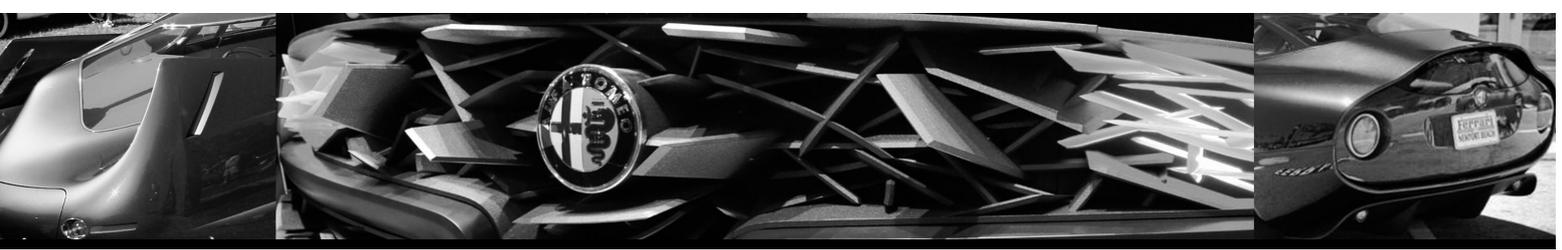
**A**s I covered in my Sociale column, I was privileged to recently meet some members from the parts of our massive state who aren't in the south east corner. I would love to hear from more members outside of the SE corner, and to explore with them (and the committee) ideas for our club somehow organising events in their area.

Unfortunately Queensland isn't Victoria or Tasmania, where every part of the state is just a few hours drive away. But it has many attractions to make up for that! We're not trying to only service the south east, it's just easier to do that. Our club is for ALL of Queensland, but has to operate within the realms of practicality. So for the club to do more for others in the state, we'll need your help. If you want the club to do more in your area, let me know on [president@arocaqld.com](mailto:president@arocaqld.com), and we'll talk.

If you've been to an Alfesta, and perhaps you went to our last Queensland Alfesta in 2014, you'll know what a special and enjoyable event they are. But they are, of course, a club event, that happen only with the help of club members. And we will need quite a few members volunteering to help out. So we're very grateful for all those who have already volunteered, and many thanks to you all! But there's always room for more. Our next planning meeting will be a week after club night, on Wednesday June 20th, from 7pm at my home, 118 Carrara Street Mount Gravatt East. If you want to come along and help with the planning, or just help during Alfesta itself in 2020, let me know on [president@arocaqld.com](mailto:president@arocaqld.com).

For our club to continue to serve the members in the way that we do, or to have any chance of providing better service to members, we need a committee full of people taking care of things, and delivering club services in a way that not only maintains membership, but which attracts new members. We've had a great committee in the last few years, full of great people doing their bit to help you enjoy your club experience. But everyone is a volunteer, giving up their time within their individual circumstances, and every member who enjoys the club should be grateful to those who do so. Being a volunteer also means that people giving their time are also free to stop doing so as their circumstances change. And as I've written before, at the next AGM in September, Karen and Darryl Green (our current Secretary and Editor) are exercising that





*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*

right to take the opportunity to go on other adventures for a prolonged period of time. Both Karen and Darryl have provided service to the club at a high standard, which has greatly benefited the members' club experience. Apart from thanking them for the service to the club that they have provided, I'm sure all members would like the club to continue at the same level that Karen and Darryl enabled during their time in those roles.

Hence, we're looking for a new Secretary and Editor from the AGM in September (not so far away). And with Graham Bredhauer having to cease his role as Club Night secretary from June due to new responsibilities at work, we need to fill that role too. The club is by the members for the members, so if you have any interest in any of these roles, let me know on [president@arocaqld.com](mailto:president@arocaqld.com), or talk to Karen ([secretary@arocaqld.com](mailto:secretary@arocaqld.com)), Darryl ([editor@arocaqld.com](mailto:editor@arocaqld.com)) or Graham ([clubnight@arocaqld.com](mailto:clubnight@arocaqld.com)) about what's involved in their roles. We're particularly keen on getting someone ASAP to start taking over the Editor's role, because it'll give you a couple of issues to go through all the technical aspects with Darryl before he goes.

As with all roles on the committee, and as I've experienced myself, the rest of the committee (and others in the club) will provide you with all the support and advice that you need to successfully complete these roles. The committee has some very experienced people on it, and they'll be able to provide you with whatever you need. So you will never be left out on a limb. The committees of some clubs have the reputation of being the personal empires of certain committee members, which make those committees hell to be on. Having been on our committee for some while now, I can testify that is not the case, and I don't think anyone who tried to make it such an empire, or who didn't pull their weight would be very successful, due to the experience of other committee members. It's a fun and supportive group, which make the business of running the club a delight. So be a part of it!

Ciao  
John Anderson

# NEWS - speculazione



The Alfa Romeo Pandion built by Carrozzeria Bertone for the 100th Anniversary of Alfa Romeo in 2010 was sold at auction in Milan for 500,000 Euro, about twice the pre-auction estimate. The Pandion project was done to a very tight timetable to get the car ready for the 2010 Geneva Motor Show. The car, built on an 8c Competizione chassis, not to mention the boots and remainder of the outfit worn by the model presenting the car at the Geneva show, was designed in a month. The one month development time meant that various sensors were left disconnected when the car was delivered to the show circuit so the vehicle runs in limp-home mode with a top speed of only 80km/h. The buyer of the car received not only the car, but various design drawings along with the boots and jacket. Model not included. If the buyer was hoping the car would go as fast as it looks she may be disappointed.



As reported previously, Rob Austin in a Giulietta set the fastest time. in British Touring Car Championships pre-season testing at Donnington Park back in March. With a few races under his belt the car has proven to be competitive, but getting a good qualifying time and holding position in the races has proved, perhaps not unexpectedly, difficult. After 9 races with placings of DNF, 6th, 3rd, 15th 21st , 11th, 16th, 13th and 16th consistency has been elusive and while lap times have shown that top 10 positions are possible, they have been increasingly hard to achieve. For BTCC results and information visit <http://www.btcc.net>



4:52 / 7:14



Tipo 33 Stradale - What a Sound

<https://youtu.be/OJXJr-jtit8>



0:00 / 5:06

Everything you never wanted to know about the Arna

<https://youtu.be/AmMpQrRZve4>

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!



Italian Challenge at Queensland Raceway  
[https://youtu.be/pE\\_8OJNf34A](https://youtu.be/pE_8OJNf34A)



nsland on Facebook



Le Alfa Romeo di Vittorio Jano Fusi Ferrari Borgeon 1982 from the private library of Barry Lake

AU \$543.92

Place bid



1958 Lancia Parozinin - One off spaceframe chassis mid engine Lancia B21 V6, Alfa Romeo front suspension, brakes, steering. Fully Restored.

GBP 13,211.00

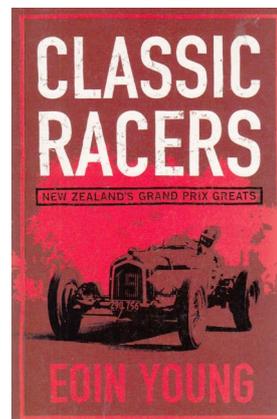
Place bid



Alfa Romeo 156 GTA, FIA WTCC 2006 Photo, signed by Gianni Morbidelli

EUR 15.00

Place bid



New Zealand's Grand Prix Greats Signed by Author Eoin Young McLaren, Hulme, Amon and Ganley all competed in Formula One. Ex-Formula One cars including Tazio Nuvolari's P3 Alfa Romeo and Ferrari's 4.5-litre debut Grand-Prix winner were raced by Ron Roycroft;

AU \$100.00

Place bid





# SOCIALE

john anderson (until someone else volunteers)

# M

ost Queensland Alfisti live in the south-East corner of our state, but there are a few members further afield who are just as passionate about their Alfas. While in Cairns for my cousin's wedding a couple of weeks ago, I had a wonderful dinner with two such members. Sim Hayward, who with her late husband bought a 105 GTV new in the mid 70s, and Greg Wilson, who has had many Alfas over the years.

We had dinner in town at Belloccale Italian restaurant, which dispelled all doubts about the availability of good Italian cuisine in Cairns - and there were apparently several other options as well. We spent the night talking about Alfas, business, the local community, and a tantalizing rumour that someone from Sydney moved to Cairns years ago with a genuine 105 GTA...

It was great to meet Sim and Greg, and I hope to have the opportunity to meet more members further afield in the future. If only we could get enough members there to start running events...

Coming up on the Social calendar is our now annual Birthday run on Sunday June 17 to celebrate the club's 43rd birthday. Many thanks to founding members and stalwarts of the club, Rob and Shirl Grant, for organizing. Gather at 9.30 am for a 10.00 am start at Amart furniture carpark, corner of Gympie Rd and Todds Rd Lawnton. We will travel via Dayboro, Woodford, Maleny, and finish at the General Store in Witta for lunch ([www.wittageneralstore.com](http://www.wittageneralstore.com)). Weather permitting we can park our cars on the grassed area beside the General Store. Duration of the run is approx. 2 hrs including a comfort stop at Cruice Pk. If you would like to arrive early at the start, for a coffee, the Wheelhouse coffee, which is next to Amart, is open from 8.00 am. RSVP to [social@arocaql.com](mailto:social@arocaql.com). In your reply please include your car, number of members and mobile number.





On Sunday July 1st, I'll be leading the postponed Scenic Rim run. Starting at the car park of the Purga Nature reserve (put 840 Middle Road Purga in your GPS) at 10am for a 10:30 departure. We'll take the back roads down through Peak Crossing and Harrisville, with a short jaunt on the highway before turning off to skirt the beautiful Lake Moogerah, then... to a lunch venue yet to be disclosed (so watch your emails closer to the date). As always, please RSVP to [social@arocaqld.com](mailto:social@arocaqld.com).

Later in July on the 22nd, we'll be holding the Numinbah Valley run. John Ryan and Graham Bredhauer are organizing this, and haven't yet confirmed details with me, but I believe that they're planning a run similar to the very popular run we did during Alfesta 2014, where we ran down the Numinbah valley, over the border, and ended up at Flutterbies at Tyalgum. That's to be confirmed though... RSVP to [social@arocaqld.com](mailto:social@arocaqld.com).

See you at the next event!  
John Anderson



# COMPETIZIONE

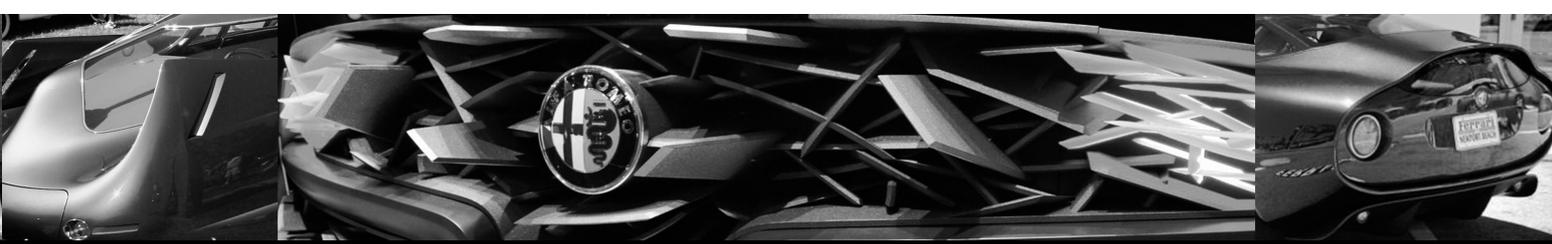
mark jackson

After a relatively quiet start to the year we had a particularly busy month in May with motorsport events on three weekends

**T124 Italian Challenge Race Series Round 1 May 5th/6th at Qld Raceway** - We finished up with a solid field of 14 competitors for this first round of our racing series for this year. Admittedly we had a couple of shared entries, including Richard Shinkfield and Andrew Milford in a Mitsubishi Lancer (I'm sure there's some Italian heritage in there somewhere) and Natale and Stefano Belluomini who shared a Fiat 131. Danny Impellizzeri in his Fiat 124 sports sedan looked to be the man to beat and initially this proved to be the case as he qualified on pole and easily won the first race. Unfortunately, in the second race he had a major engine failure allowing me to sneak home for the win. In the third race I had a good dice with Joel O'Farrell in his very rapid Alfetta GTV. Ken Percival had a very consistent weekend with three third places and a fourth in the final handicap races, but there was a lot of action around him with Serge Oberhauser, Rielly Brooks, Rob Robson and Angus Saunders all providing stiff competition. Rielly got a win in the handicap race and his combination with the Giulietta QV is going to be hard to beat as they get quicker and quicker. Another man who's going to be up front soon is Angus Saunders who just needs some new rubber to get the best out of the V6 75. Graeme Berry had a relatively quiet weekend but still had some good dices with a couple of the Fiats. Overall, a good weekend of racing with all the Alfas finishing unscathed.

**Supersprint B Series Round 2 May 12th/13th at Morgan Park Warwick** - The following weekend a few of us backed up in a very chilly Warwick for the second round of the Supersprint series. Overall, we had another good representation of 13 starters for this event, although again, there were a few people sharing cars. Jason Wishart was quickest for the weekend, though John Coleman certainly kept him on his toes finishing about a second behind over the 4 lap journey. Ken Percival had a few problems on Saturday, but well and truly made up for it on Sunday taking a massive 4 seconds off his previous best for the weekend in his second last run. The real competition was just behind KP with Serge Oberhauser, Alan Broadhurst, Doug Stonehouse and myself all within about a second of each other all weekend and the lead constantly changing from one run to the next. It was great to see Luke Simiana's wife Robyn having her first run at Morgan Park, and, apart from one run where she left the handbrake on, she just kept getting quicker each time out. Luke, Peter Salmon and Charles and Jenny Webb all had consistent weekends with no real hassles. It was also good to see Simon Bailo have a trouble-free run but it's time he got that 156 up and running!





**Supersprint C Series Round 2 May 26th/27th at Morgan Park Warwick** – A few club members including Doug Stonehouse, Alan & Cathie Broadhurst and myself went to Warwick to help the Warwick & District Sporting Car Club run this event at the end of May. Cathie did the marshalling of competitors while the rest of us were flag marshals. After 7 runs of 13 groups of competitors there was a certain sense of dejavu, but the only real complaint was the amount of food we were forced to eat all weekend and the amount of beer we were forced to drink on Saturday night. All up, a great fun weekend.

**T124 Italian Challenge Race Series Round 2 June 2nd/3rd at Lakeside** – Once again the magazine deadline means that this report will be next month.

All results will be on the “Resulti” page

#### UPCOMING EVENTS

**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.

**T124 Italian Challenge Sprint Series Round 3 July 14th at Queensland Raceway** This is a Sprint/Regularity event starting from 12 noon. Pre-registration is recommended. Enter online at <https://qldraceways.com.au/secure/members/login.php> Entry fee paid direct to T124 at <https://t124.com/shop1/>

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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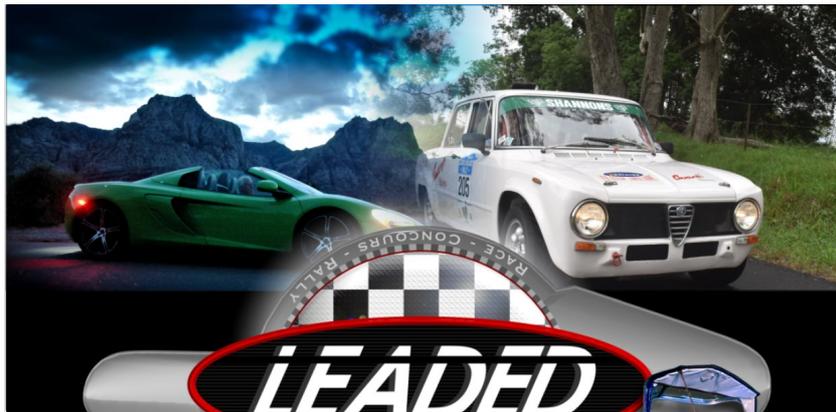
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# MACS BRIDGE SPORTS & CLASSIC CAR FESTIVAL

This event has been happening for around 43 years. It was arranged in the first year by the Marque Sports Car Club and from the second year to now, arranged by the Triumph Sports Owners Association. The original venue was MacLean Park near MacLean Bridge, South MacLean. Next time you pass this park, look out for the flood water level markers. The March 2017 flood event surpassed all since recording started in 1887. For many years the event happened on Mother's Day, which did cause some logistical problems on the day. The local Council wanted to convert the back field into a Grey Nomad overnight site and a Pioneering Monument also being placed at the front of the park caused the club to look for another location. At Lakeside Raceway for 2 years it was a two day event, but due to ill health of the club member arranging this two day event, it then became again a one day event at the Logan University for two years until Government regulations forced another move. By chance, an official from the Belmont Rifle Range stopped a Triumph owner in his car as the BRC wished to expand the range's community involvement and now the Belmont Rifle Range has been the venue for three years.

Arranging the display for an event like this involves a lot of planning and looking for the support of members to join us at the event.

We ended up with a record 16 Alfa Romeos registering to display from 1969 to 2018 production dates. I like to call the event Mac's Bridge, so that members with non-sports cars are also encouraged to participate. Back at MacLean's Bridge if you did not have a sports car you were sent to the next paddock and it was always my wish that all our club cars could display together.

I believe members who had registered appreciated the information email I sent a week out from the event and then with the assistance of Mike Robertson's Alfa Romeo knowledge, I sent out a parking grid to assist members to their assigned parking positions.

My thanks to club stalwarts Shirley and Rob Grant who were there bright and early on the day assisting me in the layout and assisting members to line up their cars in the correct position.

With the past members and other Alfa Romeo owners, including Brisbane Alfa Romeo who did not pre-register for the day, we ended up with a record 29 Alfa Romeo display on the day. I also appreciated the members who replied with an apology.

I also met FNQ member Scott Armstrong who came without his Alfa Romeo to kick a few tyres.

I have now requested from the Triumph Club to allot us extra display parking for 2019. Our display position which is set in stone due to its great location to toilets and food / drink should encourage even more members to participate next year. I have also recommended that they cut out one of the display fields so more cars are displayed closer together.

As always, I will give you plenty of notice on the date and as long as we are in the country at the time, I will again co-ordinate this event.

My thanks to Alan Leahy for his photos the Editor will choose from for the magazine and I will also put on the Club's website with the help of Keith Faulkner and Steve Bowdery for Facebook.

Mid-Week Drivers will receive in early June their invitation to a drive and breakfast created by Shirley and Rob Grant for Wednesday 4<sup>th</sup> July while we are away. My thanks to them for always being there to assist. Breakfast will be at a north location with a 1 ½ hour drive. There will be an opportunity for Sunshine Coast members, some who missed out on our last event, to join us. To join Mid-Week Drives and receive invitations, you must register via the club's website.

By the time you read this piece we will be in UK and Northern Europe. Before we left in early June, I sent out the email invitation to our next weekend event, Sunday 26<sup>th</sup> August – A Day in the Country at the country residence of Neil and Jenny Summerson who graciously welcome 200 cars to display. All proceeds go to the co-host, the Fassifern Valley Rotary Club. This is a multi marque charity day with a \$20 donation by each car at the gate. New innovations happen each year. This year members will not only have the opportunity of our early morning drive, but also if they wish to drive directly to Peak Crossing, they will now be welcomed after 8am for breakfast bacon and egg burgers and lamingtons until sold out, washed down with coffee, tea or bottled drinks. Best of all, no general public are invited and we ask that you assist by never giving out the address.





VAL

by tony nelson. photos by alan leahy





# DIRTY WHEELS II - FUEL PUMP FIXATION

Many of you may remember me mentioning in the past the phrase "Target Fixation". It stems from World War II, where ground attack pilots would be so fixated on destroying the target on the ground, that when strafing it, they would actually fly directly into the target itself.

Basically the term refers to how one can have all their attention directed to what's in front of them, that they don't notice anything else around them. A perfect example would be State of Origin night, with all the lads dug in, watching the TV, yelling, screaming and cheering, not realising that the whole room around them is blazing and burning to the ground. You get the idea.

Having this as one of my own pet idioms should ensure that I would never forget its implications; you'd think so wouldn't you . . . . . not so apparently.

I was called to a recent case when a 156 owner had been just driving along, minding his own business when the car spluttered to a stop with no apparent reason. It was taken to a workshop where the mechanics quite correctly checked all the usual suspects to find the culprit was the fuel pump not getting any power. All the appropriate relays, fuses and connections checked out fine and the pump seemed to be working at full pressure to boot. So I was invited to see if my diagnostics and lateral thinking could find a solution.

On arrival the car had the rear seat removed and the hatch cover off the pump assembly exposing the connections and wiring, all waiting for my inspection. Believe it or not, but this was what most likely sent my subconscious off track, the mind is a very suggestable thing. So I started off from scratch, double checking everything from stem to stern, and as they had already found, it all checked out fine. So we were down to a fault in the wiring somewhere, or so it seemed.

It only took a short while to find that the pump was getting power ok, but there was no earth connection for the circuit, there seemed to have been a break in the earth wire somewhere. After taking some time to check all the usual suspect points where the earth would normally fail I had come up empty, so it was off to the wiring diagram to investigate. As soon I looked at the diagram of the earth circuit the light bulb moment occurred, I had completely forgotten about the Fuel Cut off Switch, also known as the Inertia Switch. DOH!

Since the 70's Alfa Romeos have had Fuel Cut off Switches/ Inertia Switches fitted as a safety device to prevent fires during a crash. It is a simple Ball and spring mechanism where in the case of a crash or roll over it activates and removes the earth to the fuel pump and shutting it down, helping to reduce the chance of a fire. As soon as I pressed the big black rubber switch a loud and positive CLICK was heard, DOH again! I reconnected the pump, turned the key and the engine roared to life. The really annoying part is that normally when ever this situation presents itself the Inertia Switch is always my first port of call, as it happens more often than you think and takes 5 seconds to check. I had simply gotten fixated on the fuel pump. The FUN part was explaining to my compatriots the actual cause, "hey guys, you're not going to believe this . . . .".

## **Where are they located?**

Normally the Inertia Switch is only supposed to activate with a substantial impact, but with age they can be set off by more minor events, such as a fair whack from a large speed bump or similar. So if all of a sudden your cars stops and it seems to be getting no fuel this is a simple item that you can check and may just get you going again.

This is what you are looking for –

*To reset the switch press the large round rubber disc area shown in the photo.*





by baz

**Locations –**

**Alfa 156** – Under the front passenger seat

**Spider 916** - black box with a push button on the top, in the drivers footwell, on the right side

**Alfa 147** – Front passenger floor, next to front door pillar, on top of the front of the door floor trim

**Alfa 159/Brera** - Under the front passenger seat

**Giulietta** – This is a fully electronic unit, to reset follow the instructions in your owners manual

If you have trouble finding the unit just look up “Inertial fuel cut-off switch” or “Fuel cut-off system” in the index of your owner

manual.

Till next time, and remember, if you have any problems or questions I’m only a phone call away.

*Baz  
On the Spot Alfa.*

What a real fuel pump fixation looks like - ed



# RISULTATI

## ALFACOMP 2018 POINTSCORE 14th MAY

EVENT	Spr	Reg	S/S	Spr	Reg	Race	S/S
	1	1	1	2	2	1	2
1 Serge Oberhauser	<u>20</u>	<u>12</u>	<u>16</u>	<u>14</u>	<u>6</u>	<u>14</u>	<u>11</u>
2 Mark Jackson	<u>14</u>	<u>5</u>	<u>10</u>	<u>12</u>	<u>9</u>	<u>20</u>	<u>12</u>
3 Graeme Berry	<u>12</u>	<u>9</u>	<u>6</u>	<u>10</u>	<u>20</u>	<u>8</u>	0
4 Andrei Vishnevskii	<u>6</u>	<u>16</u>	0	<u>9</u>	<u>14</u>	0	0
4 Doug Stonehouse	0	0	<u>14</u>	<u>11</u>	<u>11</u>	0	<u>9</u>
6 Jorritt Koolstra	<u>16</u>	<u>7</u>	0	<u>8</u>	<u>10</u>	0	0
7 John Coleman	0	0	<u>20</u>	0	0	0	<u>16</u>
8 Joel O'Farrell	0	0	0	<u>16</u>	<u>7</u>	<u>12</u>	0
9 Phil O'Callaghan	<u>11</u>	<u>8</u>	0	<u>7</u>	<u>8</u>	0	0
9 Peter Salmon	<u>7</u>	<u>11</u>	<u>9</u>	0	0	0	<u>7</u>
11 Peter Parianos	0	0	0	<u>20</u>	<u>12</u>	0	0
12 Col Densley	<u>10</u>	<u>20</u>	0	0	0	0	0
12 Ken Percival	0	0	0	0	0	<u>16</u>	<u>14</u>
14 Stephen Callaghan	<u>9</u>	<u>14</u>	0	0	0	0	0
15 Martin Kelly	0	0	0	<u>6</u>	<u>16</u>	0	0
15 Alan Broadhurst	0	0	<u>12</u>	0	0	0	<u>10</u>
17 Jason Wishart	0	0	0	0	0	0	<u>20</u>
18 Luke Simiana	0	0	<u>11</u>	0	0	0	<u>8</u>
19 Grant Norman	<u>5</u>	<u>10</u>	0	0	0	0	0
20 George Soropos	<u>8</u>	<u>6</u>	0	0	0	0	0
21 Charles Webb	0	0	<u>7</u>	0	0	0	<u>6</u>
22 Jenny Webb	0	0	<u>8</u>	0	0	0	<u>4</u>
23 Rob Robson	0	0	0	0	0	<u>11</u>	0
24 Angus Saunders	0	0	0	0	0	<u>10</u>	0
25 Rielly Brooks	0	0	0	0	0	<u>9</u>	0
26 Simon Bailo	0	0	<u>5</u>	0	0	0	<u>3</u>
27 Robyn Armstrong-Simiana	0	0	0	0	0	0	<u>5</u>

## 2018 ALFACOMP SUPERSPRINT #2-MP B Series Rd 2

DRIVER	ALFA	CC's	RUN1	RUN2	RUN3	RUN4	RUN5	RUN6	RUN7	S/S
Jason Wishart	GTV2000	2000	3.34.10	3.32.00	3.31.75	<u>3.30.27</u>	3.30.51	3.32.78	DNS	20
John Coleman	Alfetta GTV6	3000	3.33.33	3.31.53	3.34.81	3.34.36	<u>3.31.33</u>	3.33.27	3.31.46	16
Ken Percival	GT Junior	2000	3.39.47	DNF	DNF	3.37.43	3.36.79	<u>3.32.86</u>	3.34.20	14
Mark Jackson	Alfa 147	3200	3.40.66	3.39.28	3.36.80	3.38.37	3.36.90	3.35.80	<u>3.34.69</u>	12
Serge Oberhauser	Alfetta GTV6	3000	3.49.71	3.40.93	3.41.20	3.38.00	3.40.13	3.36.71	<u>3.34.90</u>	11
Alan Broadhurst	Alfa GT	3200	3.46.27	3.38.23	3.40.68	3.36.35	3.39.13	3.35.95	<u>3.35.38</u>	10
Doug Stonehouse	Alfa GT	3200	3.45.84	3.39.22	3.37.86	<u>3.36.06</u>	DNF	3.38.21	3.37.78	9
Luke Simiana	Alfa 75	2000	3.42.47	3.41.59	3.42.05	3.42.68	3.42.26	<u>3.40.96</u>	3.41.78	8
Peter Salmon	Giulietta QV	1750T	3.46.08	3.44.97	<u>3.44.31</u>	3.47.00	3.49.11	3.48.38	3.52.96	7
Charles Webb	105 GT	2000	DNF	3.47.20	<u>3.45.74</u>	DNF	3.47.04	DNF	3.46.90	6
Robyn Armstrong-Simiana	Alfa 75	2000	3.59.76	4.24.08	3.53.66	4.00.96	3.51.01	3.48.41	<u>3.47.74</u>	5
Jenny Webb	105 GT	2000	DNF	4.03.64	3.54.09	3.50.37	3.51.01	<u>3.47.90</u>	3.48.43	4
Simon Bailo	Giulia Sprint GT	2000	4.15.80	4.19.16	4.14.43	4.18.97	4.25.76	<u>4.12.75</u>	DNF	3

Total Events	Total Points	Best Events	Alfacomp Points	Sprint	Reg	S/S	Race
7	93	7	93	34	18	27	14
7	82	7	82	26	14	22	20
6	65	6	65	22	29	6	8
4	45	4	45	15	30	0	0
4	45	4	45	11	11	23	0
4	41	4	41	24	17	0	0
2	36	2	36	0	0	36	0
3	35	3	35	16	7	0	12
4	34	4	34	18	16	0	0
4	34	4	34	7	11	16	0
2	32	2	32	20	12	0	0
2	30	2	30	10	20	0	0
2	30	2	30	0	0	14	16
2	23	2	23	9	14	0	0
2	22	2	22	6	16	0	0
2	22	2	22	0	0	22	0
1	20	1	20	0	0	20	0
2	19	2	19	0	0	19	0
2	15	2	15	5	10	0	0
2	14	2	14	8	6	0	0
2	13	2	13	0	0	13	0
2	12	2	12	0	0	12	0
1	11	1	11	0	0	0	11
1	10	1	10	0	0	0	10
1	9	1	9	0	0	0	9
2	8	2	8	0	0	8	0
1	5	1	5	0	0	5	0



## 2018 Italian Challenge Round 1 - Queensland Raceway 5/6 May

				Qual	Race 1	Race 2	Race 3	Race 4**	Total		
1st	Mark Jackson	Alfetta GTV	2000cc	63.88	16	65.45	20	65.21	11	64.49	63
2nd	Ken Percival	GT Junior	2000cc	65.92	14	66.69	14	66.80	12	66.39	54
3rd	Serge Oberhauser	Alfetta GTV6	3000cc	67.32	12	67.18	11	68.44	14	67.08	49
4th	Rielly Brooks	Giulietta	1750ccT	67.61	9	68.21	9	68.64	20	67.58	47
5th	Joel O'Farrell	Alfetta GTV	2000cc	65.31	DNF	N/T	16	65.08	10	64.18	46
5th	Rob Robson	Alfetta GTV6	3000cc	69.54	10	66.85	10	67.27	16	67.17	46
7th	Angus Saunders	Alfa 75	3000cc	69.60	11	67.50	12	68.08	8	68.20	42
8th	Etoe Vosolo	Fiat 131	1800cc	71.72	8	70.36	8	70.10	7	71.03	31
9th	Danny Impellizzeri	Fiat 124CC	2000cc	63.52	20	61.14	0	N/T	DNS	N/T	20
10th	Graeme Berry	Alfa 156	2000cc	72.00	7	72.93	6	74.89	DNS	N/T	19
11th	Stefano Belluomini	Fiat 131	2000cc	N/T	DNS	N/T	7	69.53	9	68.92	16
12th	Natale Belluomini	Fiat 131	2000cc	73.66	DNF	74.48	7	N/T	DNS	N/T	7
13th	Richard Shinkfield	M'bishi Lancer	1800cc	N/T	DNS	N/T	0	70.84	0	70.64	0
14th	Andrew Milford	M'bishi Lancer	1800cc	71.66	0	70.85	0	N/T	DNS	N/T	0



# GONE IN (JUST OVER) 60 SECONDS

*'Your car's been stolen – we just saw it backing up your driveway – Dan's on the phone to the police now'.*

That's how we received the news from our breathless neighbour as she interrupted our lunch at the Gaythorne RSL Club around 12.45 pm on Saturday 28 April. After taking a while for the impact of this statement about our 2007 147 diesel hatch to sink in, I accompanied her home to piece together the event. But first, to set the scene:

In 1965, ten years before helping to found AROCA Qld, my first car was a Hillman Imp, and I helped set up the Rootes Group Sporting Car Club with Imps, Hillman Hunters and Gazelles, Sunbeam Rapiers, and Humber Vogues. After the takeover of the Rootes Group this became the Chrysler Owners Car Club, with Valiant Pacers and Chargers. In 1973 I bought my first Alfa, and drifted away from the British and American cars, however we still kept in touch with a few of the other Rootes Group founding members who have been good friends for over 50 years.

Eight of us decided to meet up for lunch, and chose the Gaythorne RSL because it was close to where we have been renovating my late mother's house at Mitchelton. We have been leaving the Quattro there to transport building materials, and travelling from the Sunshine Coast in the 147, so both cars were there. The previous night we locked the 147 in the single garage and parked the Quattro on the driveway, but as we were due to go baby-sitting at Bracken Ridge on Saturday afternoon I reversed the cars so we could get away quickly after our visitors left.

When our friends arrived we chatted for an hour, then decided to walk to the club as it was only a block away. We signed in, sat down, placed our orders, and were found by our neighbour who had seen our group walking from home and assumed we were going to the Club for lunch.

Leaving the others to their lunch, I arrived at the house to discover her husband had seen two young men arrive in a silver Golf within ten minutes of our leaving home, and park at the top of our driveway. Knowing we were out and thinking it looked a bit suspicious, he took a note of their registration number, and within a minute or two, heard a loud crash and saw our 147 reversing up the driveway and both cars leaving at high speed in opposite directions. He immediately phoned triple zero and reported the theft. On checking the house, all the external doors were still locked, but a sliding window from a back deck was open, as was an internal door from the house into the garage. Nothing in the house had been touched, although one room contained several power tools, and the Quattro was still in the garage. It appeared as though the intruder had climbed onto a back deck, broken the latch on a sliding window, found the two sets of Alfa keys, had a quick look in the garage and presumably decided the Quattro wasn't the ideal getaway car, and left through the same window. The garage roller door had been pushed out of its side guides, which was the loud noise when the 147 rolled forward into it as the thief attempted to find reverse gear.

I phoned Policelink to fill in the details for the triple-0 call, describing the 147 and advising the registration number of the Golf. As suspected, it was checked and the police officer said 'no surprises there, it was stolen yesterday'. He said that virtually the only way modern cars could be stolen was by locating the keys, as the days of 'hot wiring' were over. Despite the Golf being stolen, he was very appreciative of the neighbour's observation, enabling the two crimes to be connected. He advised that a scene of crime officer would attend the house later that afternoon.

I then phoned Shannons Insurance to report the theft and got a very sympathetic reception from the call centre operator who asked a lot of questions about the car, its contents, whether it had recently been advertised for sale etc., and ran through the claim procedure and the likely scenarios in detail. These were either:

1. We would never see the car again (the most likely outcome) and if it was not recovered within 14 days a total loss payout would be made. As the theft was on a Saturday, the next business day for the payout would be Monday 14 May. Although the agreed value of the car on the policy was barely one-fifth of the

replacement cost of a new Giulietta, I reluctantly accepted that it was probably fair for its age and mileage, although it was in immaculate condition, and had over \$1,000 spent on a major service the previous month. It was also close to needing a set of tyres, but fortunately that hadn't yet happened. As an aside, we have three cars on one policy, and although the agreed value of the Spider had been steadily increasing over the years, I noticed that it was barely half the current value of 105 series cars. I will be addressing that as soon as possible.

2. The car would be found within 14 days, but the repair of any damage would exceed the payout value, and the car would revert to the insurance company following the payout.

3. The car would be recovered, repaired and returned to us.

We then discussed the value of any contents in the car, with a cover limit of \$500. Initially it seemed there was little of any value, but on compiling a list of some clothing, an umbrella, sunglasses, two torches, a fire extinguisher, dash-cam, e-toll tag, ten CDs and a street directory, it got closer to \$800. Shannons also offered to reimburse up to 14 days car hire, but this was unnecessary as the thieves had been considerate enough to leave us the keys of the Quattro. The claim was then initiated on payment of the required excess in the policy.

The crime scene officer then arrived to take photos of the area of the suspected break-in, and dust the window for fingerprints. After finding large smudges on the glass he declared 'no point in going any further, they were wearing gloves'. Our neighbour then helped to push the battered garage door back into its guides so we could get the Quattro out, and we belatedly set off to our baby-sitting duties.

Later in the week we received a large envelope from The Indooroopilly Crime Prevention Coordinator with very helpful information on property protection and motor vehicle security, including advice on securing the keys, not leaving valuables visible, etching the VIN on window glass, installing a battery isolator etc. Statistics on car theft in Queensland were sobering – since 1995, up from just over 1000 per month to over 90,000 vehicles in the past five years. The final request was from Ferny Grove Police for our neighbour to attend the station to give a statement about what he saw. There was an attempt to piece together an identikit image of the two men, but he couldn't really go beyond olive skin and in their mid-twenties.

The last paragraph of this article was intended to read 'at the time of writing our car has not been recovered within 14 days and the insurance claim has been settled. We are going overseas for a few months later in the year, so will probably look for a Giulietta towards Christmas'. It was then to be followed by a description of the car and some distinguishing features, and a request for club members to be on the lookout for the car or spare parts. However, there is some late breaking news: On the morning of Monday 14 May we received an email from Shannons, effectively saying the car had not been recovered within the required 14 days and a final payout was being processed. It requested our bank details and other information for payment, but as we were in Brisbane and due to return home that day, I decided to delay responding until the next morning. Then, on our drive home that afternoon we received a recorded missed call saying 'This is a message from Ready Towing for Laurie Jones about his Alfa Romeo. We have just received an email from the police saying that fingerprinting is completed and your car is ready to be released. Towing fees of \$360 and two days storage at \$22 per day are owing. Please notify your insurance company that the car is at Ready Towing, Pinkenba'. So apparently the car is recovered. We don't know when or from where, or its condition, or why we weren't notified by the police, but it has been found. The next step is to assess its damage and to resolve the anomaly where the car may have been recovered within 14 days, but not advised until after.

The moral of the story so far: Make sure your vehicle has adequate insurance cover, and don't leave the keys, or duplicates where they can easily be located in a break-in.

To be continued next month.



# A CAUTIONARY TALE

by laurie jones



# STANTHORPE FOOD & WINE WEEKEND 12 - 14 October

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

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

Well, it's HERE - Officially Winter, so planning for the 2018 weekend away on the Granite Belt is in full swing.

Bookings have been rolling in from members since the May magazine hit your letterboxes, so be quick and book as some catering venues have limited seating.

SO, FOR NOW, the most important information:

I have made our normal block booking at the Apple and Grape Motel ([www.appleandgrape.com.au](http://www.appleandgrape.com.au)) and our hosts, Steve, Helen and Margaret ask that you contact them direct on 07- 4681 1288 or [admin@appleandgrape.com.au](mailto:admin@appleandgrape.com.au) as these rooms will not show on their internet booking system, & quote Alfa weekend to obtain your special rates.

(eg Standard Queen room/2 persons/per night \$135 along with options for Deluxe Queen, Standard Twin etc – upstairs or downstairs, carport or open parking. Prices based on Friday and Saturday nights).

Please phone or email both Garry and Jude to advise that you're attending so we have live-updates on numbers for catering and venues. Closer to time, menu choices will be emailed for your selection.

That's it for now, but Tony and I will be up at the Rock again this weekend and continue thoroughly testing out new and interesting places. Food, wine, locations - someone has to do it!!! Only kidding, love food as you know, just need more time up at our lump of granite.

Some exciting new offerings in the wind, wineries – food – show – possibly venturing down to Tenterfield, so update next month will confirm latest offerings. Won't forget the "favourites" either.

Cheers, Jude

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3114 Melbourne, Australia



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# CLUB NIGHT

graham bredhauer

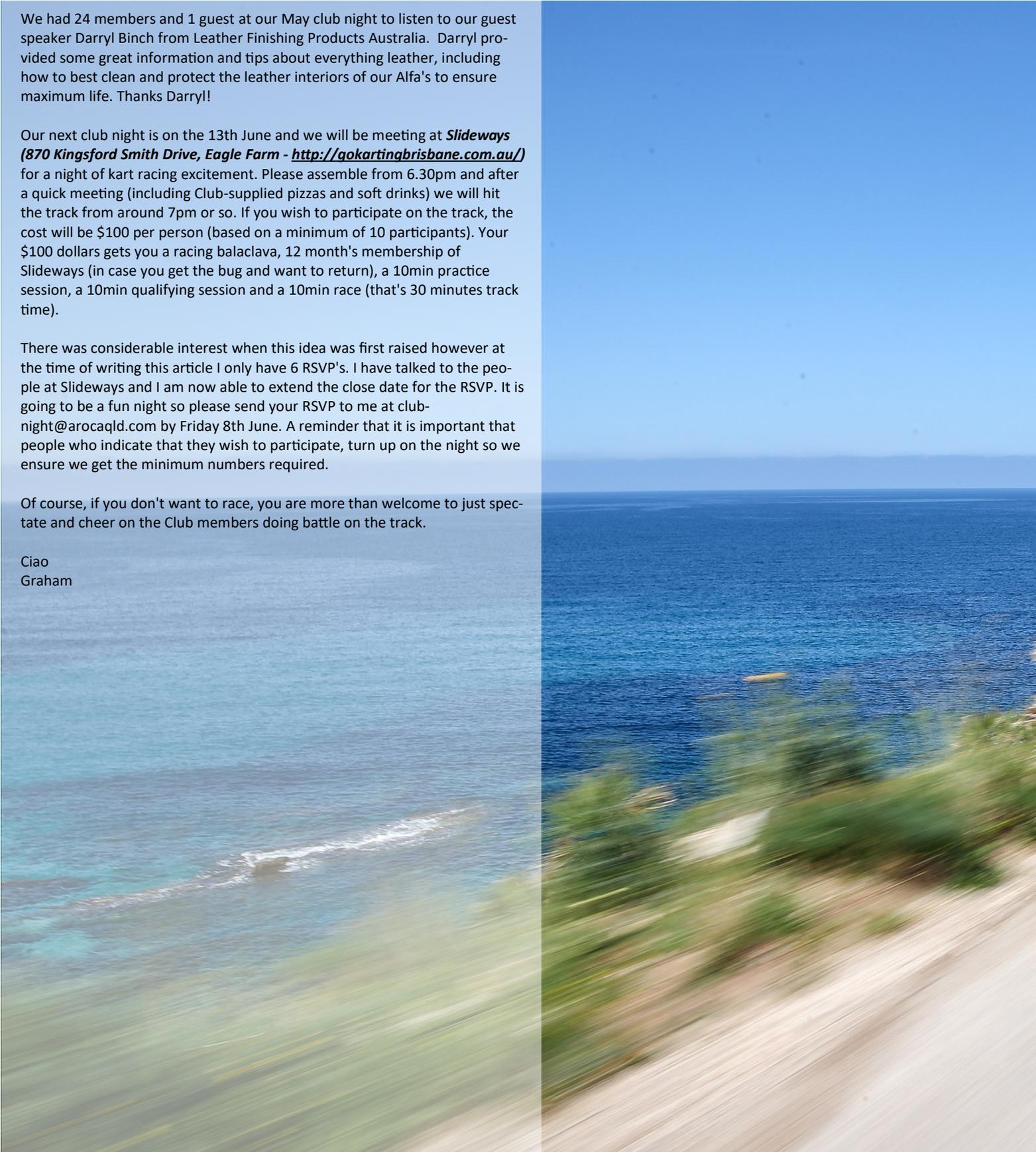
We had 24 members and 1 guest at our May club night to listen to our guest speaker Darryl Binch from Leather Finishing Products Australia. Darryl provided some great information and tips about everything leather, including how to best clean and protect the leather interiors of our Alfa's to ensure maximum life. Thanks Darryl!

Our next club night is on the 13th June and we will be meeting at **Slideways (870 Kingsford Smith Drive, Eagle Farm - <http://gokartingbrisbane.com.au/>)** for a night of kart racing excitement. Please assemble from 6.30pm and after a quick meeting (including Club-supplied pizzas and soft drinks) we will hit the track from around 7pm or so. If you wish to participate on the track, the cost will be \$100 per person (based on a minimum of 10 participants). Your \$100 dollars gets you a racing balaclava, 12 month's membership of Slideways (in case you get the bug and want to return), a 10min practice session, a 10min qualifying session and a 10min race (that's 30 minutes track time).

There was considerable interest when this idea was first raised however at the time of writing this article I only have 6 RSVP's. I have talked to the people at Slideways and I am now able to extend the close date for the RSVP. It is going to be a fun night so please send your RSVP to me at [club-night@arocaql.com](mailto:club-night@arocaql.com) by Friday 8th June. A reminder that it is important that people who indicate that they wish to participate, turn up on the night so we ensure we get the minimum numbers required.

Of course, if you don't want to race, you are more than welcome to just spectate and cheer on the Club members doing battle on the track.

Ciao  
Graham





colin densley

# MEMBRI

## *Benvenuti a tutti*

Membership Renewal time is upon us.

You will find a Renewal form inside the magazine.

The routine is: Everyone will receive a July magazine, but if membership has not been renewed – that's it. The Committee has held the price at \$70 for –oh, I don't know how long – probably 6-7 years.

This year we are sending out stickers to go on the back of your existing membership card. These will be enclosed in the first magazine after you renew. Payment can be made by EFT, cheque, Money Order or cash. Don't forget, if you pay by eft include your membership number in the reference.

I will email those members that do not receive paper copies of the magazine and attach a renewal form separately.

As I am once again away on a trip for most of August, I would greatly appreciate your consideration in renewing before I depart on the 1st August. I will have wi-fi at times while away so I will still be able to process data as required.

Welcome to new Members this month:

- 960 Bruce and Margaret Rigby with their rusty 105 GTV
- 961 Marco and Monica Malgarine with their Silver Giulietta QV and a Rosso 4C Spider
- 962 Tim Cochrane with his Red 2011 159ti 1750cc
- 963 Henry Heeremans with his Red 1982 Red 2ltr Alfetta Sportiva
- 964 Adam Foulstone with his Black 2017 Giulia QV

We also welcome another new Alfa family member. Lily Jean Silver was born on the 27th April in Stanthorpe Hospital. She weighed 6lb 7oz and was 49cm long. Henry and Charlie are very happy to have a little baby sister.



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# EVENTI

## 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 - Slideways Karting, Eagle Farm
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

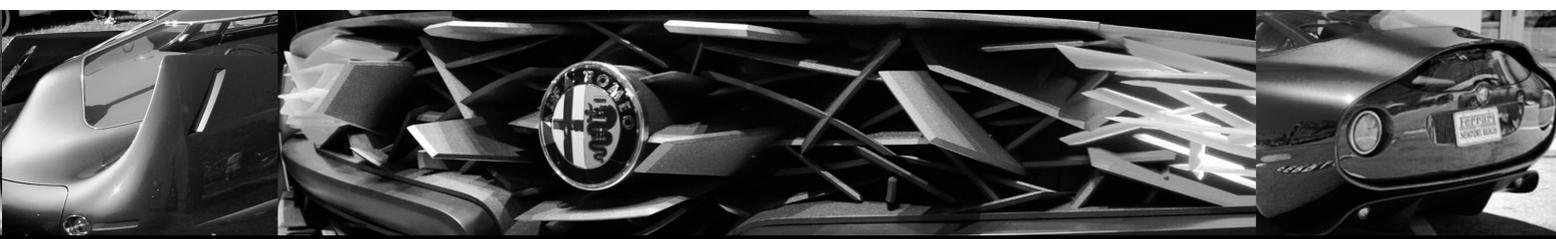
Wed 11	Members' Club Night - Shannons, West End
Sat 14	T124 Italian Challenge Sprint Series Round 3 - Queensland Raceway, Willow-
Sun 22	Numinbah Valley run - TBA
Wed 25	August Magazine Publishing Deadline - --
Sat 28	T124 Italian Challenge Race Series Bonus Round Day 1 - Wakefield Park Goul-
Sun 29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

## UPCOMING EVENTS

**Wed 13 June - Club Night goes high adrenaline!** Slideways (870 Kingsford Smith Drive, Eagle Farm) for a night of kart racing excitement. 6.30pm. If you wish to participate on the track, the cost will be \$100 per person (based on a minimum of 10 participants). Of course, if you don't want to race, you are more than welcome to just spectate and cheer on the Club members doing battle on the track. **RSVP to [clubnight@arocaqld.com](mailto:clubnight@arocaqld.com)**

**Sun 17 June Club Birthday Run** - Founding members Rob and Shirley Grant will take us on a run to the north of Brisbane to celebrate the club's 43rd birthday. Gather at 9.30 am for a 10.00 am start at Amart furniture carpark, corner of Gympie Rd and Todds Rd Lawnton. We will travel via Dayboro, Woodford, Maleny, and finish at the General Store in Witta for lunch ([www.wittageneralstore.com](http://www.wittageneralstore.com)). Weather permitting we can park our cars on the grassed area beside the General Store. Duration of the run is approx. 2 hrs including a comfort stop at Cruice Pk. If you would like to arrive early at the start, for a coffee, the Wheelhouse coffee, which is next to Amart, is open from 8.00 am. RSVP to [social@arocaqld.com](mailto:social@arocaqld.com).

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



<b>AUGUST 2018</b>	
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 - --

<b>SEPTEMBER 2018</b>	
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
Sat 30	T124 Italian Challenge Race Series Round 3 Day 2 - Lakeside Raceway, Dakabin

<b>OCTOBER 2018</b>	
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 714	Festitalia 2018 - Spencer Park, Newmarket
Sun 21	JH Classics Day - JH Classics, Yatala
Wed 31	November Magazine Publishing Deadline - --

<b>NOVEMBER 2018</b>	
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

<b>DECEMBER 2018</b>	
Sun 2	2018 AROCA Christmas party - TBA
Wed 5	December Magazine Publishing Deadline - --

<b>APRIL 2019</b>	
Fri 19	Alfesta 2109 - Day 1 - Mornington Peninsula, Victoria
Sat 20	Alfesta 2109 - Day 2 - Mornington Peninsula, Victoria
Sun 21	Alfesta 2109 - Day 3 - Mornington Peninsula, Victoria
Mon 22	Alfesta 2109 - Day 4 - Mornington Peninsula, Victoria



# 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](mailto: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](http://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](mailto: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](http://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 Alfa 156 2001-2002 V6 Front Body

[View Photo]

After a parts car to replace the damaged metal bodywork, engine rails, bumper, headlights, etc on a 156 with a damaged nose. Prefer the parts not the whole donor car. | Reasonable! | Contact: Carl, 429724053, [ccqld@hotmail.com](mailto:ccqld@hotmail.com) (Expires: Jul 20)



## For Sale 2015 Giulietta QV [View Photo]

2015 Giulietta QV with 53500 kms on clock. Driven only in city conditions and meticulously maintained at dealership. Still in warranty, brand new set of Pirelli Cinturato tyres and new battery all on board. Registered until end of Nov 18. Excellent condition. Love this car but regrettably need to sell. | \$25,500 ono | Contact: Brad, 0479047647, [bhforan@aapt.net.au](mailto:bhforan@aapt.net.au) (Expires: Sep 29)



## For Sale Alfetta GTV6

Plated '85, 175,000 ks, lots of history and receipts. Starts, but been off the road for some 5 years, not driveable. Resprayed in '96 but tired, engine rebuilt at 100k in '97 (have receipts 8k), some rust; not terminal. I'll point out everything I know. Genuine reasons for sale. Car in Brisbane and you will need to arrange pick up. I will listen to sensible offers. Can send pics if interested | \$8,200 negotiable | Contact: Aunard, 0418 743 105, [Aunard@4drinks1hand.com](mailto:Aunard@4drinks1hand.com) (Expires: Sep 24)

## For Sale 2002 Alfa 156 GTA [View Photo]

Good condition, black, 120560km. Only two owners since new. Service and repair history

available. New cooling system in 2015. Timing belt changed at 106000km. This car has a magical engine - fast, racy, beautiful to listen to and an animal over 4000rpm. The interior is in very good nick aside from wear on the driver's seat and an intermittent info-centre. Exterior is good aside from a patchy roof, some minor scratches and two small hail dings. All offers welcome. GTA04 Private Plates available. Just need to transfer ownership. | 17,000 ono | Contact: Anthony, 421352866, [tony@craftwinestore.com](mailto:tony@craftwinestore.com) (Expires: Sep 20)



## 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 | \$19,500.00 | Contact: Warren, 0424155513, [janespence@y7mail.com](mailto:janespence@y7mail.com) (Expires: Sep 7)



## For Sale Giulietta Splitter Kit [View Photo]

Upgrade your Giulietta and stand out from the norm! Beautiful gloss black splitter kit (front and sides). Easy to fit or can be fitted by me in Brisbane. Can post Australia wide. Also have rear diffuser and exhaust upgrade wrapping



etc. | Splitter Kit - \$550 plus postage (fitting extra) | Contact: Rocky, 0404 487 444, crc73@hotmail.com (Expires: Aug 13)



**For Sale Number Plate**

PPQ Plate - GTV105 | \$600 | Contact: Harry, 0400 119 106, harry.haralambous@bigpond.com (Expires: Aug 10)

**For Sale 2007 Alfa Romeo 147 JTD**

Hatchback Red Diesel, 130000 kms Son has moved interstate. Rego due April 20 | \$900 ono | Contact: Linda, 0418386550, Linda@Tunny.com.au (Expires: Aug 3)

**For Sale Alfa 4C ECU, Air Filter, Number Plate**

I recently traded my Alfa 4C and have for sale (1) Alfaworks upgraded ECU and K&M air filter: \$1,500. ECU is simple to fit (three minutes) for 40 HP, 70 ft-lbs increase. (2) Personalised plates "A 4C" and front mounting bracket that screws into the tow hook hole: \$2,500. | \$4,000 the lot | Contact: David, 0409 623 098, adchristy@optusnet.com.au (Expires: Aug 1)

**For Sale Alfa 156ti Log Books [View Photo]**

Complete set of 5 books in as New condition With Black zip cover including: (1) Service Book; (2) Alfa 156 & 156Gta Australian version; (3) Alfa Care, The Alfa Romeo owner Support Program; (4) Sound System; (5) Warranty & Maintenance Schedule - stamped up to 65000 km Service. Will post within Australia for an extra \$10 or you can pick up from Robina. | \$30 | Contact: Ronald, 0435112223, rgor8292@gmail.com (Expires: Jul 10)



**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, samshepmusic1@gmail.com (Expires: Jun 30)



**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)

FINALE

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PER SEMPRE ALFA

Next issue: July 2018

Deadline: 27 June 2018

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