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Per Sempre







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Blake's immaculately restored  
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# PER SEMPRE ALFA

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## 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 Mark Buchanan 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).**





# EDITORIALE

mark buchanan



*“changing down on the tighter bends produces some of the best sound effects you will hear in any sports car”*

n writing this column, I have just enjoyed our clubs Birthday run... well technically I was not on the run itself, I was slack or confused on if I had RSVP'd or not!

In saying this though the destination is literally a 30min drive (in the GTV) from where I live. A quick phone call to Rob and my wife and myself were booked in as winery guests (I can't thank Rob and Shirley enough, always accommodating and can't help but help!).

The drive down the northern end of Mt Mee down to Woodford is quite simply “A great Alfa Drive”. The road is in far better condition and the corners just flow. My GTV is the 3L V6, changing down on the tighter bends produces some of the best sound effects you will hear in any sports car. The sports suspension corners relatively flat, the car becomes one with the road. Im running Pirelli P7's. I have tried quite a few brands over the years, the P7's just work. Grip feedback is shall we say audible... just the way I like a road tyre to be. As I have always told my children, “its all about the journey, not the destination”.

**And here is my wife's version...**

As a passenger, the GTV is the worst car in the world! It's uncomfortable, the seats are hard, and there is nothing to hang on to. The northern end of Mt Mee is too narrow, there are too many corners and the road encourages my husband to drive like an idiot! The ride is jarring and it's pretty well impossible use Facebook on my phone! I can't wait to get to the destination, thank God it's a winery.

Around this weekend was also our 25th wedding anniversary, Happy Anniversary Debs!

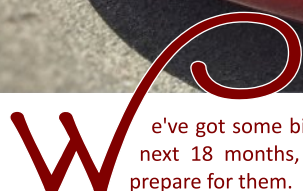
*enjoy the drive  
Mark Buchanan.*





# PRESIDENTE

john anderson



We've got some big things coming up in the next 18 months, and now is the time to prepare for them.

First off is the planning for our Concours next May. I had planned on holding a meeting on October 31st (assuming we wouldn't be pestered by Australian children adopting American culture), to fit in with the return of John Ryan from an overseas holiday, who had kindly offered to be Chief Marshall on the day. However, while overseas, he was asked to go back to full-time work due to a shortage of Vets at the moment, and didn't feel that he could say no. So he had to inform us that he just doesn't have the time to contribute to the Concours as well. Plus, I started a new job a couple of weeks beforehand, totally changing my routine as well, so knowing John couldn't do it put it out of my mind somewhat, and the date snuck up on me. By the time you read this, you should have received an email from me advising of the new date of the Concourse meeting. So I'll fill you in on what happened next month.

And the other big thing coming up is Alfesta 2020, which we'll be hosting here in Queensland. We're close to selecting a venue, and once that's done, the detailed planning will begin, given that we'll then know the environment in which we'll be working. Easter 2020 seems like a long way away, but to enable us to make a presentation about it at Alfesta 2019, we need to have key items locked in before then. We have the 'value offerings' from the two candidate locations, so we'll be picking the

location soon. I'll also send out an email about that meeting, probably before you get the mag. Many people have volunteered to help out, for which we're very grateful. If you'd also like to be a part of organising Alfesta 2020, or just helping out, please let me know on [president@arocaql.com](mailto:president@arocaql.com).

It will be too late to mention it in the next mag, so on behalf of the club, I'd like to wish our Patron, former Bathurst winner and Alfa racer and dealer, John French, a very happy birthday! It's coming up at the end of November. John has reached an age that I'm sure many of us hope to achieve, and he's still as strong as ever! Many happy returns John, and may you have many more.

I don't have a lot of other things to add this month, so I'll talk about my latest acquisition - an Alfa Romeo SZ. This is the first SZ ever in Queensland. After my divorce settlement I didn't quite have enough money to buy a house, so I looked for ways to invest the money to get a good return in the short to medium term. The classic car market is going gangbusters at the moment, so the purchase of a rare Alfa seemed a good idea - especially when there are a lot of American buyers in the market at the moment due to the strong \$US dollar. Quite frankly, I think I was lucky to get it for the price that I did. It went to auction 3 times - the first time, the reserve was set too high, and it was passed in. The second time I was out bid by an American buyer, who failed to pay up. So third time was the charm!

Due to current laws (and it being LHD), I can't register it until 2021 when it is 30 years old, but I'll be able to store it until then, and bring it to shows etc. I'll be bringing it to November club night on the 10th, so that if you have never seen one before, you can get to see one in the metal. Remember, you've never been able to do that in Queensland before, so come along and check it out!

*Ciao for now,  
John Anderson*





## Lakeside goes to battle

For those not in the know. Lakeside are battling noise complaint fines. As a result the track is temporarily closed to action and it's unclear how long this may be. It's worth noting, John Tetley the CEO states "Let's get one thing straight - we are not closing Lakeside down; we have had to implement a suspension of racing activities at Lakeside Park until the bureaucrats and Moreton Bay Regional Council (MBRC) provide the protection that a community asset like Lakeside deserves - both morally and legally."

I was privileged to cover the re-opening of Lakeside which feels not that so long ago! It was one of the most exciting periods of the time as it's so iconic to so many of us. I strongly encourage you to jump onto the Lakeside Facebook page @lakesideparkqld and have a good read. The comments are interesting, both John and long time motorsport enthusiast Brian Ferrabee has suggested writing to the politicians.

### Lakeside Letter @lakesideparkqld

What has happened with Racing at Lakeside?

Firstly, thank you to all the people who have rung me and expressed both concern and support for the continuation of racing activities at Lakeside. Over the past 19 years, it has been this level of personal support which has kept me fighting for my grass roots customers who just want to enjoy their motorsport for what it is. I also wish a pox on all those that have caused this situation to arise because of their incessant, selfish, whingeing.

Let's get one thing straight - we are not closing Lakeside down; we have had to implement a suspension of racing activities at Lakeside Park until the bureaucrats and Moreton Bay Regional Council (MBRC) provide the protection that a community asset like Lakeside deserves - both morally and legally.

Thousands of people have spent hundreds of dollars modifying their cars to meet a sound limit that is lower than it should be. As a "Sports Ground" Lakeside would be permitted a sound level of Leq15 of 75dB(A) BUT as an "Outdoor Entertainment Venue" Lakeside is only permitted an Leq15 of 70dB(A). I have been informed that Lakeside has breached the 70dB(A) on six occasions so far this year and might have breached the 75dB(A) on four occasions in the last 10 years.

If Ernest Hemingway was right, and he was, when he said:

"There are only three sports: bullfighting, motor racing, and mountaineering; all the rest are merely games." Why can't Lakeside be recognised as a sporting ground? Especially given the demonstrated huge public support for all motorsport venues in Queensland to be recognised as sporting grounds.

How was that demonstrated?

You may recall that John Goss put a petition in front of Parliament with more than 18,000 signatures requesting that the state government recognise motorsport venues as "Sports Grounds". Despite this huge number of signatures this petition was put aside by Jeff Seeney in the then Campbell Newman government. It has not made it onto the agenda of the current government, although there is significant support for it from some of the members.

We have had discussions with the MBRC to get this recognition for at least seven years and had general consensus that Lakeside is entitled to be recognised as a sports ground - but it never actually happens. Make no mistake about it, what we are talking about here is a stroke of the pen by the appropriate bureaucrat. So why hasn't it happened? The real answer to that question may never come to light but it would appear that the MBRC is under pressure from the Ombudsman to "enforce to the fullest extent of the law" as a result of pressure from the two continual vexatious complainers.

So, what changed and brought this to a head?

QR has received fines totalling \$29,100 (three fines of \$9700 each) since August and that is the game changer. We have declared our intention to fight these fines in court and have engaged lawyers and acoustic engineers to assemble the case against the current breaches and mount the case; that if we were to be judged under the correct zoning these infringement notices would not have been issued.

Our hope is that this will bring things to a head sooner rather than later so that we can commit to conduct race meetings because, either MBRC withdraws the infringements pending resolution of the sports grounds issue, or we get to court early enough to get clarity on where Lakeside will stand in the future.

As most of you already know from our fight with the Ipswich City Council, even without the support of CAMS, we will not give up and go quietly; albeit not above Leq:75dB(A) anyway. Nor do we wish to put our prices up just to be able to pass that money through to the payment of fines to the MBRC. Fair is fair; we have no desire or moral grounds to ask our customers to make yet more sacrifices to appease two selfish people in our community.

We must give the politicians and bureaucrats the support they need to say "enough is enough".

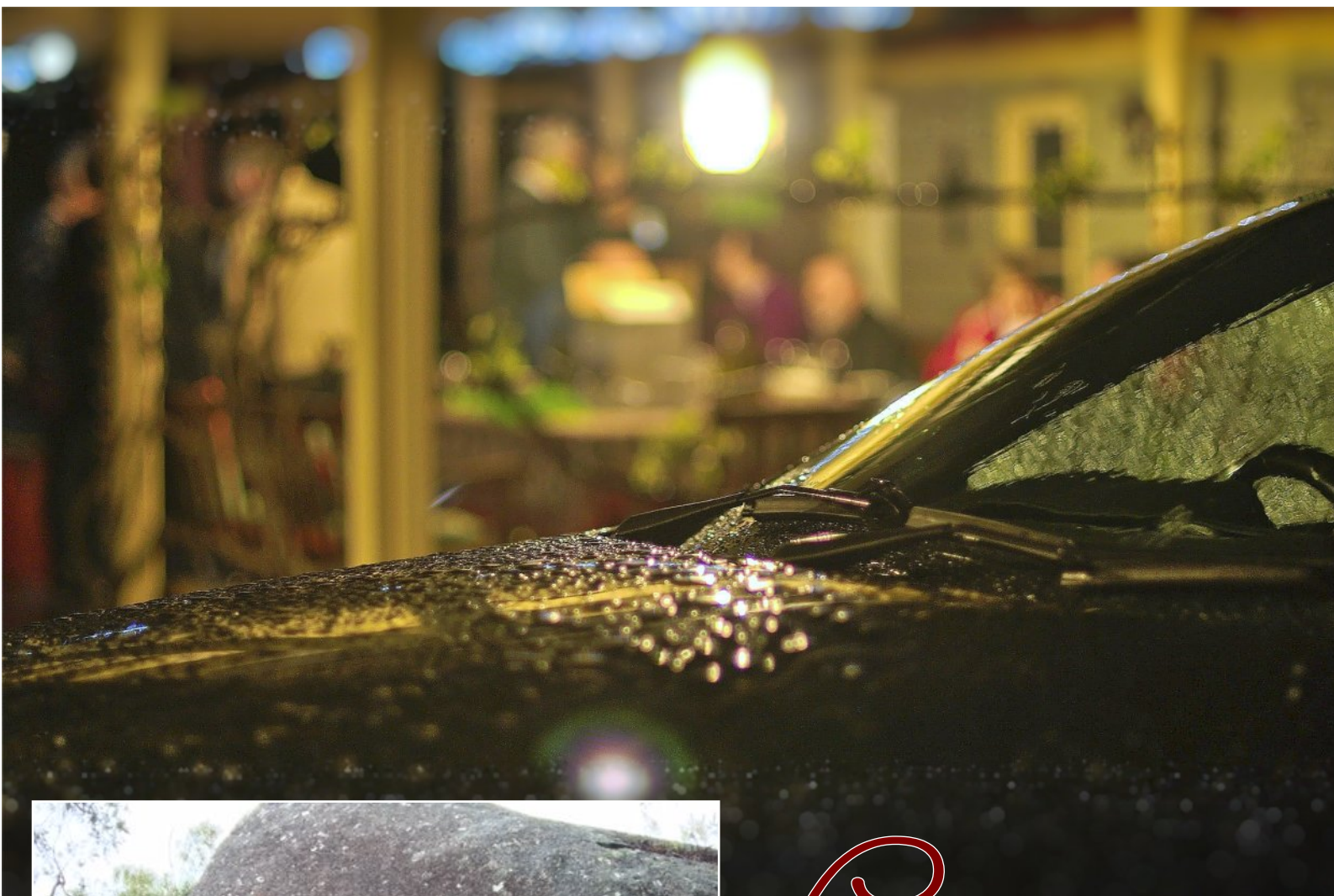
As mentioned above, thousands of you have spent money trying to appease people who refuse to recognise the value of your contribution to their goodwill. This has to end somewhere and it is up to the relevant authorities to recognise your rights; and the fact that you are willing to stand up for them too. If you want to see a resumption of racing activities at Lakeside you need to make your point, politely but firmly to:

Division 7 Cr, Denise Sims: Denise.Sims@moretonbay.qld.gov.au  
Ch of Plan'g, MBRC, Mick Gillam Mick.Gillam@moretonbay.qld.gov.au  
Dep Mayor, Mike Charlton: Mike.Charlton@moretonbay.qld.gov.au  
Mayor, Allan Sutherland: Mayor@moretonbay.qld.gov.au  
Shane King, MLA Kurwongbah@parliament.qld.gov.au  
Mark Ryan, Min. Police Morayfield@parliament.qld.gov.au  
Stephen Miles, Min. for Health Murrumba@parliament.qld.gov.au

We inherited Lakeside from our grandparents; let's make sure our grandchildren do too.

Sincerely,  
John Tetley  
CEO ~ Queensland Raceways





**W**hat a great time we all had at the recent annual weekend away at Stanthorpe organised, as usual, by Jude and Garry

Friday night saw 40 or so well rugged up ..Alfesti descend on Mike and Danilla Heereman for the welcome Pizza and Wine evening. The pizzas were delicious as was the wine from Golden Grove Winery.... which kicked the weekend off to a great start. It was great to catch up with members who live quite some distance from Brisbane...Wendy and Mark from Coffs, Dell and Steve from Nambour, Jim and Irene from Gympie, Laurie and Mary-Alice .. Sunshine Beach, Doug and Cynthia Earl from down the coast to name just a few.

Saturday morning we all gathered quite early to follow Sheridan and Garry to Mason Winery for breakfast and afterwards Steve and Di Jones led the convoy to Girraween National Park. Luckily the rain held off so we were able to enjoy a leisurely walk through the Park before heading off to Girraween Estate Vineyard. This was a real find. Whilst the owners gave a short, but extremely interesting talk on the running of the vineyard, we tasted their various blends. Their speciality was sparkling wines and these were really excellent. It is a small, pretty winery which is definitely worth a visit when you are down that way.









We then made our way down to Tenterfield , with just enough time to check out the Antique shop before making our way to the Boutique Commercial Hotel for an excellent lunch.

Driving back to Stanthorpe some of the group visited 2 more wineries with Garry whilst others did their own thing .

Saturday night saw us all gathered at the Varias Restaurant, Qld College of Wine Tourism for a most enjoyable evening of fine dining....the deserts were particularly yummie!!

Sunday morning's breakfast was at the Jamworks.....delicious! Following breakfast, we all headed back to Mike Heereman's shed for the mornings entertainment. The men spent all morning going over the Alfa Mike is building and checking out the other various partly restored cars and spare parts...whilst the women adjourned to Danilla's "Aladdin'sCave" for a fascinating couple of hours.

The last event was lunch at the Granite Belt Brewery. Located in a lovely rural location, offers a good selection of dark and light beers with a restaurant providing substantial meals. It was a fitting finale to our "Drive, Dine and Wine" weekend.

Everything over the weekend so well organised and enjoyable thanks to Jude,Tony,Garry, Sheridan, Mike and Danilla.....many thanks guys and well done!

*Terry Densley*



It's as simple as googling [aroca qld facebook](#) and clicking the link..... Or follow the link from the club web site!







With most of the country in drought, it seems wrong to complain about the recent rain we've had. My lawn hadn't been mowed for months, and suddenly it was a jungle. And we were looking forward to the Show and Shine run in conjunction with the Festival of Italian Motorsport at Lakeside on September 30th, but the rain had other ideas. There was no way the judges were going to get down in the mud to inspect the few cars that bothered to brave the weather, so we decided to give up on that day, and run it another time. When exactly, I don't know as yet. IPP Peter Mathews has volunteered to run it for us (thanks Pete!), so the committee will discuss and pick a place and time in the next few months, and we'll let you know. Perhaps in January. These trophies aren't going to give themselves away!

And while we should be humble about it, we really can't ignore that at our annual Bocce Challenge Night against the Fiat Car Club of Qld on October 10th, AROCA QLD was VICTORIOUS! Once again, we hold the trophy high, winning 13 of the last 14 years. And unlike the last few years, it wasn't even close. So well done to everyone who participated,

and had several balls of fun! Many thanks to Brisbane Alfa Romeo and Fiat for sponsoring the night, and for bringing along a Giulia QV and a hot Fiat 500 for us to look at. They proved quite popular!

On the following weekend, we had our annual weekend away to Stanthorpe. I've heard more than one person say it was the best one yet, and I'm sure it's covered elsewhere in the mag. The important thing to remember is that you must book early next year, as we booked out months beforehand this year. It would also be great if some newer people came along. I think we had only one first-timer car this year, and it's always good for people who haven't been to see what all the buzz is about. And by next year, Michael Herremans would have completed his little project, so you'll get a close look at the finished product of his amazing skills. So keep an eye out for when we call for bookings! Unfortunately this was also a wet weekend, and Festitalia, to which some members were attending, was also washed out. Again, there's always next year.

The JH Classics Garage day on the 21st attracted many cars that I hadn't seen before, although not too many Alfas, unfortunately. There were the usual Austin Healeys, a few Lotuses, a 420 Jag, a beautiful little mini, and many others including Peter Janetski's (Owner of JH Classics) 101 Spider that he's planning on restoring. I don't know where he got it from, but it would almost be impossible to find one these days. Many thanks to Peter and his crew for putting on the day.

And to round out a busy month for the club in October, the postponed Club Birthday Run was on Sunday October 28th. Founding members Rob and Shirley Grant led us on a drive to the north of Brisbane from Caboolture up to Landsborough, then over some really fun and twisty-but-not-too-twisty roads to the Mount Archer region near Lake Wivenhoe. We had a lovely light lunch at Woongooroo Estate winery, with the owner looking after us very well, and even treating us to some bush poetry. Shirl also gave a wonderful little speech about how her enthusiasm for the club is just as strong as ever, even after 43 years! Rob





and Shirl (and Laurie Jones, who was the other attending founding member) have contributed so much to making the club one which sparks such enthusiasm, so not only thanks to them for organising the run, but for your significant and continuing contribution from which the rest of us benefit greatly!

October was so busy for the club, that I'm only now getting to future events! First off, I've been informed by AROCA Victoria that Alfesta 2019 on the Mornington Peninsula is BOOKED OUT. So if you were planning on going, but haven't yet booked, your only chance is to go on the wait list and hope someone pulls out. To do so, go to the Alfesta 2019 website. There's a link in our club website calendar entry for this event.

On November 11th, Doug and Cynthia Earl will be leading a run from Aratula to Leyburn. For those that don't know, Leyburn is a little town that is the scene of the annual Leyburn sprints, where the town's streets become a race track. And back in the 60's, it hosted the Australian Grand Prix on the old WWII airbase that was nearby. So lots of motor racing history here. Meet at the new BP service station at Aratula at 10am for a 10.30am departure. This new service station is located on the left (outbound) about one kilometre west of the town centre on the Cunningham Highway. We plan to travel over Cunningham's Gap through Tregony, Gladfield and Clintonvale to the Warwick-Toowoomba Road. We then travel north through Mt Marshall to Allora and then west to our lunch destination at the historic Leyburn Hotel arriving around noon. For catering purposes please rsvp to [social@arocaqld.com](mailto:social@arocaqld.com) by Wednesday 7 November.

Our only December event is our Christmas Party on Sunday, December 2nd. Come along and help us wrap up the club year. Those who came enjoyed the Tavernetta so much last year, that we decided to go there again this year. And guess what? It's \$10 a head cheaper! And guess what else? It's AIR CONDITIONED with a bar - perfect for a usually hot December day. Details are on the invite that you should be receiving with this magazine, and on the club website. And there should be a

banner on the website where you can RSVP if you click it (which will also include instructions for payment). If Stanthorpe this year has taught us anything, it's that you should put in your booking in as early as possible, so don't miss out!

Looking into next year, I'm planning on doing another night run in January starting at Lido's (at Manly) in January, given everyone enjoyed last year's run. Peter Mathews has volunteered to organise a picnic run in February, and that'll get things started. We set the social calendar at the December committee meeting, so if you want to organise a run, or have an idea for a run, let me know on [social@arocaqld.com](mailto:social@arocaqld.com).

*That'll do for this month.  
See you at the next event!  
John Anderson*





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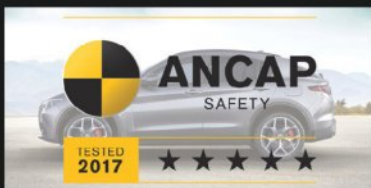


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*La meccanica delle emozioni*





# AROCA

## Club Birthday Run

Rob & Shirley Grant



Our postponed Birthday Run was finally underway on Sunday 28th October with fine weather. Departing BP around 10am we travelled via Steve Irwin Way to the Landsborough exit, then towards Maleny, followed Mountain View Road and Stanley River Road to a comfort stop at Cruice Park.

Continued on the road to Kilcoy, then turned into Neurum Road, skirting Somerset Dam, along to Mt Archer and Woongooroo Estate, where there was ample parking.

On arrival we were welcomed by our hosts Phil and Gail Close. While lunch was being prepared, Phil entertained us with Bush Poetry reading. Lunch was served, followed by wine tasting, and information on aspects of taste and production. A pleasant day we feel was enjoyed by all.

For Laurie Jones, Rob and Shirley Grant the day was a fitting celebration of our AROCA Club Birthday. This journey commenced at that BBQ Picnic at Mt Cootha in 1975, and I doubt if either one of us would have expected to be here 43 years later, with the same enthusiasm and belief in the Club.

Attendance was 32 for the Birthday Run, Alfa 29 and Fiat 3, also some of our members were unable to attend.





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# Zagato *Junior*

Ian Hyland



*“This was almost familiar territory,  
tried and tested 105 Alfa components”*

A few years back I found myself at the crossroads in a situation familiar to most car enthusiasts.

Faced with the sale of a long desired Porsche 911 that failed to live up to expectations ,I was in the market for another Classic car.

What to buy, having enjoyed a number of Alfa Romeos over the years I was convinced that another one was what I needed. But this time around I didnt want another 105 Coupe, I had already owned about 6 of them and restored most of them. In hindsight I should have kept those 6 105 Coupes, they have become a far better investment than my Super fund.

Trawling the internet for a few weeks I was attracted to Zagato Junior. This was almost familiar territory, tried and tested 105 Alfa components, my same network of technical support, same trusted AROCA clubmates. And it was different, rare and virtually handbuilt, exclusive if you like. Many years previously the NZ President of Alfa Club had imported such a car and it had really drawn my attention. Research showed there were 1108 of the 1300 engined cars built and about 400 of the 1600 engined, a rare beast indeed. Zagato were commissioned by Alfa Romeo to build a car that was smaller, lighter and perhaps more useful in competition than a normal 105 coupe. Even in those times Alfisti were looking for something better. The Zagato Junior was built on a Duetto chassis that had been shortened by about 4inches in the rear floorpan making it a very compact car indeed, it used normal 105 suspension and mechanicals but was so much lower in profile and about 200kg lighter.

So the search began, there was one only a few kilometres from my home but it was in longterm ownership with an owner who really loved it so that wasnt going to happen. That car became an important source of information later on.





The internet has made life a lot easier when searching for something and I found a dealer in Holland with 3 Zagato available. By chance I had followed this dealer who had his business setup in old Tulip growing hothouses near Rotterdam. We visit Holland every couple of years because my wife is Dutch but this was our down year so I wasn't going over.

Anyway I contacted him, got details on each of the cars and negotiated to buy the 1300 version in Alfa Red. The VIN number confirmed it was a late build 1300 car built in the September quarter of 1970 and had been delivered to Alfa Romeo in Amsterdam. Holland was a great market for Alfa in those days and a lot of the remaining Zagatos still residing there.

Now the deal involved Securing the Car with a holding deposit on the basis that I needed to Get an Import Permit to bring the car to Australia first. You could in fact pay for the car but be unable to bring it into the country. Getting the Import Permit is no big deal, it's mainly about bureaucracy and fees. My working life has been spent importing Timber so I was well experienced in these procedures and had previously imported a couple of cars from New Zealand so it didn't faze me.

Over the course of a month or so all the necessary paperwork was completed, money was transferred and shipping arrangements were put in place by the Dealer in Holland.

At this point you are probably wondering whether I had seen the car. Well the answer is ,no. I had asked for many photographs, under the car, closeups,interior and engine details etc. I could have had a relative inspect it but they are not classic car people and could probably only verify the numbers and so on that I already had.

The car was prepared for shipment by the Dealer who drained all the fluids in the car, had it steam cleaned, covered in wax and loaded it in a Container at his warehouse.

My file shows that I then transferred the equivalent of \$2000 to cover shipment on the "Hong Kong Express" from Rotterdam to Brisbane. Now this includes transshipping via Singapore where the container is taken ashore, moved around the port and put onto "Kota Lambang".

The container arrived in Brisbane in February 2014 having come halfway around the world, been subject to road movements in Europe and Container port movement in Singapore. Not a bad deal for the \$2000 expended.

With all my paperwork in order I used Williams Global Freight in Brisbane to clear the car. The cost of all this including various charges from Government was more or less double what it cost to bring the car from Europe. Included among the costs was a charge of \$800 to bring the car from the wharf about 2km to the Interport Warehouse where I could pick it up. Now how the hell is this country ever going to be productive or competitive in the world market with punitive charges such as these, it is a pathetic orchestrated ripoff.

At this stage I have a Delivery order to pickup the car so go up to Brisbane with my Car trailer behind the BT50 ready to bring it home. Excited, no ,it was actually a bit scary, what's it like, rusty, dead or what. My first glance didn't look good, the car was Oily, Covered in Wax, Dirty, Musty inside, not good. With the help of a couple of big Maori fellows I pushed the car onto the trailer, tied it down and set off home to Tamborine Mountain.



On arrival at home Corien, my wife, was excited about the new Red sportscar in her life and could see herself trundling off to Coffee the next day in it. The next day, I washed and polished the car and pushed it into the garage among my other cars to be inspected closer in time. In truth I was not unhappy with my purchase, the car looked okay, it was not needed urgently, we had secured something special and it would just need a bit of the usual TLC we give to cars that are nearly 50 years old.



In the meantime another 105 Coupe came into my life, a very good car that could be used and enjoyed straight away. In retirement we are busier than ever with a large property and regular travel overseas plus a bit of Historic racing to organise. So the car sort of got put in a back corner of the garage to be discussed by visitors and admired by many.

After about 2 years I had Peter Janetski at JH Classics come up and have a look at whether he could restore it. We went over the body with magnets and felt that it was fairly sound mainly metal with no significant rust problems. Peter thought it wasn't a big job, he had recently done a 105 Coupe, the Zagato was only half the size and didn't seem all that complex, after all this guy was used to Bentleys, Healeys and other exotica. Peter gave me a quote and went away to let me think about things.

A further couple of years went by and a mate of mine said why don't we get it going. In the next hour or so we fiddled and prodded until the poor little

thing burst into life for the first time in at least 5 years. Whilst it took a great deal of churning and priming to start, when it fired up all seemed well. It had good oil pressure, even compressions in the 160/170 range and slotted easily in and out of gear. I was tempted to run it around the mountain but best to check the brakes, suspension and so on before putting it on the road.

I decided this was something that could be done at home so jacked it up on axle stands all round, borrowed some spring compressors, whipped all the wheels off and went for it. New components were ordered from Classic Alfa, brake calipers sent to BetterBrakes for rebuild and so on.

When you look at most Zagatos they do not seem to sit right and this one had the stance of a 4x4, not the look of a sleek prototype that I wanted. I had on hand a set of lowered 105 springs but after installing these and dropping the car on the floor there was very little improvement. Zagatos have beautiful flared wheel arches and I wanted the car hunkered down with these arches filled nicely. So began a two week period where I went back and forward to King Springs down on the GoldCoast about 40 minutes from home. We started with both original and sports springs analysing lengths, coils and poundage of

each spring. Kings then cut the old springs and I went home to try them. No improvement in ride height so back to square one. Kings then gave me a set of measurements to check and I did this a number of times, checking and rechecking, feeding the info to Steve down there who was very patient as we worked through a car they had no experience with. After all that the springs we ended up with gave me the look and feel I wanted with those beautiful arches now filled out and sitting just perfectly.

All this time I had spent a lot of time under the car, reassembling suspension, putting in a new brake cylinder, checking brake lines, replacing shock absorbers and so on.

Some years ago I learned that I suffered from Vertigo which meant that getting under the car brought on nausea and dizziness. That has created a problem moving on with my Giulia rebuild but I learnt to toughen up, psyche myself up and concentrate solely on the job at hand. In fact I am now comfortable under the car and enjoying the improvements I am working on.

So, I am by now VERY familiar with the underside of the Zagato, getting a clearer idea of how things work, how they should look and getting some ideas together. The car was now really grabbing my attention, the floorpan seemed very sound, that had been a worry. The wheelarches had been coated in black sealant so there was a bit of an unknown there. But it was the Sills that looked very ordinary, they were very wavy and had a very tacky finish.

Now that I had the car going, running nicely, sitting properly, going into gear and braking as it should the Sills were a big letdown. My thinking then developed to getting the Sills looked at and then getting it on road to enjoy a little.

I was just gathering my thoughts on this when I had a call from Peter Janetski wondering if I was going to do anything with the restoration we had talked about a couple of years previously. Peter had come to my attention when fellow club member Paul Blake mentioned his name in an article and I had been to one of his open days at JH Classics. There I had been impressed with the quality of his work on Austin Healeys. He had also taken the trouble to come up to Tamborine to look the car over and I liked the fact that he was encouraging me to be involved in the rebuild process. Given their workshop was only 40 minutes from home I felt this was somebody I could work with.

The next week the car was driven onto the trailer and delivered to JH to fix the Sills and look at the Paint.

Once there the boys pushed it into the shop and started work on sanding back the Sills. We then decided that the Paint might have been harbouring Rust in the blisters on parts of it so proceeded to sand that back as well.

After a few days of this Peter suggested that we send the car away for Sand blasting to see just what we had underneath the seemingly sound paintwork. So away it went down at Yatala to have its fate decided.

About 2 days afterward I had a call that basically scared the hell out of me and went something along the lines of "Ian, we've got your car back, it's not good, you had better come and have a look". By this stage I knew Peter, we had talked a lot about classic cars and I knew he was being very serious.

*Suddenly we were embarking on another one of life's journeys, one that you will learn more about in my next article as we work through resurrecting the little Zagato.*





## 6C Beast Speciale

Darryl Green

Once, Italian engine designers would ply the streets (or more likely the bars) around Milan, looking for a customer for their next great engine design. Sometimes they did the chassis too, but more often that was the preserve of the marque. This left the body to be built, at least for more exotic variants, by a Carrozzeria like Zagato, Touring or Bertone. Some of their products were standard designs, perhaps with small modifications for a customer. Others, the Speciales, were built for shows (and sometimes sold there) or commissioned. That's without mentioning the tuning houses that would make performance improvements - be it increasing power, or decreasing weight. So it was that the great cars of the first half of the 20th century were not the product of a single company, although the realities of commerce and communication meant that they were typically crafted close to the point of origin of their components.

In the 21st century car companies have become truly international, yet at least some preserve brands with considerable national character. What could be more traditionally American than a truck? More traditionally Italian than a lightweight alloy block twin cam engine? Or more French than putting the gearbox out in front of the engine? As time has gone on the realities of mass production have seen the more compatible of these ideas merged into common platforms, taking the best (one hopes) of each. It is easy to imagine this going horribly wrong. While FCA never did see fit to put "Jeep Technology" in an Alfa Romeo SUV others have not been so lucky. The GM / Alfa alliance fell out over, among other things, Alfa Romeo building a chassis that was too good (less kind reports have said too heavy, but don't forget it was intended to stretch to the next larger category car - and if you haven't experienced the rigidity and poise of the 159 body, you should) and GM providing a V6 that I'd rather not talk about. Later, with Chrysler's involvement, an Alfa Romeo was built on a Chrysler/Dodge platform - but at least this was the Zagato designed and built TZ3. Others weren't so lucky - the Thema badged Chrysler 300C was the hearse used to take what little remained of the once great Lancia for burial.







In no century, but perhaps in some fevered nightmare, would one imagine Frankenstein taking an American truck, not one but two Alfa Romeos, and a Citroën and cutting and stitching them together into something that could actually pass for a motor vehicle. It's the sort of experiment more often associated with old Fords, Holdens and whatever else one can find in a barn, to provide something to bash around the paddock. Imagining it being done to classics (even French ones) is an automotive horror movie.

Apparently Michael Heeremans does dream of such things (although it is also rumoured that he never sleeps), but he wakes not in fright, but with inspiration. Which is something very much needed for something that is more of an automotive version of Ready Steady Cook than a horror movie.

#### *Ingredients:*

1 x Buick Truck Chassis  
1 x Alfa Romeo 106 2600 Sprint engine  
1 x Citroën Traction Avant body

#### *Larder contents:*

Various 116 and 105 alfa bits.

Local farm produce (found in various fields and barns) e.g. leaf springs, parts of chassis.

Oh and a supercharger...

#### *Inspiration:*

Picture of Touring bodied 1932 Alfa Romeo 6C

#### *Preparation Instructions:*

Place parts in large potshed and add inspiration. Allow to simmer - arrange ingredients according to taste, adding and removing materials as required, referring to 6C photo and (later) dimensioned 6C drawings.

Add fins to inlet manifold and supercharger in style of original. Manifold adapted to connect supercharger.

Take Alfa Romeo 116 de Dion triangle and transaxle - modify for leaf spring attachment.

Find a curved crossmember and hang transaxle from it.

Fabricate removable front de Dion / transaxle mount/crossmember.

Cut up Citroën body (don't tell any Citroënophiles):

Combine front of front door/back of rear from 4 door Citroën, add extended hinges to make 2 doors in style of Touring 6C.

Use Citroën boot lid etc as basis for rear but shorten roof and create "step" similar to Touring 6C.

Modify Citroën guards.

*Adapt the whole lot to mount to chassis*

*Construct flywheel to connect to transaxle tailshaft bearing and giubo*

*Mount new old stock tractor radiator behind a handmade grill.*

*Make friction dampers replacing traditional leather with the material used for deep sea game fishing drags.*

And that's it for this episode.

#### **Future Installments:**

Making a louvred bonnet

Reassembling the engine

A lot of sanding, then some more sanding...

Some painting

Making it work:

Pedalbox

Hydraulic clutch

Brake system

Fuel system

Hidden, modern electrics

The interior:

Reupholstering 116 GTV rear seat as the (only) seats

A dashboard and instruments

*The Grand Reveal.*







October was a very quiet month on the Alfacomp front with no events scheduled. There was plenty to watch on TV though with Supercar events at Bathurst and the Gold Coast as well as Formula 1 Grands Prix in Japan, the USA and Mexico.

At the end of October, we had the Queensland Raceways category managers meeting so a draft calendar for 2019 is now well on the way with only the sprint dates to be finalised.

## Lakeside News

As most people probably know, there have been some very strong rumours circulating regarding the cessation of racing events at Lakeside. This has been caused by three noise complaints in the past few months, and apparently rather petty complaints at that, averaging about 1dB over the 70dB allowable. It appears that for some unknown reason, when it was re-opened Lakeside was classified by the Moreton Bay Regional Council as an "Entertainment Venue" with a noise limit of 70dB, rather than a "Sporting Venue" with a limit of 75dB. 5dB doesn't sound much but it would make an enormous difference to the operation of this circuit, so apparently there will soon be a petition sent to council to try to rectify this anomaly. When it appears, I'll let members know so that as many people as possible can voice their opinion. Incidentally, John Tetley thinks that there's about an 80% chance that racing will return to Lakeside by the middle of 2019.

*See you at the track  
Mark Jackson*

## 2019 Draft Calendar

March 2nd/3rd – Supersprint – B Series Round 1 at Morgan Park  
 March 30th/31st – Race Event - QRDC Round 1 at Lakeside  
 May 4th/5th – Race Event - QRDC Round 2 at Qld Raceway  
 May 11th/12th - Supersprint – B Series Round 2 at Morgan Park  
 July 6th/7th – Race Event - QRDC Round 4 at Qld Raceway  
 August 3rd/4th - Supersprint – B Series Round 3 at Morgan Park  
 September 14th/15th - Supersprint – B Series Round 4 at Morgan Park  
 November 16th/17th – Race Event - QRDC Round 6 at Lakeside  
**Remember this is a draft only and subject to change**

## upcoming events

**Italian Challenge Sprint Series Round 5**  
**November 11th at Lakeside Raceway** - This is a Sprint/Regularity event starting from 12 noon. Pre-registration is recommended. For entry and payment go to <https://racers.world/login>

**Italian Challenge Race Series Round 4**  
 November 17th/18th at Lakeside Raceway – Possibly partly due to the rumours about Lakeside's demise, we have had a full grid for this event since late October, so while you won't be able to enter, the weekend's racing should be well worth watching.

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



# ALFACOMP 2018 POINTSCORE 30th SEPTEMBER

EVENT	Spr	Reg	S/S	Spr	Reg	Race	S/S	Race	S/S	Spr	Reg	Spr	Reg	S/S	Race	Reg
	1	1	1	2	2	1	2	2	3	3	3	4	4	4	3	5
1 Mark Jackson	14	5	10	12	9	20	12	6	12	20	12	8	8	12	14	0
2 Serge Oberhauser	20	12	16	14	6	14	11	0	11	0	0	0	0	11	11	0
3 Doug Stonehouse	0	0	14	11	11	0	9	0	7	16	16	10	7	9	0	0
4 Graeme Berry	12	9	6	10	20	8	0	0	0	10	14	0	0	0	2	0
5 Andrei Vishnevskii	6	16	0	9	14	0	0	0	0	9	20	6	10	0	0	0
6 John Coleman	0	0	20	0	0	0	16	0	16	0	0	0	0	16	0	0
7 Joel O'Farrell	0	0	0	16	7	12	0	10	0	0	0	0	0	0	20	0
8 Jorritt Koolstra	16	7	0	8	10	0	0	0	0	14	7	0	0	0	0	0
9 Jason Wishart	0	0	0	0	0	0	20	0	20	0	0	0	0	20	0	0
10 Peter Salmon	7	11	9	0	0	0	7	0	6	0	0	0	0	8	0	10
11 Phil O'Callaghan	11	8	0	7	8	0	0	0	0	12	11	0	0	0	0	0
12 Col Densley	10	20	0	0	0	0	0	0	0	8	9	0	0	0	0	8
12 Ken Percival	0	0	0	0	0	16	14	0	10	0	0	0	0	10	8	0
14 Luke Simiana	0	0	11	0	0	0	8	0	14	0	0	0	0	14	0	0
15 Martin Kelly	0	0	0	6	16	0	0	0	0	7	10	0	0	0	0	0
16 Stephen Callaghan	9	14	0	0	0	0	0	0	0	0	0	0	0	0	5	6
17 George Soropos	8	6	0	0	0	0	0	0	0	11	8	0	0	0	0	0
17 Reilly Brook	0	0	0	0	0	9	0	8	0	0	0	0	0	0	16	0
19 Peter Parianos	0	0	0	20	12	0	0	0	0	0	0	0	0	0	0	0
20 Alan Broadhurst	0	0	12	0	0	0	10	0	9	0	0	0	0	0	0	0
21 Rob Robson	0	0	0	0	0	11	0	0	0	0	0	0	0	0	11	0
22 Charles Webb	0	0	7	0	0	0	6	0	0	0	0	0	0	7	0	0
23 Jenny Webb	0	0	8	0	0	0	4	0	0	0	0	0	0	6	0	0
23 Angus Saunders	0	0	0	0	0	10	0	7	0	0	0	0	0	0	1	0
25 Grant Norman	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25 Nicholas Singleton	0	0	0	0	0	0	0	0	0	0	0	7	6	0	0	0
25 Robyn Armstrong-Simiana	0	0	0	0	0	0	5	0	8	0	0	0	0	0	0	0
27 Norm Singleton	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
28 Paul Young	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
29 Manuel Pena	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
29 Simon Bailo	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0
31 George Brook	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
32 Andrew Wilson	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
33 Philip Simmie	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
34 Peter Lawrence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
35 John Carson	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

## RISULTATI

	Total Events	Total Points	Best Events	Alfacomp Points	Sprint	Reg	S/S	Race
Mark Jackson	15	174	10	138	54	34	46	40
Serge Oberhauser	10	126	10	126	34	18	49	25
Doug Stonehouse	10	110	10	110	37	34	39	0
Graeme Berry	9	91	9	91	32	43	6	10
Andrei Vishnevskii	8	90	8	90	30	60	0	0
John Coleman	4	68	4	68	0	0	68	0
Joel O'Farrell	4	65	4	65	16	7	0	42
Jorritt Koolstra	6	62	6	62	38	24	0	0
Jason Wishart	3	60	3	60	0	0	60	0
Peter Salmon	7	58	7	58	7	21	30	0
Phil O'Callaghan	6	57	6	57	30	27	0	0
Col Densley	5	55	5	55	18	37	0	0
Ken Percival	5	50	5	50	0	0	34	24
Luke Simiana	4	47	4	47	0	0	47	0
Martin Kelly	4	39	4	39	13	26	0	0
Stephen Callaghan	4	34	4	34	9	20	0	5
George Soropos	4	33	4	33	19	14	0	0
Reilly Brook	3	33	3	33	0	0	0	33
Peter Parianos	2	32	2	32	20	12	0	0
Alan Broadhurst	3	31	3	31	0	0	31	0
Rob Robson	2	22	2	22	0	0	0	22
Charles Webb	3	20	3	20	0	0	20	0
Jenny Webb	3	18	3	18	0	0	18	0
Angus Saunders	3	18	3	18	0	0	0	18
Grant Norman	2	15	2	15	5	10	0	0
Nicholas Singleton	2	13	2	13	7	6	0	0
Robyn Armstrong-Simiana	2	13	2	13	0	0	13	0
Norm Singleton	1	12	1	12	0	0	0	12
Paul Young	1	11	1	11	0	0	0	11
Manuel Pena	1	8	1	8	0	0	0	8
Simon Bailo	2	8	2	8	0	0	8	0
George Brook	1	7	1	7	0	7	0	0
Andrew Wilson	1	6	1	6	0	0	0	6
Philip Simmie	1	4	1	4	0	0	0	4
Peter Lawrence	1	3	1	3	0	0	0	3
John Carson	1	1	1	1	0	0	0	1





# A lap of Lakeside Park

by doug chapple



A good lap of Lakeside Park starts in the paddock where a driver needs to address the fact that Lakeside Park is a historic venue and as such does not incorporate the latest in track technology. Simply, Lakeside Park is not a ten tenths circuit for the uninitiated, and a safety margin always needs to be factored into a lap by a driver.

The 2.6 of track that is Lakeside Park has it all, a very high average lap speed, very fast, fast and slow corners, corners with camber changes, blind crests and changes in elevation. You name it, Lakeside Park has it!! Get it right and it's as rewarding as it gets. However, get it wrong and you can pay a very high price indeed.

Lakeside Park rewards drivers that apply a smooth flowing style. The lap record stands at just over 46 sec.

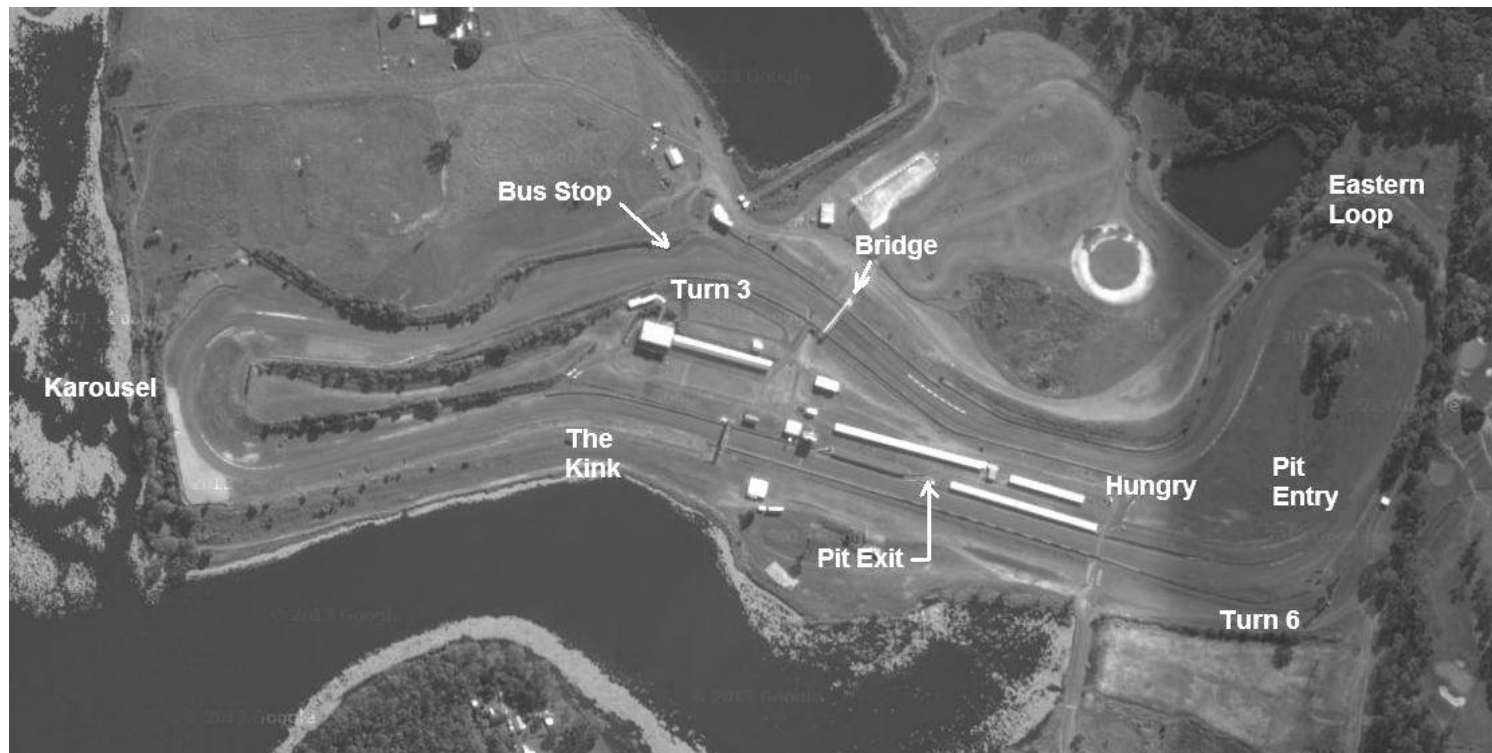
## So to a lap of Lakeside Park:

Turn 1 is known as The Kink and is a very high-speed bend in the main straight. It is important to approach from the very right hand edge of the track, turning in from as wide and as late as possible aiming for a slightly late apex to eliminate running wide on exit, the consequences of which are not worth thinking about given the speed at this point!!

Getting the apex right will see you exit slightly right of leaving less distance to track back to the very left edge for the approach to turn 2 known as the Karousel. Brake late and hard from a very high-speed approach and it's back to third gear for the turn-in. The Karousel is a double apex corner that has another dimension to deal with in that the second half of the corner is heavily off camber. Get the turn-in, and therefore the first apex right, and you will n.m to the second without difficulty, however careful progressive throttle application is essential. Too much throttle too quick and you will be inviting trouble, as it is critical that you get to the second apex or you will run wide on exit and for that, again there will be consequences!!

The run out of the Karousel is up hill to a blind crest and you need to stay left edge all the way up, pulling fourth gear at the top or just over the crest, then continuing to hold the left edge until you get to a point where the Bus Stop nearly rejoins the track and the grass is less than a metre between the two surfaces. Note, from this point the bus stop goes away and returns to rejoin the main track at a later point. The bus





stop is a departure from the main track only used by bikes at Lakeside Park to reduce speeds under the bridge and accidents resulting, please refer to the track map.

From this point the apex for Turn 3 is around 20 metres before the bridge and, if you're on the pace, you grab fifth gear around this point. From that apex and under the bridge, you aim for the left edge at the second of the two blind crests at Lakeside Park and then aim for the 40cm track light on the Armco barrier on the right hand side of the track before Hungry corner.

At that point you get the car straight and it is hard on the brakes for Hungry corner and back to third gear. Note that this corner is another one where the track falls away in the second half - similar to the Karousel. This will throw you wide on exit and into trouble if you do not get to the apex. Turn in and aim for an apex about 2/3 along the coloured kerb, which will then see you exit right of centre on the run up to Eastern Loop.

At turn-in to Eastern Loop, stay just right of centre to the very top of the hill and, at that point, turn to the late apex at the mid point of the coloured kerb. Then it's out to the left edge and full throttle down the hill. Pay particular attention not to run wide on exit as there is a 50 / 75mm drop off that you will have to deal with - again the consequences can be severe. If maximum revs are not achieved in third on the run down the hill, short shift into fourth for Turn 6 and the run on to the main straight.

Note: Pit entry is on the right, halfway down the hill out of Eastern Loop, so stay right on exit should you be heading into the pits.

Coming on to the main straight through Turn 6, ensure that you get the apex right in the middle of the coloured kerb, because an early turn-in comes with dire consequences,

And then it's away we go down the straight, moving across to the right edge as we go. Ensure that you do not cross the double white lines with orange cones separating the pit exit from the race track proper.

Across the start finish line and that completes a lap of Lakeside Park.

*Remember that a driver's use of rear vision mirrors is absolutely critical at Lakeside Park. The blind crests and elevation changes mean a faster car can sneak up on you and catch you unawares, so make sure you pay particular attention to this very important safety issue during each and every lap.*

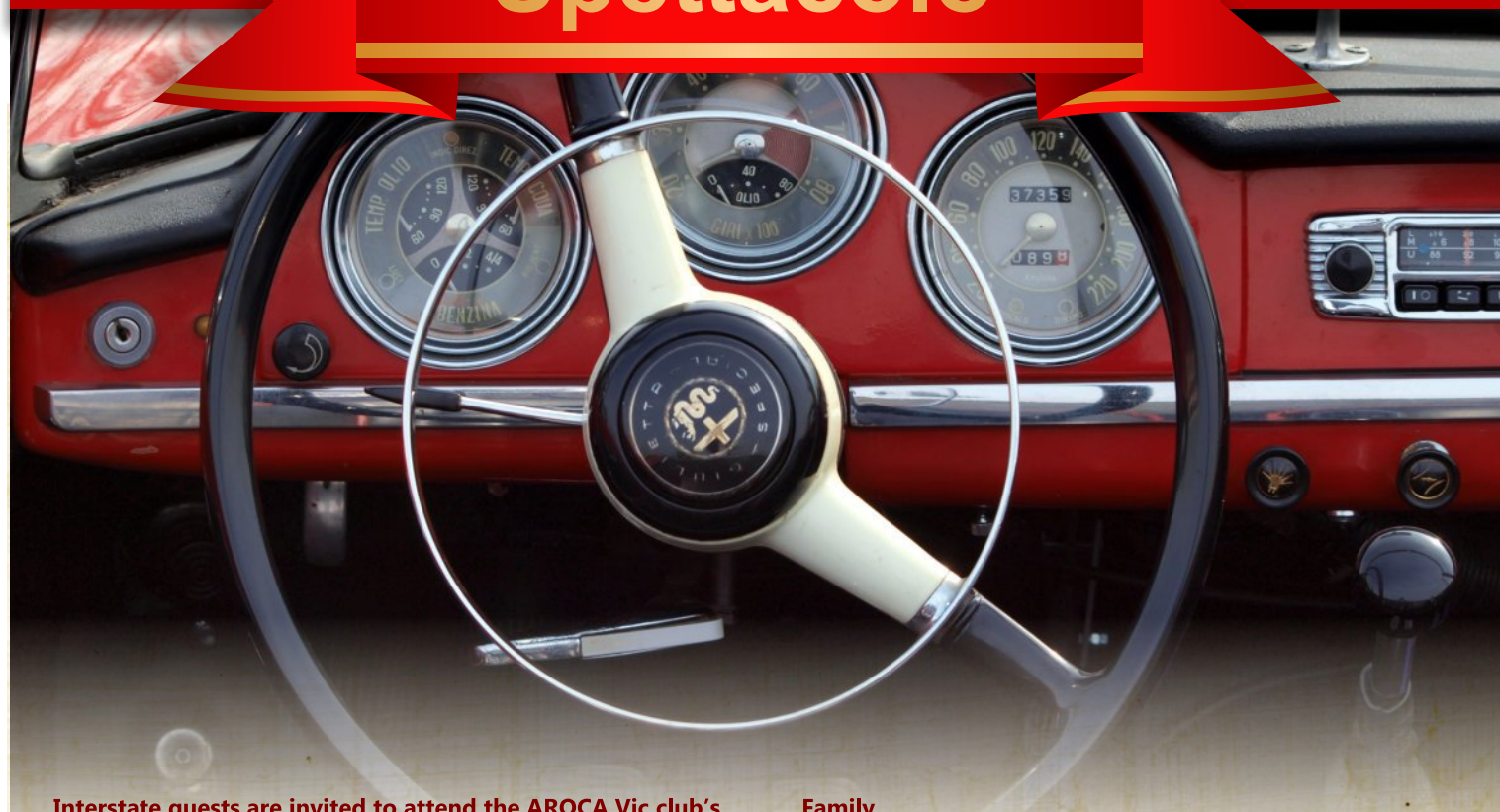
*Please note that this piece is put forward for information purposes and is non-specific for any vehicle / driver. It is a requirement that drivers make their own assessment of the Lakeside Park track bearing in mind their ability and the characteristics of their particular vehicle and vehicle set up.*





# Alfa Romeo

## Spettacolo



**Interstate guests are invited to attend the AROCA Vic club's annual Spettacolo Show'n Shine and Concorso event at our new location at Wesley College, 620 High Street Road, Glen Waverley. This year's Spettacolo will be a feature the Quadrifoglio Showcase as this famous symbol was first used in 1923. Over the decades, this symbol has been used in a variety of guises.**

### **All Alfa Romeos Welcome**

Owners of any model of Alfa Romeo, regardless of age, are invited to bring their Alfa Romeo to Wesley College to be part of the celebration. With its close to perfect surface the manicured field at Wesley Oval, with the college building as a backdrop, is the perfect venue for a display of classic Italian cars with more than 300 Alfa Romeos and other Italian car clubs expected on the day.

Even if you don't wish to enter the competition, bring your Alfa along and display it on the magnificent Wesley College oval and be part of the largest all-Alfa Romeo display in the southern hemisphere.

### **Show'n Shine**

A feature of the event is the Wash 'n Shine" competition with its 20 categories available for owners to enter. There are also categories for previous winners.

### **Concorso**

With preliminary judging of the Concorso entries taking place on the day before the event, the final judging and presentation of trophies will take place during Sunday's Spettacolo.

### **Family**

There will be plenty of delicious food and refreshments available on the day, along with kid's rides, Alfa Romeo merchandise, trade stands with displays by the event's supporters, Alfa Romeo Dealers, Club advertisers and sponsors.

As an additional attraction this year will be kid's activities with face painting and ballooning next to the Jumping castle.

### **Food**

This year, we have more food, pizza pasta, great coffee and a sausage sizzle with some eating and shade tents provided for your convenience. However, bring your own chairs and picnic table if required.

Entry to the venue is from High Street Road via the Main Gate. Please mark this event on your calendar and join us for this great celebration.

### **Accommodation Package**

The Park View Hotel offer the Saturday Night Package of \$194 including 1 or 2 breakfasts. As previous years please guests call and advise they are part of the Alfa Romeo Owners Club and they can access this rate. Centrally located at 562 St Kilda Rd, Melbourne. Contact: (03) 9529 8888.

**To ensure a successful event on the day, any volunteer support would be warmly welcomed.**

**Contact: John Hanslow:**

**Register Coordinator Phone : 0409 961 719**

**Email : [register@alfaclubvic.org.au](mailto:register@alfaclubvic.org.au)**



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MEMBRI

## *Benvenuti a tutti*

It has been a busy month Alfa wise with my GTV needing new studs and gaskets for the exhaust manifold plus new diff bearings and seals plus a bit of repair work on the exhaust. To top it off I now have a rattle in the clutch area which will need looking into. I am currently refurbishing some non Alfa brake calipers to fit the car. I hope to have the rattle fixed and the new brakes fitted for the 11th November sprint meeting.

A great weekend away was had by all in Stanthorpe during the month. There was much food and wine and great company by the 36 odd people who came. This is a great annual event so book early next year as it is always over-subscribed.

New memberships have picked up during October with 5 new Members coming onboard.

We now have 204 financial Ordinary members plus 13 Life members.

## **Welcome to new Members this month:**

Courtney and Angelo Cotroneo with a 1975 Spider  
Oran and Cherie McLean with a 2017 Giulia  
John and Leonie Davis with a 2018 Giulietta  
Paul Kling with a 1980 Alfa Sud 1500  
Malcolm Norris and Wendy Collins with a 2004 3.2 GT

*Ciao Colin*





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Sunday November 11th



**Run to Leyburn Pub** - Doug and Cythia Earl will once again lead us on their now traditional final run of the year. Meet at the new BP service station at Aratula at 10am for a 10.30am departure. This new service station is located on the left about one kilometre west of the town centre on the Cunningham Highway. We plan to travel over Cunningham's Gap through Tregony, Gladfield and Clintonvale to the Warwick-Toowoomba Road. We then travel north through Mt Marshall to Allora and then west to our lunch destination at the historic Leyburn Hotel arriving around noon. For catering purposes please rsvp to [social@arocaqld.com](mailto:social@arocaqld.com) by Wednesday 7 November.

novembre

Nov 10 2018	Sat	Non-Club event	Noosa Hill Climb - Summer - Gyndier Drive, Tewantin
Nov 11 2018	Sun	Non-Club event	Noosa Hill Climb - Day 2 Gyndier Drive, Tewantin
Nov 11 2018	Sun	Club Social event - Run to Leyburn Pub	
Nov 14 2018	Wed	Club Night - Members' Club Night Shannons, West End	
Nov 17 2018	Sat	Competition event - T124 Italian Challenge Race Series Round 4 Day 1 Lakeside Raceway, Dakabin	
Nov 18 2018	Sun	Competition event - T124 Italian Challenge Race Series Round 4 Day 2 Lakeside Raceway, Dakabin	

dicembre

Dec 2 2018	Sun	Club Social event - 2018 AROCA Christmas party
		Same place as last year, new price! Yes, after last year's event at the Tavernetta (144 Dorville Rd Carseldine) was enjoyed by all who attended, we decided to go back! And we've dropped the price to \$40 a head. You'll escape the December heat in the Tavernetta's **AIR CONDITIONING**, and chat with your friends with a drink from the bar. Later we'll enjoy a Christmas Buffet. We'll be doing trophy presentations, and have our Christmas raffle. And no doubt we'll see some of Dougie's racing videos. To reserve your place, please use the Online Booking Form, and follow the instructions on that page for how to make your payment. Please arrive by 11:30am, so that you have a chance to catch up with old friends before lunch. See you there!
Dec 3 2018	Mon	Committee meeting - Committee Meeting TBA
Dec 5 2018	Wed	Our Last Mid-Week Drive for 2018
		More detailed drive information will be sent closer to the event.
		For our last Mid-Week Drive for 2018, we are going to Toowoomba. Our destination has limited our attending numbers.
		Tony Nelson - Mid-Week Drives Coordinator eMail: <a href="mailto:midweekdrives@arocaqld.com">midweekdrives@arocaqld.com</a>
Dec 5 2018	Wed	December Magazine Publishing Deadline





*Merry Christmas*

*Sunday - December 2nd*

**2018 AROCA Christmas Party** - Same place as last year, new price! Yes, after last year's event at the Tavernetta (144 Dorville Rd Carseldine) was enjoyed by all who attended, we decided to go back! And we've dropped the price to \$40 a head. You'll escape the December heat in the Tavernetta's **\*\*AIR CONDITIONING\*\***, and chat with your friends with a drink from the bar. Later we'll enjoy a Christmas Buffet. We'll be doing trophy presentations, and have our Christmas raffle. And no doubt we'll see some of Dougie's racing videos. To reserve your place, please use the Online Booking Form, and follow the instructions on that page for how to make your payment. Please arrive by 11:30am, so that you have a chance to catch up with old friends before lunch. See you there!



*Saturday & Sunday - November 10th*

**Noosa Hill Climb - Summer** - A hillclimb event on a winding road through the forest. Plenty of spectator access on foot or take the bus that takes you up from the pits between runs. Scuderia Yandina Creek's home track so sure to be at least a few Alfas... Gyndier Drive, Tewantin, off the Noosa to Cooroy Road  
<https://www.noosacarclub.com.au/index.php/events/noosa-hill-climb-summer>





# 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 dropdown list. Complete the online form, making sure you fill in all the mandatory fields.

Your classified can be up to 6,500 characters long and you may also upload one digital image. The image must be in .JPG format and be less than 1Mb in size. Please check the spelling and punctuation of your classified before clicking on the "Submit" button. If you experience any problems submitting your classified online, please contact the Classifieds Editor (Phone: 0403 878 749 or email: classifieds@arocaqld.com). A classified will remain listed for three months unless the classified owner requests otherwise.

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

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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

## Roof Racks for Alfa 156

Looking for a set of roof racks for 2004 Alfa 156 4 door sedan. | Up to \$150 | Contact: David, 0467788475, davidbyrom@bigpond.com

Wanted

## 2011 Alfa Romeo Brera TBI

Looking for 2011 Alfa Romeo Brera TBI | \$15,000 | Contact: Oliver, 0427248989, oliver-kharas@hotmail.com

For Sale



## 1977 Alfetta 2.0L Sedan

Owned for 27 years. Alfa Red, 5 speed manual, 17" alloys, excellent condition, 2 pac paint, air conditioned, drives excellently, heap of spares to go with sale. | \$10,500 | Contact: Albert, 0427118080, acbignall@bigpond.com (Expires: Nov 20)

For Sale



## Alfa 156 2.5 V6 24V

2004 model. Automatic. Red with tan interior. 185,000km. Timing belt and water pump replaced. Car located on the Sunshine Coast. | \$4,000 | Contact: Robert, 0410 594 388, beachav@bigpond.com

For Sale

## Personalised Plates

Queensland Personalised Plates "BLK 159". White on black. Perfect condition. One slimline, one standard size. Collect from Robina. | \$800 ono | Contact: Helen, 0421823248, helenspeckham@gmail.com

For Sale

## Personalised Plates

Queensland Personalised Plates "SPIDER". Slim line front, standard size back in excellent condition. Must be sold (Deceased Estate). Submit all genuine offers | \$10,000 | Contact: Peter, 0406886463, peterpaul21@hotmail.com

For Sale



## 2009 Alfa Romeo 159 JTD Ti Sedan

Top of the range TDi 2.4L diesel turbo with Qtronic six speed auto transmission with manual override. Red duco. Only travelled 89,289 klm. One non-smoking owner from new. Regularly serviced by dealer or Alfa specialist. Excellent condition interior. Exterior has a few marks around the grille, one scratch on the bonnet, one tiny dent under the bumper the front and a scrape on an alloy. Two new tyres and new battery. Features include: 7 airbags, 2 zone climate control, tinted windows, cruise control, brake assist, hill holder, rear parking sensors, leather seats, leather gear knob, leather steering wheel, electric heated front seats, 19" alloy wheels, xenon headlights, full body kit, chrome mirrors, steering wheel audio controls, power windows, rain sensor wipers, cooled centre console, and integrated Bluetooth audio system. | \$12,000 priced to sell | Contact: Chris, 0403775333, chris@envisageclinic.com.au

For Sale

## Alfa wheels

14" factory alloys and tyres - 5 x 98mm stud pattern for a Alfa75 | \$100 | Contact: Barry, 0408758957, Bcms@bigpond.com

For Sale

## Alfa 159 3.2 Q4 Ti

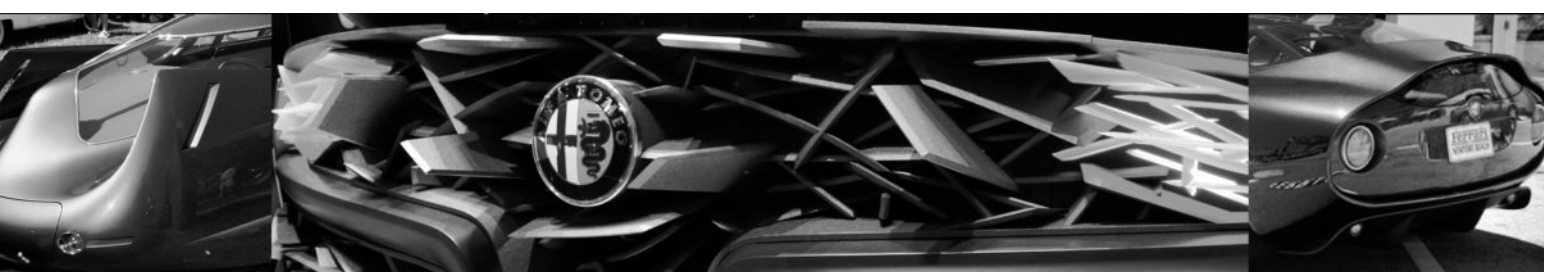
This car is in great condition and fantastic to drive. Genuine reason for sale. Come and test for yourself. | \$9,995 | Contact: Shane, 0412381566, shanesaunders53@gmail.com

For Sale

## GTV 916 Springs

Alfa 916 GTV Eibach lowered springs. As new. Rear springs have been in the car once. Front springs have not been in the car. Save yourself the trouble of importing them from Europe. | \$400 plus postage | Contact: Michael, 0410395456, plantm@iinet.net.au (Expires: Nov 5)





For Sale



#### 2007 Alfa 159 JTS TI

1 owner, 47,661 klms, Stromboli Grey, 6 speed manual, 2.2 Litre 147 KW JTS Motor. Factory sunroof, all leather interior, 19 inch wheels, Brembo brakes. Excellent condition, selling due to buying a new Alfa. | \$17,500 negotiable | Contact: Albert, 0427118080, acbignall@bigpond.com (Expires: Nov 20)

For Sale



#### Spider 2007

4 cylinder, 2.2 JTS manual 6 speed, 125K, silver with red leather trim. | \$14,500 | Contact: Edgar, 0414 770 261, edgarstubbfield@gmail.com (Expires: Nov 19)

For Sale

#### 2008 Brera 2.2i

110,000KM. Full log book service history. Second owner. Excellent condition. Gold Coast/Brisbane | \$13,500 | Contact: Silvia, 0438320669, npmcginley@bigpond.com

For Sale

#### 916 Spider 2.0 JTS 36000km manual

Black with red leather interior. Lusso model with electric windows and top, climate control AC. 36000km. Previous owner left her parked up under an apartment building. New coils, new clutch master and slave cylinder. This is probably the cheapest weekend poser you can find, with years of enjoyment in front of her. I'm using her for commuting and parking on the street, she deserves better. Willing to swap for ute, if you have one. | \$10,000 negotiable | Contact: Steve, 0401732341, stevecurd007@icloud.com

Merchandise

**AROCA Queensland Division no longer sells merchandise, however a range of items is available from other state Divisions.**

**Featured this issue: AROCA Victoria Club Shop**

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# Per Sempre Alfa



1921 alfa tipo 61

Published quarterly by The Queensland Division of The ALFA ROMEO OWNERS CLUB of Australia

PER SEMPRE ALFA

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VOLUME I NUMBER 3  
DECEMBER 1976.



*With the Club Birthday Run just passed,  
I saw a great opportunity to share the first  
"Official Club Magazine". Many thanks to  
Bernie for passing this copy on to me. Part 2  
will appear in the December Issue.*

*Mark Buchanan*

## PART I.

There is a small sign in my workshop which reads -

DONNE E. MOTORI, GIOIE E DOLORIE - WOMEN AND ENGINES, DELIGHT AND ANGUISH.

During the past ten years I have come to realise just how much truth can be said in so few words. In my young days I was thought to be a reasonably sane and rational type of person, my only vice being the love of old cars, Alfa's and Bugattis in particular. I read about them, dreamed of driving them fast along tree lined routes and mountain passes. I could see their lithe lines and lowered bonnets, I could hear the howl of straight cut gears, even smell the castor oil, but own one, never. There just weren't any around and besides I had a young wife. Who would want to tinker with cars.

Then in 1966 I heard of an old Alfa in western Queensland, details were very scant but also very promising. I had to have it. Negotiations were made to obtain the car and after many months the word came through that the car was mine. Now all that remained was to collect the car and with a few minor adjustments and a fresh coat of paint my boyhood dreams would be fulfilled.

On the 3rd October, with happy hearts my Dad and I set out for Winton, towing a borrowed trailer, a journey destined to change my life. For the first hundred miles all went well. This was real living, cruising along good roads urged on by a car which at this stage I hadn't even seen, only envisaged. Then disaster struck, the differential in the tow car omitted with expensive sounds. On returning to Toowoomba a servicable differential was fitted and we were on our way again. By this time our happy hearts were starting to desert us. The road was deteriorating badly and emerged as two dusty bush tracks. Vegetation was scarce as a drought was current, dead stock became evident everywhere and with the terrific heat the stench of rotting carcasses became intolerable. Our pleasure was becoming a night mare. We drove up and down creek banks, jolting and cursing. Every creek crossing necessitated a visual check under the car and trailer for damage. The fuel tank had been holed and repaired with mintics - (It's moments like these) the hydraulics torn off the trailer, broken shackle bolt, tail light lost and mudguards cracked from vibration. All to a borrowed trailer. Great - Just great.

Finally at sundown the following day we limped into Winton, two very tired people with 900 miles behind us and the thought of having to face it again on the return trip. Still the car would compensate for it, I couldn't wait. We hurried around to the wrecking yard where my contact had the car stored and tried to spot this fine Italian beauty. It was nowhere to be seen. I was so sure he would bring it in for me to save the 60 mile trip to the station. Maybe it was in the garage.

On questioning him he assured me the car was indeed there and pointed out this rusty shape among the more modern relics. Lithe lined? It looked like two railway lines with a piece of tin thrown over the front of them. Silently we inspected this monstrosity of the past and as the debris was cleared out of the way it became apparent that under the dust and grime



there was the makings of a fine old motor car. Sure, it was badly battered and would need a lot of loving care and hard work, but it could be done.

Next morning at day break we hurried back and took account of what we had. The body from the firewall back was missing and in its place was welded a one inch angle iron frame with a modern fuel tank attached to it. A threeinch angle iron frame was welded under the back of the chassis which held a centrifigal water pump, the drive to which was obtained by shortening the tail shaft and adding a universal joint, the pinion and housing was discarded to make room. The steel sanley wheels were cut down and Ford V8 wheels welded on. The front chassis member was bent and the track rod broken, the front springs would need repairing. The radiator was dented, some instruments were missing, the remaining ones smashed. The steering wheel was devoid of its wood. Lights, generator, carby and radiator badge were also missing.

Not too much information is available as to its early days. The original owner had the car for a very short time when he was proclaimed bankrupt and rather than loose the car sent it to a neighbouring station to hold until his financial embarrassment eased. The car was duly put on blocks, however the owner died within three years and so there it remained for a further twenty years. The car was eventually taken off blocks and used by the sons of the property owner to run down kangaroos. It appears to have collided with a tree during one of these excursions. The foreman then removed the body and attached the water pump where as the car was then put to work pumping water from a dam to a turkeys nest. It was serving this role when discovered.

The next job was to load the beast on to the trailer for the home-ward journey, however due to its exceedingly long wheel-base this proved impossible. We had just come 900 miles in the dirt and heat to pick up a wreck and failed. Much mirth all round. Undaunted, we contacted a trucking company who agreed to bring the car down at the end of the wool season - maybe two or three weeks time. Happy with the arrangements we departed for home, where on arriving we were met by our wives who showed concern as to the whereabouts of our newlyacquired possession. Their fears were quelled with promises that everything was o.k. and that we did infact own a magnificent car. It would be arriving soon and they could judge for themselves.

The sound of air brakes on a wet Saturday night heralded the arrival of our pride and joy. Amidst much excitement and peering into dark places dimly lit by a weak torch beam, we explained the finer points and emphasised what potential the car held. The look of amazement and disbelief on their faces had to be seen to be believed.

The unloading was very simple, a friend helped out with a fork lift and towed the car to my place where I was immediately instructed by my good wife to keep it out of sight. Friends came for miles to inspect the masterpiece, only to make obscene remarks and shake their heads 'Unrestorable' they said, "junk". My wife avoided me as if I were deranged. Not to worry, I was now the owner of a truly fine Vintage car.



*Ciao!*

Next issue: December 2018  
Deadline 25th November 2018



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