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

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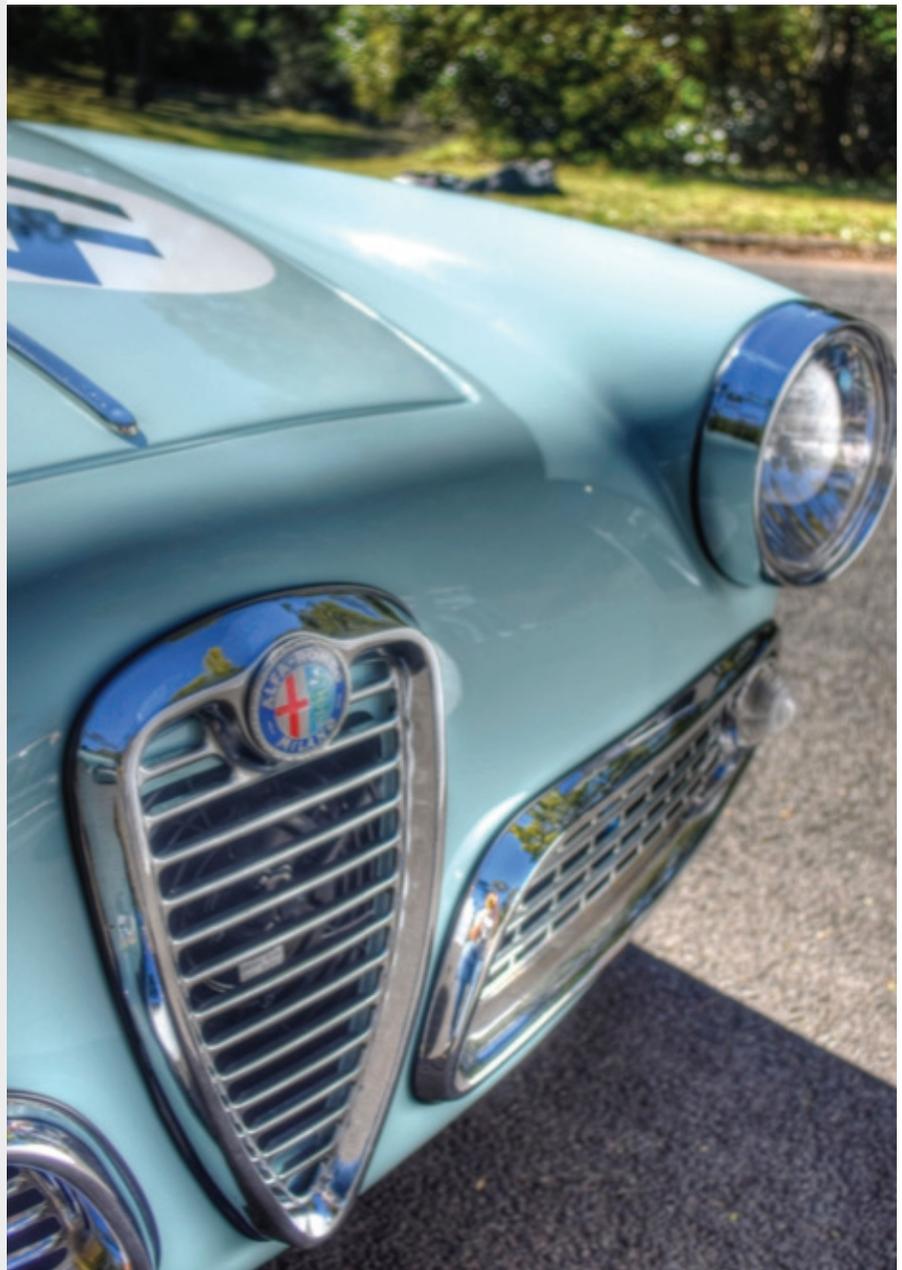
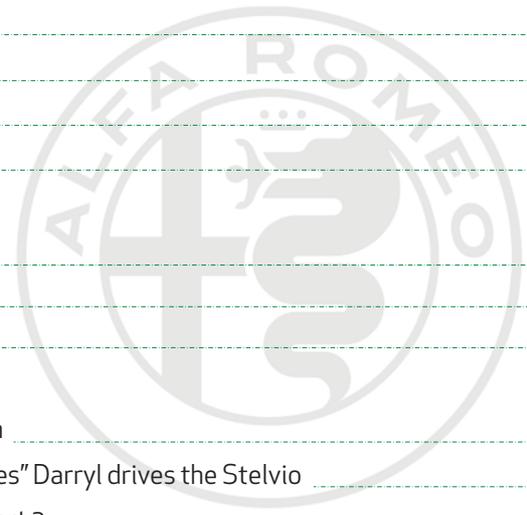
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Aaaannndddd... We're back! Another new year, although it's a bit odd saying that this far in by the time you read this!

If you love driving your Alfas, join us this year in the many events that your club are putting on for your enjoyment. But you can only enjoy them if you participate! You can take your street car on the track with Sprints and Regularity, or get more serious with the racing. Or, join us for a Sunday or mid-week drive once a month or so. Club nights are on the second Wednesday of every month (except January and December), where you can meet your fellow Alfisti, eat club-supplied pizza, and listen to a speaker who will interest you in some way if you love cars. There's lots of other events, such as various car shows, cars and coffee, Alfesta, garage days, our Stanthorpe weekend away, a Day in the Country, our Christmas party, etc. So particularly if you've joined and have not yet plucked up the courage to participate in an event, make this year the year, and see what your club is about.

“Queensland is running Alfesta 2020, so we'll be making the announcement of the place we've chosen at the Gala dinner of this year's dinner”

Speaking of car shows and Alfesta, there's two announcements on those. The committee has decided to cancel our Concours which we'd planned for May this year. Unfortunately, it takes a lot of work to put it together, and we certainly want to do it to the quality to which we delivered the last ones under Vice President Keith Faulkner's administration. Keith has done his bit, so it needed someone else to drive it and make it happen. We had lined up someone else to do it this time around, but work pressures meant that they had to pull out (which is fair enough). And we couldn't find anyone else to step up and take on the challenge. So the best option was to cancel. We'll be running Alfesta next year, so it's unlikely we'll want to do a Concours in the same year, and that means our next Concours is probably in 2021. I might even be able to drive the SZ there...

Don't forget Alfesta 2019 is just a couple of months away. As I said before, Queensland is running Alfesta 2020, so we'll be making the announcement of the place we've chosen at the Gala dinner of this year's dinner. So could those who already know please keep it to themselves until then, and could



everyone else not ask! You'll know soon enough. Running an Alfesta needs many hands to lighten the load, so if you'd like to lend a hand and help out, send me an email on president@arocaqld.com so that I can keep you informed on when we're having meetings. There will be plenty of jobs going, and we'll appreciate any and all constructive help.

In Alfa news, the Sauber F1 team is now fully the Alfa Romeo team. I'm guessing our diligent editor has already written something about that, but I wanted to mention it because I remember the last time Alfa had a F1 team, when Alan Jones (not that one) was wearing the F1 crown, and they had comparatively rubbish cars and drivers, leading to the ultimate demise of the team. I'm hoping that won't happen this time around. So much of the 'aura' of the Alfa Romeo brand is tied up in its motor racing heritage and pedigree, and it's a good sign for the future of the brand that their owners have committed to reinvigorate their place in F1. Now if only someone would reinvigorate F1...

And finally, I've been seeing a lot of renderings of the upcoming GTV. As a rule, you never believe that a rendering of a planned car will be anything like the final product. Usually they start with a cool concept, and as they compromise it to make it possible to produce for a profit, it usually changes a

lot. But lately, the renderings have 'stabilised', much like the renderings for the Giulia did, and what was delivered was pretty close in that case. So if the same thing is happening with the GTV, it's going to look pretty good! I think it'll use the Giulia/Stelvio QV cut-down Ferrari engine, so that engine in a car that looks like that will be pretty special. Unfortunately styling trends are getting more and more 'German' than Italian, but that's what marketing departments are telling them that people will apparently pay for. And if you don't make money, the brand has no future. I'm sure in Australia it'll be around the \$170K mark, so we'll see how successful it is.

*Ciao,
John Anderson*



Im starting the year off by introducing you to a new word... "Alfaless". For the first time in many years I have gone for a month or two without the enjoyment of driving my Alfa 916 (GTV).

It was early December 2018, a quiet still night. I was required to do the parental duty of picking my eldest daughter from a school function that finished around 10pm. I was mentally preparing myself for the school car park situation. Which is essentially a bunch of parents (some in pyjamas), itching to race into the car park and out again, hopefully with the correct child on board. It was during this time of future contemplation I made the split decision, I thought to myself. "I haven't taken the Alfa out in a while, best take it for a run to keep batteries charged and make the trip more enjoyable. A decision that would bite!

For the uninitiated, the 916 is a very low car. Possibly the lowest I have ever owned (There is only around 15 to 20cm clearance). This fact coupled with a low sitting position and not the best headlights in the world brought together a catastrophic event.

Only a short drive away from home, a new housing development was well under way. And unbeknownst to me, workers had put a new drain across the road. The semi finished effort had left what I would call, "An inverted speed bump". You guessed it, about 15 to 20cm deep and about a good wheel width or more in span.

Not seeing this new urban feature and burbling down the road at 60km, what ensued came as quite a shock! This time of night wildlife is abundant, and Im focused left and right at all times. The





sudden drop and violent launch, reeled the wheel from my hands. A speaker grill from the passengers door shot across the cabin and hit the top of my left arm. The noise and vibration that followed from the front left of the vehicle forced me without hesitation to pull over.

At this point (in the dark) I really had no idea what I had driven through or what damage had been done. Not far from home I gingerly did a u-turn and dropped it back home to grab the family car and start the trip over.

The day after I inspected both the Alfa and the road of the crime. Armed with my camera phone and a ball point pen (to use as reference) I took a few shots. A scan of the Alfa's damage revealed some seriously damaged oil cooler hoses, air splitter issues and gouges in various parts of under carriage. However I could not get under the car at the time to find anything far serious. A quick call to the boys at

Automotion and a chat about various options, I gave our insurer a call and had the 916 towed to Automotion for further investigation.

What was revealed was far worse than expected, CV Joints, Suspension, a major dent in the right rim (and shockingly) a serious crack through the other. And at this point the story ends Im afraid! Waiting with baited breath of the outcome... will keep you posted... But for now Im afraid, Im just plain "Alfaless".

Enjoy the Drive
mjb

ps: The road was repaired a day later



F1: RADICAL NEW ALFA ROMEO BREAKS COVER FOR SHAKEDOWN



Paul Pfanner posted in **RACER MAGAZINE**

The renamed Sauber team ran the C38 at Fiorano on Thursday morning, just before McLaren's MCL34 was launched in the UK. With Kimi Raikkonen carrying out driving duties, the new car appeared on track in Italy, with a striking front wing design featuring a gap between the elements and end plate.

There's also an innovative solution with three slots at the front of the nose, and a number of extra inlets around the sidepod and air intake above the driver.

The car also features a complete new livery, with Alfa Romeo logos forming a maroon and black color scheme.

Alfa Romeo will officially present the new car in the pit lane ahead of the start of testing on Monday, but today's shakedown is the fifth 2019 car to be fully unveiled alongside Mercedes, Red Bull, Toro Rosso and McLaren.

Renault, Haas, Racing Point and Williams have all carried out livery launches and released renderings of their 2019 designs but have yet to run them, with Williams cancelling a planned outing during a filming day on Saturday.

FOR MORE RACING NEWS AND ANALYSIS VISIT RACER.COM



2020 Alfa Romeo 4C Spider Italia Debuts In Misano Blue Paint

Alfa calls the 4C Spider Italia's color Misano Blue Metallic, and it's no available on any other variant of the model. As an accent to the cerulean shade, the front air intake and rear diffuser are Piano Black. A special Spider Italia emblem adorns the rear fenders, and the design features the Italian flag. The inside has an aluminum 4C Spider Italia plaque on the center console. SOURCE Alfa Romeo





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Incredibly Rare \$642K 1962 Alfa Romeo Found in Italian Basement After 35 Years

The car was discovered after its elderly owner reportedly died without a will.



BY KYLE CHEROMCHA FEBRUARY 8, 2019



Two hundred and seventeen. That's how many copies of the Alfa Romeo Giulietta Sprint Zagato, a gorgeous, aluminum-bodied road racer, were built between 1960 and 1962. Fewer still survive to this day. But one example was given a second lease on life after getting rescued from a basement in Italy where it had been stuck for 35 years, and it just sold at auction for over \$640,000.

Photos posted to an Alfa Romeo fan Facebook page document how the old car was brought to light. A team of workers used a giant crane to carefully extract the 1962 Alfa Romeo Giulietta SZ from its subterranean tomb, where it had reportedly been trapped by a broken car lift for over three decades. Not quite a barn find, but close enough.

The post's author describes the owner as an elderly mechanic who passed away last year without a will or any locatable family, leaving the rare Alfa to be sold at a public auction. That eye-popping figure is actually pretty on-target for the collector's market; in 2015, a rough survivor sold at Gooding & Company's Scottsdale auction for \$577,000. This one actually looks to be in better condition despite the thick layer of dust and number of parts the buyer will have to replace.

As the full name suggests, the Giulietta SZ was born from a fruitful partnership between Alfa Romeo and Zagato. The Italian coachbuilder made a splash in the late 1950s by taking a handful of Giulietta Sprint Veloces and recasting them with a sleek, aluminum body designed for racing.



The success of those cars on track inspired Alfa Romeo to commission a production version, which debuted in 1960. Those were certainly the days.

The Alfa Romeo Giulietta SZ had a shortened chassis, empty interior, plexiglass windows, and a 115-horsepower version of the company's 1.3-liter twin-carb four-cylinder in addition to that custom aluminum bodywork. Not setting the spec sheet on fire, we know, but keep in mind the car had a wheelbase of less than seven feet and weighed under 1,700 pounds.

Though it was built to be street-legal, the production car was also successful on the racetrack, even being used by privateers in the 24 Hours of Le Mans. We can only hope that after 35 years in the darkness, this one finally sees some vintage wheel-to-wheel action. It's been far too long.



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Pete's "Dam" run turned to be a real hoot – we had 36 starters with 19 Alfas. There were five Alfetta GTV6's which was pretty amazing, and exciting for me as it was the first run to drive my Alfetta GTV6 with its newly rebuilt engine and rebuilt airconditioning and 600 other changes that had been undertaken over the last 5 months while it was in various workshops, Avanti, Automotion and GT Motors.

Rowan Jackson was right on my tail all the way with his lovely Alfetta GTV6 with the 3.2lt GT V6, so the windy bits around Somerset Dam were a chance to test out the new Pirelli Cinturato P6's.

The drive to Esk was uneventful, except that we were stuck behind a horse float which was probably just as well as there were a number of our friends from the constabulary with radar guns and patrol cars on the route, especially over the dam wall, where they seemed to be pinging many motorists.

One of the patrol cars pulled up at Esk right next to us for a pit stop and checked that we would behave ourselves, which of course we did.

The drive around Somerset dam was fun, but the quality of the road is deteriorating dramatically which is disappointing. We were held up by some cyclists, but being a cyclist myself we treated them with a wide berth and the respect they deserve.

We arrived at Esk for lunch at Cutters Rest Bistro and it was great to catch up with old friends and meet new ones. Unfortunately they were two staff down so the meals were a bit slow, but when they came, the food was excellent. The owners of the Bistro were very apologetic and provided two \$30 vouchers which I have passed onto some of those who had to wait a long time for their food.

A few of us, Roger and Desyree Brameld and Rowan Jackson then had a fabulous run back over Mt Mee to home.

I will write about the work on my Alfetta GTV6 in another article in detail, but suffice to say, I started a process of



turning a track car back to completely original, which, with the help of our wonderful artisans, Cameron Wright, Richard Anderson, and Frank Toaldo we have succeeded very successfully – although it is work in progress, and although I said I wouldn't do another concourse car, somehow I just can't stop myself. Cameron in particular has done an amazing job in rebuilding the engine, removing the Delco GM engine management system and reinstalling the original Bosch L-Jetronic system and removing the lumpy Tighe cams and installing standard 2.5lt cams – the difference is remarkable and the car is very smooth with better power and torque in the range I want 2000 to 4500 revs rather than 4500 to 6500 revs for track work.

The aircon is remarkable and much better than my 75 Potenziatea – Cameron has done a fantastic job with this as well.

Anyway I will bore you with more detail of the reno in that other article.

Thanks very much to those who came on the run – I look forward to catching up with you all again soon.

Ciao
“Dam” run Pete



Welcome to a new year! Lots of interesting events this year.

And it's still me doing this. If you'd like to contribute to the club that you enjoy in the role of Social Convenor, let me know on social@arocaqld.com. There's still room for you to suggest events, and there are plenty of other events that require someone to coordinate to ensure a great experience for attendees. It's a really fun job, and you get to see members enjoy the days that you organise. And besides, now that I'm back working, I'm remembering how demanding my day job is, and it's really hard for me to do a good job of being President, let alone doing Social as well. So I'd really be grateful if someone came forward and took it on. I've given you the framework for this year, and many of them we've done before, and others are running them for you. So there's really not a great deal for you to do if you take on the challenge. I know you'll enjoy it!

While the aircon was a bit weak in the main room, our Christmas party at the Tavernetta in early December was pretty good! Food and service was really good as it was in the preceding year, and it met the 'Tony Nelson standard', which is a giant rap for the place. So I'm thinking we should go back there yet again. We know it's easy for us, and we know we'll get good value for our money. So if you agree, or have any objections to that idea, let me know on social@arocaqld.com. Congratulations to all those who won trophies in the show and shine we held in the carpark. Although it was quite warm outside, it was a fun event, and we had a good variety of cars to look at (including a 'Stelvirover'???)

Our New Year dinner in January was a fun event, with about 32 people showing up at Lido Italia at Manly. We once again had great food and great company, and afterwards the cool of the evening to enjoy after a hot summer's day. I'm happy to do it there again next year, but if anyone knows any other great Italian restaurants for us to consider, whether in January or at some other time of the year, let me know!

Once again, we have a 'strategy' of having (at least) 3 runs to the north of Brisbane, 3 to the south, and 2 to the west, with an additional run or two. That should enable the vast majority of our membership the opportunity to attend at least a couple of runs this year. See the website calendar for details. The Fiat club have again been invited to our runs, giving us an



“Coming up, I have a Toowoomba run planned for March 10th”

opportunity to view some different Italian machinery once in a while. They're also a great bunch of people, so that can only add to our experiences. There's a lot on, so you're bound to find something that takes your fancy. If you're a member who's never been to an event, why not join us for something and see what your fellow Alfisti are like! At the very least, you get to check out their cars, and I know you like Alfas...

IPP Peter Mathews took about 30 members on a dam run on February 10th. I'm sure someone has written an article about it elsewhere in the mag, but from what I hear it was a great run, despite the presence of the constabulary at certain points, and the lunch venue unexpectedly being short-staffed. So I'll leave you to read about that in that article.

Coming up, I have a Toowoomba run planned for March 10th. I haven't finished planning it as yet (yes, I'm leaving it a bit late - I explained it's a bit tough for me at the moment. Anyone complaining will be volunteered to take over!). I will send out an email probably by the time you read this with the details, so that you know what you're in for. Quite a few people went for a drive up the range last year, and really enjoyed meeting up with our Toowoomba Alfisti. Plus, it will be a bit cooler up on the range. So lots of reasons to look forward to it!

April is Alfesta month, so we traditionally don't have a run, given people have already done a lot of driving that month. But I am arranging a repeat of last year's visit to Bim Bam Art Gallery at Scarborough, followed by dinner at the Moreton Bay Boat Club in April. Haven't worked out the details with Danny as yet, but those who went last year absolutely loved both the art and the food. So look out for the details of that on the club website.

See you at the next event!
JA

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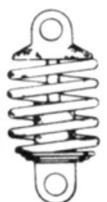
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BRUCE DALZIEL



Ticking the boxes

STELVIO REVIEW
WORDS & PHOTOS Darryl Green



The Green household is looking for the “family” car (as opposed to “a” car - something we have an ample sufficiency of). As usual, we aren’t quite sure what car we were looking for. Compromise isn’t something either of us are good at, and to be honest, other than the fact the car needs to fit two people in it and have more luggage space than a 4C (i.e. enough for at least two toasted sandwiches) there aren’t too many “absolute necessities” any more (family being a bit of a misnomer for what it needs to transport, and the other “a” cars providing various attributes that we don’t then absolutely need in this one). So rather than trying to tick (however faintly) all the boxes we are trying to find something that ticks both of our “we really love it” boxes. Wish us luck - so far the biggest impediment has size 13 shoes that prove not to fit in a surprising variety of vehicles... Maybe Karen can trade me in.

Which brings us to the Stelvio. The good thing is it ticks a lot of boxes - the question is - how well, and the “love it” factor.

Looking around the showroom there is the base model available in either diesel or petrol, the first edition (available in limited numbers) with the same engine options as the base model, the Veloce pack (once again, the same engine options) and the Ti, available only with a petrol engine, but with 206 kW and 400 Nm vs the standard petrol engine’s 148 kW and 330 Nm. The diesel’s 154 kW and 470 Nm of torque place its performance somewhere between the two. There is negligible weight difference between the various engine and equipment variants, all coming in at within a kilogram of 1620 kg tare. This gives 0 - 100 km/h times of 7.2, 6.6 and 5.7 seconds for the petrol, diesel and Ti variants respectively.

Of course, if its performance you are after there is the just arrived Stelvio Quadrifoglio, with a claimed 3.8 second 0 - 100 km/h time may be what you are looking for - if you take one for a test drive, let us know! For now, we and the rest of this review are ignoring its existence.

The most obvious differences between the base model the other packages are wheels and the differences in the seats. While leather is standard, the base model seats are plainer and with less supportive bolstering. The wheel options are mainly cosmetic (all but the Ti run 19” rims - but with different designs, with the Ti running 20”) but if you are like me, you will appreciate the sports seats - especially when spending any time in the car. Not only are the dynamics of the car worthy of something that will keep you from flopping around, but they do offer a better range of adjustment to get comfortable. I certainly had no problems finding a good setting, and neither did Karen. That’s often a hard thing to achieve, so top marks there.

As to those dynamics - there seems to be some confusion (online reviews and some Alfa sales staff included) regarding the suspension variations between the packages on offer. But according to Alfa Romeo Australia’s brochure (https://www.alfaromeo.com.au/content/dam/cross-regional/apac/alfaromeo/en_au/pdf/Stelvio_S0_BG_v3.pdf) the Veloce, Ti and the First edition models all have something variously referred to as “Adaptive Dampers” or Koni FSD. For extra confusion Koni’s marketing department (not Alfa’s) also calls this feature ACTIVE. This latter name is where the confusion seems to start. These are purely mechanical dampers that use some clever additional valving to make the level of damping vary with frequency. This means that the small fast inputs from road surfaces do not introduce as much harshness as would be the case with conventional “sports” damper settings, while larger/slower inputs that are properly damped so as to give the controlled and precise feel and handling that a “sports” damper setting offers. This is all happening as the shock absorbers are responding to each individual suspension movement. It isn’t a mode that turns on or off based on how the car is driven or that is in any way related to DNA switch settings.





I haven't driven the base model to know how the car behaves without these shocks, but I and my passengers were all impressed that, while the ride gives the immediate impression you are in something with suspension settings on firm/sporty side - not a plush limo, it coped extremely well with the urban obstacle course that is Brisbane. Roads complete with traffic calming measures and the assorted lumps, bumps and potholes that pass for the road network provide testing facilities that rival You Yangs. So that option gets the tick from us as well.

Once out of town for a Sunday drive (we headed up to the Gantry for a picnic) it was possible to explore the suspension and handling a bit further. It also gave the diesel a chance to show of how far these power-plants have come. It does take a moment to wake up from cruising but once the very nice flappy paddles have been used to plant it in a range where the turbo is spinning and all that torque is available it is very responsive (at least in "Dynamic" - I didn't find a use for the other letters of DNA). The diesel combined with manually shifting the 8 speed auto is a surprisingly engaging drive and the chassis also responds well when pushing on through bends. Attempts to discern how balanced and how RWD biased the Stelvio really is suggest the claims are not just marketing. Short of efforts to create situations where the front has to work hard, just to see how good it really is (answer, very good) the Stelvio shows a gratifyingly balanced

"The diesel combined with manually shifting the 8 speed auto is a surprisingly engaging drive"

behaviour that is certainly far more reminiscent of a well set up RWD than of a AWD (SUV or otherwise). Yes, the high seating position combined with a higher centre of gravity means there is more evident body roll than in something where everything, driver included, is closer to the ground, but it certainly does not feel like your typical SUV and responds extremely well and precisely to quite sudden changes of direction, without the weight transfer and wallow of something like an Audi SQ5 which, to quote carsguide.com.au:

"Audi's SQ5 is one of those marvellous cars that kind of came out of nowhere and instantly defined a genre... The diesel engine was a masterstroke; André the Giant brawny, and with some clever engineering to make it sound like it actually wasn't an oil-burner. But it wasn't just a straight-line screamer - the SQ5 could corner, and it was tremendous fun while doing so."

I test drove a (used) one and yes - the Audi is stupendously quick in a straight line. But having made the mistake of reading and believing a car review, I foolishly tried a snap lane change. Obviously I tried this somewhere where I didn't actually need to do such a thing - which proved to be a wise choice, as a precise maneuver it wasn't. Quite possibly the SQ5 can corner - but turn-in and agility are not terms one could apply to how it does it, so I didn't feel compelled to investigate further. To be fair this was the previous generation



of the Audi - the new in 2018 version may be better but at \$100k list it would need to be.

By comparison the Stelvio is positively sportscar-like. But then by comparison to most cars (not just SUVs) it is, if not sportscar, at least sporting sedan like. No doubt the suspension design borrowed from the Giulia is a big factor, but so to is the weight - or lack of it. The Stelvio weighs a few 100 kg less than most of its competitors thanks to the use of high strength steel panels, a lot of aluminium in the suspension and subframes not to mention that carbon-fibre tailshaft tucked up above an undertray out of harm's way (so don't bother to put mirrors under your Stelvio at the concourse in the hope of showing off the composite bling - must be why Peter hasn't bought one).

The run to The Gantry also gave us a chance (or rather the necessity) to investigate how the Stelvio handled sticking 2 wheels in the dirt to let oncoming traffic pass - this it did with poise, and without upsetting those in the kerb-side seats.

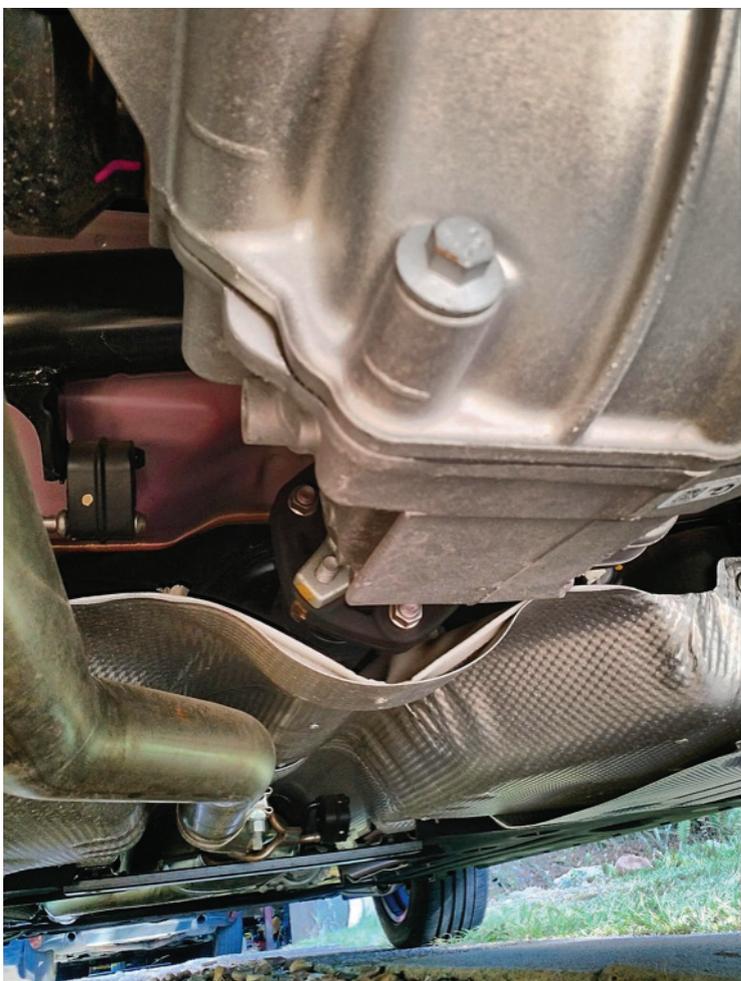
We resisted the urge to investigate the Stelvio's ability on gravel and other loose surfaces or on steep descents - it does have a hill-descent control button prominently placed - presumably more for getting back down the mountain after a day on the piste than for heading down sand-dunes around Moreton bay. The suspension setup that gives the car such excellent road manners is unlikely to (nor is it intended to) give the sort of wheel articulation needed for "real" offroad use

and the open differentials and lack of low range are further indications of where the car belongs. However the underbody is clean from low hanging protrusions and (famous last words) there's a good chance of avoiding featuring here <https://www.facebook.com/pg/igotboggledatinskippoint> - if care is taken - though I'm definitely not recommending giving it a go.

Around town the Stelvio did a fine job of carrying groceries and we also checked its suitability for longer trips. The Stelvio's luggage space seems to suffer on-paper compared to some other similar sized SUVs in the mysterious litres capacity measure (525L), but despite this it passed the Green's standard test of suitability for camping trips easily - the 68L icebox fits with the seats up (with enough space for a sensible amount of camping gear alongside) but with the split fold seats down there is a huge amount of space. What there isn't is a spare wheel. Fitting a (spacesaver) spare in place of the tyre repair goop provided as standard lifts the floor slightly reducing the luggage capacity. This is significant for us as it could mean that the icebox won't fit under the load cover - a calamity!

The split fold seats give good options if you want to carry something long and a person or two in the back seat. And the back seat is very usable - even I can fit there behind the driver's seat adjusted to my preferred driving position. For those faced with the problem of transporting growing teenagers this is an important feature. For us - less so.





The first edition pack also includes a Harman Kardon 14 speaker sound system upgrade that does sound very good - although for some reason it refused to bluetooth connect to my late model Android phone for audio - but worked fine with 2 other (older Android version) Android phones and an iPhone - maybe a firmware update issue? USB connection works fine however.

It's also worth mentioning that while the Harman Kardon top of the line audio option does not support Carplay or Android Auto integration both the base 8 speaker and the 10 speaker system in the Ti do.

So - would we buy one?

Time will tell. If we did it would be the launch edition diesel for its blend of features and performance. The Ti options list is very similar to the launch edition, and also includes the high output petrol engine and a rear limited slip differential, but for us those extra features weren't compelling.

Regardless - the answer is - probably not. We are still looking for the elusive combination of space for 195cm drivers and their feet (big tick), a great driving experience (exceptional for an SUV, pretty good overall), adequate luggage space (tick) and a feeling/appearance of quality over bling (yes). It's worth noting here that in contrast to some reviews that found the Stelvio lacking, we were instead fairly disappointed by competitors interiors and the suspension and brakes, on, for example, Land Rover and Jaguar products - which both cost more and had terrifyingly expensive option lists.

However - it also helps if it fits in the garage - which the Stelvio doesn't (no doubt the same applies to many of its competitors). The driving experience is exceptional for an SUV, but didn't create quite the thrill of some of the other (far less practical) options that our weird car selection priorities had us looking at. And for us, the advantages of an SUV are down to their ability on less than great roads in places where it's at least somewhat inconvenient to get roadside assistance. The chances of fixing sidewall damage from a rock with tyre "goop" are zero so a spare is essential for us. So - closer than any other SUV - but as yet no cigar.

Thanks to Alfa Romeo Brisbane for giving us the chance to really try out the car for a day.



Alpine Alfisti Association of Australia

Driving the Great Divide

The [Alpine Alfisti](#) in collaboration with [AROCA Victoria](#) present a combined ...

Cuore Sportivo & Alpine Alfisti Tour *Monday 22nd – Friday 26th April 2019*

First there was *Le Tour de North East* ...



then an "Alpine Tour" or two, and in recent years, the *Alpine Alfisti Tours* ...



Historically, several clubs have been involved in the organisation of these Alpine Tours, but the purpose and intent has always been the same: to provide Alfisti with opportunities to enjoy classic camaraderie, dynamic drives, fabulous food and sensational scenery.

2019 marks the tenth annual "Alpine Tour", which will be revisiting the area where they originated. This *Alpine Tour* will commence in Bairnsdale in Gippsland on Tuesday morning; it will travel northward through the Victorian High Country, over the Bogong High Plains, through the Ovens & King valleys and the Warby Ranges, finishing in Rutherglen in the Riverina on Friday morning. Yes, all roads are sealed.

The *Cuore Sportivo Tour*, which will run from Mornington to Bairnsdale via Mirboo North on Monday 22nd, provides a day tour to enable Alfisti in Victoria to link up with and participate in the *Alpine Tour*.

For Alfisti who attend *Alfesta* on the Mornington Peninsula over Easter, this provides an ideal post Alfesta tour and is an excellent opportunity to visit some of Victoria's remote and iconic regions.

The Alpine Alfisti Tour itinerary, with indicative route maps, is available on the [Alpine Alfisti web site](#):

https://alpinealfisti.org.au/downloads/AlpineAlfistiAutumnTour2019_Itinerary.pdf

Alpine Alfisti Tours: classic camaraderie, dynamic drives, fabulous food and sensational scenery.

Email: Alpine.Alfisti@gmail.com | Web: AlpineAlfisti.org.au

How to Register

Registration for the Cuore Sportivo & Alpine Alfisti Tours is now open. All Alfisti are invited to register for either, or both, of these Tours. Registration requires the following:

- Pay the Tour Fee of \$80 (single registrant) or \$130 (registration for a couple)

The Tour Fee is used to cover admin costs and deposits for a number of the meals on Tour. If there are 3 or more people in your car, please contact us regarding an appropriate Tour Fee. If you are only participating in the Cuore Sportivo Tour on Monday, the Tour Fee is nil (\$0).

The Tour Fee should be paid by direct deposit / electronic fund transfer to:

Bank: **Westpac**

Account Name: **Alpine Alfisti Association of Australia**

BSB / A/C # **032-729 / 321550**

Reference: **Your Surname & Initials (or bank transaction ID) (Please note this Reference and write it on your Tour Attendance Plan)**

- Send your completed Tour Attendance Plan (see last page) to Peter c/o: Alpine.Alfisti@gmail.com Submission of a Tour Attendance Plan (even for just one day) is mandatory for registration. Also, please consider your meal attendances carefully when providing numbers for each meal. This informs our venue bookings and establishes a commitment with each provider.

Following receipt of your Tour Attendance Plan and the appropriate Tour Fee, you will be sent confirmation of your Tour Registration, subject to places still being available.

- When you receive confirmation of your Tour Registration, book your accommodation.

As the number of registrations may need to be capped, due to space limitations at some venues, applications for registration (Tour Attendance Plan & Tour Fee) should be submitted without delay.

NB: Registration closes on Friday 8th February - or earlier if fully subscribed.

Accommodation

All tour attendees are required to book their own accommodation, but you should wait until you receive confirmation of your Tour Registration before booking.

Most of the overnight stop locations offer many choices of accommodation, including various motel, hotel and B&B options. You are free to choose your preferred accommodation. The overnight stop schedule (one night in each location) is as follows:

Monday 22nd Bairnsdale
Accommodation near the RSL is suggested

Tuesday 23rd Falls Creek
QT Falls Creek is the recommended venue (see below)

Wednesday 24th Beechworth
Accommodation near the centre of town is suggested

Thursday 25th Rutherglen
See below or choose your own accommodation

For accommodation in Falls Creek it is recommended that you stay at QT. QT has both one and two bedroom apartments available, with rates for the Tour group that include breakfast. QT is also the venue for the dinner that evening. If you stay at QT, getting to and from dinner or breakfast will require minimal walking and no driving! To book, call QT directly on (03) 5732 8000 and quote "Alpine Alfisti". They will also offer to book you in for the Alpine Alfisti dinner @ \$39 pp, which you should accept.

In Rutherglen, the Wine Village Motor Inn has been a popular and repeated choice on all previous Alpine Tours there. It is in the main street and only a couple of blocks, i.e. walking distance, from both the dinner and breakfast venues. Call Sue direct on (02) 6032 9900 and mention "Alpine Alfisti".

Breakfasts

The Tour Group will gather each day after breakfast for a short briefing before the day's Tour commences. The locations for these briefings will generally be at the nominated breakfast café.

If breakfast is included with your accommodation, join the Tour Group in the nominated café after breakfast for the day's briefing. The Tour usually commences immediately after the briefing.

Dirty Wheels

PART II



Mounting Issues!

Recently I was contacted by an Alfa Giulietta QV 1750Tbi owner that was at his wits end. His once smooth and powerful car had turned into a vibrating nightmare that was starting to jar his teeth loose.

It had started as a slight vibration through the dash, then the driver's exterior mirror started to vibrate, it continued to worsen till the whole front of the car was vibrating badly. Now he had taken the car to more than one service providers and had been given several reasons as to the cause of his cars malady -

- 1/ That's how the car is, it's normal, that's just how they are.
- 2/ You must be driving it wrong (yes, that wasn't received well at all)
- 3/ It's a faulty mirror, you need to fit a new mirror.

Giulietta owners, is any of this sounding a little familiar? Hmm?

It was when the drivers mirror was shaken loose and fell out of the mirror housing for the 3rd time that I got the call. After hearing his story I explained to him that it was the front engine mount and it is a common problem on almost all Giuliettas, sooner or later.

The design of the Giulietta front engine mount is of the Tongue & Block style (pictured above), where a metal tongue is mounted onto the engine and this is then fixed to a D shape metal housing via a moulded rubber insert block, which is then fixed to the frame of the car. Above is a mounting block for a Giulietta 1.4, the QV and 2.0JTDm are similar but a bit beefier.

Now this is a common issue on all models of Giulietta, and usually is not noticeable via visual inspection. Worn units can present as in perfect condition, with no perceptible signs of cracking, tearing or wear. The problem is that the rubber around the Metal Tongue becomes fatigued and loses integrity, allowing the engine to vibrate and carry through to the chassis.

Even when removed, they can appear totally fine, but when you grab a worn mount and flex the two halves and compare the ease of movement around the lateral axis to a new mount, it is obvious as to what the problem is. The worn one will spring around quite a bit, where the new unit will feel very solid.

A new mount was fitted and the owner was ecstatic with the results, and was again in love with the little car. His only problem now was to glue/tape the mirror back in to the housing. At least it will stay there this time.

The Giulietta is not the only modern Alfa to have problems with certain engine mounts, let's look at the main culprits.

Alfa 159/Brera/Spider

The front engine mount on the 159 suffers from the same problem, allowing vibration to the chassis as well and movement of the engine. Pictured right is the front mount of clients Alfa 159 2.2 Selespeed, to my horror the front Engine mount had suffered a complete failure, as one can see by the photo. This would also account why the selespeed gear shifts were not as smooth as they should be, go figure.

The other problem mount with the 159 is the Driver Side lower Mount. (Right) The problem here is that various models of 159s have a tendency to weep oil from the crank shaft seal, this oil then streams back to the smaller rubber block at the front of the unit and turns it to goo, requiring the mount to be replaced. This can also be caused by oil seeping from a badly sealed sump plug.

147, 156, GT, GTV & 916 Spider

These cars have 3 main engine mounts, The Main Engine Mount, Gearbox Mount and Lower Engine mount all of which usually give little trouble unless vehicle has had a hard life or very high mileage.

Then there is the Upper Engine Mount, or its correct term "Upper Reaction Rod". This item invariably always suffers from premature failure.

It is mounted at the top of the engine between the engine and the driver's side Shock Tower. Its job is to stop the engine from rocking (reacting) backwards and forwards as throttle changes or during gear changes. It is of the "dog bone" design as can be seen in the photo (right) and usually fails at the engine mount point. You can check where it mounts at the engine and if you look carefully you will see tears in the groove in the rubber. When driving it will be recognised as jerky gear shifts or excessive jerking as the throttle is applied and removed sharply.

If it is left unattended to it will cause additional wear to the main engine mounts.

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

Baz

On the Spot Alfa - When your Alfa puts you on the spot, we're there on the spot with you.





I hope everyone had an enjoyable Christmas, New Year and Australia Day - and have not melted. Where did the time go?

For my part, apart from going to the beach I refurbished the front brake callipers on the GTV after the failed attempt to put on those larger non-alfa callipers, saw a couple of movies, did a trip to Toowoomba and lazed around a fair bit.

On the club side of things We had an enjoyable night at the Lido Italia restaurant on the 20th January. The pizza we had was delicious, so we will be returning to sample other items on their menu.

We have 5 new members sign up over the break.

Welcome to new Members this month:

- Skye Wheatly & Lachlan Waugh with their White Stelvio
- Anne Zaffer with her Metallic Green 156
- The McGinley Family who have a red 2008 Brera and a blue 147 Monza
- Turi Cipriano and Manda Bolam with their 2004 Black 156 V6
- Rory and Sue Coleman with their Red 2003 Spider V6

Ciao Colin





- Our Club
- Calendar
- Competition
- Classifieds
- Photo Gallery
- Vehicle Register
- Resources

AROCA - Queensland Division (Inc.)

Latest News

Welcome to 2019! Club Night Wednesday 13th (Posted 1 Feb 2019)

The competition members have already hit the track for this year, and our first Club Night is on Wednesday 13th February. Our special guest for Club Night will be well know Alfisti Rowan Jackson, former owner of Avanti/Volare workshop. Rowan has owned and restored a number of Alfas over the years and will be bringing his Alfetta GTV6 along for us to look at. Please assemble from 6.30pm. The Club will provide pizzas and drinks from around 7.00pm. The venue will be Shannon's Club Rooms at 305 Montague Road, West End.

Volunteers Wanted! (Posted 2 Feb 2019)

The many members who volunteer to serve on a committee or help organise events are the lifeblood of our Club. For 2019, we are looking for enthusiastic members to put up their hands and roll up their sleeves to assist with a number of events and activities. You can help a little or a lot - and you will be working with old hands who know the ropes. In particular, we are looking for members who would like to be involved in planning for Alfesta 2020 to be hosted in Queensland, but if there is any upcoming event on the Club calendar with which you'd like to be involved in some capacity, please contact Club President, John Anderson (president@arocaqld.com).

Register for Mid-Week Drives Now! (Posted 3 Feb 2019)

**LOOKING FOR SOMETHING TO DO WITH YOUR ALFA DURING THE WEEK?
REGISTER NOW TO RECEIVE YOUR INVITATION TO
MID-WEEK DRIVES**

Mid-Week Drives provide Club members an opportunity to get out and about in their cars during the week with like-minded members. Dates of Mid-Week Drives are advertised on the Club event calendar, however, to receive an email invitation with details you must be registered as a Mid-Week Driver. [[Register online now](#)]

The Alfa Romeo Owners Club of Australia is one of the

**New to the club?
Looking to Join?
Head over to:
www.arocaqld.com**

Competition

Feb 17 - ICC Autocross beside DTC ...
Mar 2 - Supersport Series Round 1 Day 1, Morgan Park, Warwick ...

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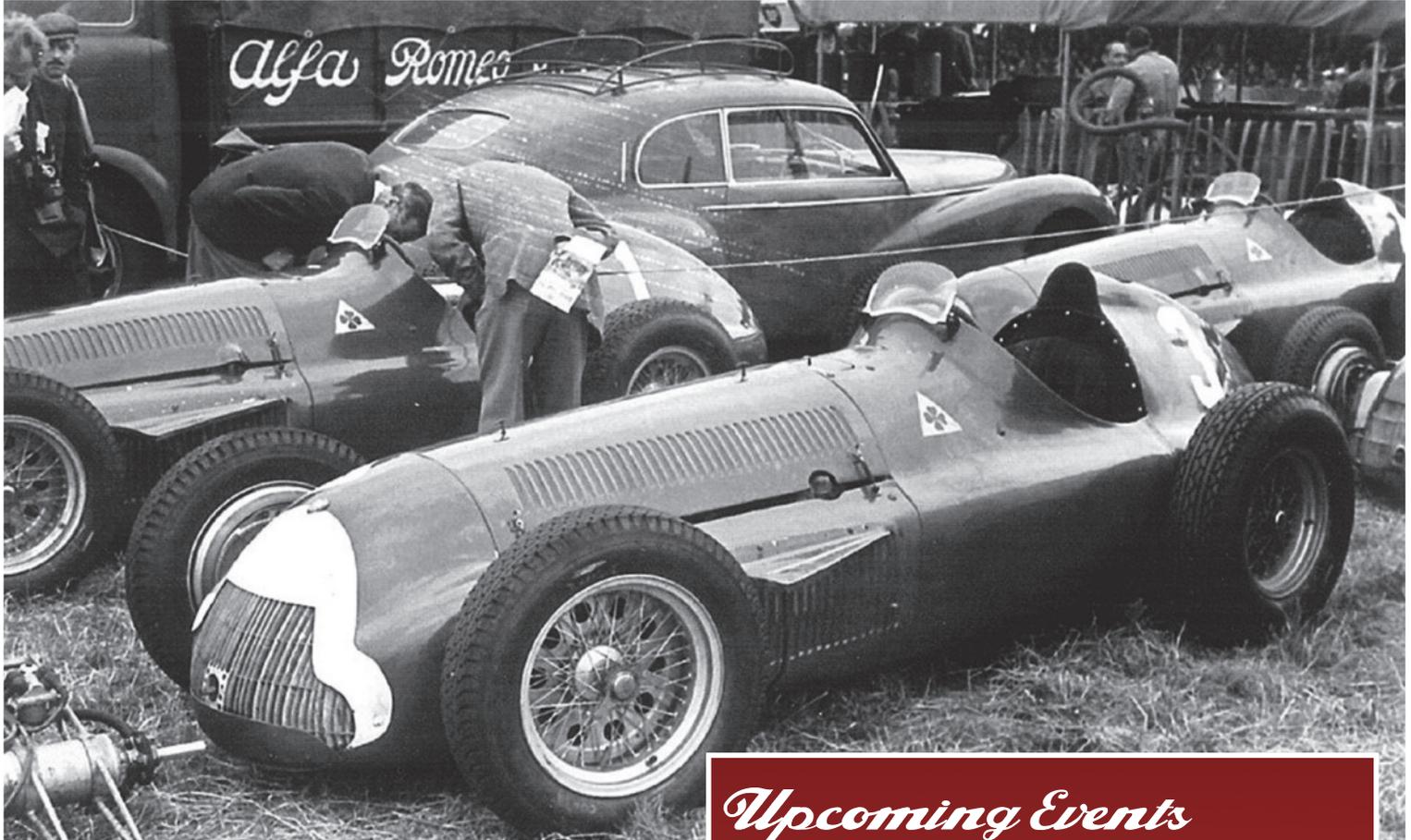
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The first event for 2019, a Sprint and Regularity at Queensland Raceway, has been run and won. A solid field of ten entrants competed this time – comprised of seven Alfas and three Fiats. Despite the early threat of rain, it finished up being a good afternoon of sprinting with no mechanical problems in any of the cars. In the sprint section of the competition, Jorrit Kooistra was the man to beat with a 65.57 second lap of the Clubman circuit. I finished 15/100ths behind him from Mike Ruckert in the turbo diesel Fiat Punto. Andrei Vishnevskii, Peter Salmon, Col Densley and Stephen Callaghan all posted new personal bests on the Clubman circuit. In the regularity part of the competition, Mike Ruckert was the winner from Peter Salmon and me. Also, a big welcome to Barry Cornford in the V6 Alfa 75 having its first run for some time.

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

*See you at the track
Mark Jackson*

Upcoming Events

The next event is a Supersprint at Morgan Park, Warwick on the 2nd and 3rd March - This consists of (usually) 7 timed 3 lap runs of the "K" circuit at Morgan Park (the new long circuit). Pre-registration is mandatory for this series, but spectators are always welcome.

Following that there is our first race round of the year on 30th and 31st March. Hopefully this will be at Lakeside Raceway but at this stage the noise issue there is yet to be resolved.

Enter online via <https://racers.world/login> Entry

Fee \$330.00

(please contact me for payment details)

Detailed results are on the "Resulti" page of the magazine or on the website.





The 2019 calendar is on the website but here's a brief overview –

Italian Challenge/Alfacomp SPRINT Series Dates 2019:

- 3rd February – Qld Raceway Open Sprint Round 1
- 9th June – Qld Raceway Open Sprint Round 2
- 23rd June – Lakeside Open Sprint Round 3
- 18th August – Lakeside Open Sprint Round 4
- 5th October – Lakeside Open Sprint Round 5
- 19th October – Qld Raceway Open Sprint Round 6

Italian Challenge/Alfacomp RACE Series Dates 2019:

- 30th/31st March – Lakeside Race 1 (hopefully, assuming the noise issue is sorted)
- 4th/5th May – Qld Raceway Race 2
- 6th/7th July – Qld Raceway Race 3
- 16th/17th November – The Festival of Italian Motorsport (FOIM) including Race 4, Regularity, Show and Shine and Happy Laps – Lakeside

Supersprint Series 2019, Morgan Park:

- 2nd/3rd March – Round 1
- 11th/12th May – Round 2
- 3rd/4th August – Round 3
- 14th/15th September – Round 4

Also included in the calendar, but not part of the Italian Challenge or Alfacomp, are a number of Interclub Challenge events which may appeal to some members.

Interclub Challenge 2019

- 17th February – Autocross on the Driver Training Circuit at Lakeside (Lotus Car Club)
- 9th March - Sprint at Morgan Park, Warwick (Porsche Car Club)
- 14th April – Motorkhana at Willowbank Raceway (Holden Sporting Car Club)
- 26th May – Maclean Bridge display at Belmont (Triumph Car Club)
- 9th June – Regularity at Lakeside (BMW Car Club)
- 25th August – Sprint at Qld Raceway (Toyota 86 Car Club)
- 5th October – Hillclimb at Mt Cotton (MG Car Club)
- 27th October – Khanacross at Willowbank Raceway (Holden Sporting Car Club)



ITALIAN CHALLENGE 2019 POINTSCORE

EVENT	Spr	Reg	Events	It Chall Points	Sprint	Reg	Race
1 Mike Ruckert	<u>14</u>	<u>20</u>	2	34	14	20	
2 Jorrit Kooistra	<u>20</u>	<u>12</u>	2	32	20	12	
3 Mark Jackson	<u>16</u>	<u>14</u>	2	30	16	14	
4 Peter Salmon	<u>11</u>	<u>16</u>	2	27	11	16	
5 Col Densley	<u>10</u>	<u>11</u>	2	21	10	11	
6 Andrei Vishnevskii	<u>12</u>	<u>8</u>	2	20	12	8	
7 Peter Askew	<u>9</u>	<u>9</u>	2	18	9	9	
8 Stephen Callaghan	<u>7</u>	<u>10</u>	2	17	7	10	
9 Barry Cornford	<u>8</u>	<u>6</u>	2	14	8	6	
10 Colleen Berry	<u>6</u>	<u>7</u>	2	13	6	7	



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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.

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

916 GTV Grille

Looking for a new (or as new) central grille - late type with chrome surround and badge. Let me know if you have anything. | **\$negotiable** | Contact: Mark, 0400792090, markb@motorfleet.com.au (Expires: Mar 24)

Tow Bar for Alfa 166

I need a tow bar for my Alfa 166. | **\$Negotiable** | Contact: Gary, 0432991723, justcruising50@yahoo.com.au (Expires: Mar 18)

FOR SALE

105 GTV New Parts

Clear out of unused new parts from abandoned restoration - half price. Door & window seal set \$500. Door felt set \$35. Black boot carpet set \$100. NOS right rear Carello light lens \$125. Rear light seal set \$20. 1750 script & C pillar badges \$200 (set). RH map pocket \$50. New reprint 1750 owners manual \$30. | **\$As listed** | Contact: Peter, 0438 391 888, pjl@2la.com.au (Expires: May 19)

1998 Series 1 916 2L TS Lusso Spider

Silver, 37,700Kms. Delivered new by Lance Dixon, Melbourne. Two owners, totally original. Immaculate paint (no prangs) and leather interior with problem free electric roof (just use it!). All necessary engine belts replaced last service. Tool kit, sales brochure, books and memorabilia. One of the best in Australia. Is excellent, a few big weekends to

concours. Reg. September 2019. QLD plates SPY-01 (last on Duetto 710344 in 1984) sold with car. | **\$26,000** | Contact: Joseph, 0420430526, joseph.stroud@student.bond.edu.au (Expires: May 16)

Wrecking 156 Sporswagon

2004 model for wrecking. 2lt engine/selespeed. Radiator-fans/all glass, 4doors. Boot lid.wheels, Complete less interior seats/trim console guages. Buyer will need to take the whole car. Can only be trailered. Located at Ningi, near Bribie Island | **\$ 400.00** | Contact: Garth, 0475913103, garth.burke@yahoo.com (Expires: May 12)



Alfa Romeo Brera Italia Independent
Unfortunately, it's time to part with our beloved Brera. Bought from new in the UK in 2011 she also emigrated with us to Australia. She is the rare limited edition 'Italia Independent' edition with the ~180hp 2.2 JTS engine (possibly the only one in Australia?). This edition came with factory matt titanium paintwork, black 18" turbine alloy wheels, interior styling upgrades such as black leather seats with contrasting red stitching and carbon effect dash. 30,000 miles (approx. 48,200km), dealer servicing, always garaged (at work and home). Joy to drive and never had any issues with her for the last 7 years. | **\$26,000** | Contact: Ewan, 0438843945, Ewan.robertson@outlook.com.au (Expires: May 9)



Alfa GTV6 3.2 24 valve [\[View Photo\]](#)

I am the third owner of this car which has travelled 115,000 klms. It is very original body-wise and in very good condition. The car has been fully rebuilt mechanically. It has a 24 valve 3.2 litre engine from a 2010 model Alfa GT, fitted with Motec injection - approx 290 HP. It has 27mm torsion bars and Pace "b" rear springs with Koni yellow shock absorbers (re-valved by Pace to match springs/torsion bars). Recaro seats and otherwise standard interior. The upgraded air-conditioning works very well for one of these cars. It drives beautifully in traffic or on the track. Asking price is significantly less than what it cost. | **\$47,500** | Contact: Rowan, 0411596437, rjackson@qldbar.asn.au (Expires: May 6)

Teledial Wheels and Tyres

Genuine GTA 17" Teledial wheels with Yokohama AO50 high performance tyres (tyres are and look almost new). Only completed 10 laps at one very wet Sprint at QR last year, so they are in very good condition. A fantastic track day tyre. Selling price represents a big discount to what the wheels and tyres cost to buy and replace. | **\$1,900** | Contact: Nick, 0431143304, nick.singleton@hotmail.com (Expires: May 1)

33 Parts

New 33 oil filter, air filter, radiator hoses. Free. Pick up at West End Brisbane | **\$Free** | Contact: Peter, 0438391888, pjl@2la.com.au (Expires: Apr 30)

Alfetta GCL Sedan

1984 model, excellent condition, silver, reco starter, new ring gear, reco rack and pinion, reco gearbox. This car is in excellent condition with new carpet and headlining, also has a new muffler and exhaust. The car has also had an air con upgrade with new compressor. Drives like new. I have owned her for nearly 20 years and would like to see her go to a good home. Presents well, she also has two sets of wheels, 5 of each, Sportiva Campag mags and Momo 15 inch black wheels. | **\$8,000** | Contact: Kenneth, 0497301762, paddycat1@outlook.com (Expires: Apr 29)

Alfetta 2000 sedan

1978 model. "Bluey" has been our daily drive for past 20 years. Unfortunately, a head gasket issue or similar has resulted in it being parked. Would love to restore but have space issues. Has been regularly maintained by Humphries Toowoomba. Bare metal restoration 7 years ago but has some clear coat peeling issues on roof and bonnet. Paint underneath good. Very little rust at all, easy fix. Plenty of spares. Can hear running. Would make a great project or a fantastic race car. | **\$2,250 ono** | Contact: Andrew, 0439 308 026, mathofam7@bigpond.com (Expires: Apr 27)

Alfa 75 IMSA Replica Racecar [\[View Photo\]](#)

Looking for a racecar for the 2019 season? Here it is - an Alfa 75 IMSA Replica. Built in the Avanti workshop with lots of specialised Avanti products. Six years of testing, racing, fails and fixes has produced a fast and reliable car. Features IMSA body kit, 3 litre turbo-charged engine, Motec engine management and TurboSmart boost control producing 220 to 380hp atw. Turbo system by CES Racing Systems, Alfa 166 font brakes, 6 point roll cage, certified fuel cell and rollover valve, Firesmart plumbed in extinguisher system, MCA shocks, 3

piece 16 inch wheels. This car is fast, well conceived, engineered and safe. Car trailer is included in price. | **\$40,000** | Contact: Greg, 0439988844, baldmurph@gmail.com (Expires: Apr 23)

Alfa Alloy Wheels

I have three sets of alloy wheels that were fitted to our Alfa75's and now need a new home. They are: 4 x 7Jx15" BBS style; 4 x 6.5Jx16" Phone Dial 5-hole style and 5 x 6Jx15" Wineglass style (2 damaged but repairable). Photos available, email me if you're interested then make me an offer to make them yours. | **\$Price negotiable** | Contact: Peter, 0401148187, congrape@optusnet.com.au (Expires: Apr 13)

Seats for 156 Sportwagon.

All seating and door skins. Seats need good clean. No seat belts. Pick up only at North Lakes. | **\$400.00** | Contact: Garth, 0475913103, garth.burke@yahoo.com (Expires: Apr 12)

HANS Device

Schroth HANS Device. FIA 8858-2010 approved. Medium size. As new condition only used about half a dozen times (Decided I need a large for my big head). Pick up in Brisbane | **\$285** | Contact: Graeme, 0413 707 471, fourberry@bigpond.com (Expires: Mar 14)

Alfa Romeo GTA Close Ratio Transmission

Case #09087. Moly Synchrons. Heavy Duty Shift Forks and Detents. Roller 5th. Ratios: 1st, 2.54 - 2nd, 1.70 - 3rd, 1.26 - 4th, 1.00 - 5th, 0.85 | **\$8,000** | Contact: David, 2078901234, dd6557680@gmail.com (Expires: Mar 7)

Eventi



Febbraio

- | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------------------------------------------------------------------|----------------------|
| Feb 26 2019 | Tue | Club Social event | Mid-Week Drive - TBA |
| Our first Mid-Week Drive for 2019 kick off with an early morning drive in the country to a private residence for breakfast. Details of Mid-Week Drives are forwarded by email to Club Members who have previously registered interest in participating in the drives. For more information, email midweekdrives@arocaql.com | | | |
| Feb 27 2019 | Wed | Magazine deadline - contact the Editor - March Magazine Publishing Deadline | |

Marzo

- | | | | |
|------------------------------------------------------------------------------------------------|-----|---------------------|--------------------------------------------------------------------|
| Mar 2 2019 | Sat | Competition event | Supersprint B Series Round 1 Day 1 - Morgan Park Warwick |
| Mar 3 2019 | Sun | Competition event | Supersprint B Series Round 1 Day 2 - Morgan Park Warwick |
| Mar 4 2019 | Mon | Committee meeting - | Committee Meeting - TBA |
| Mar 9 2019 | Sat | Competition event | ICC Sprint - Morgan Park Warwick |
| Mar 10 2019 | Sun | Club Social event | Toowoomba region |
| Details to come, but this will be the first of two runs this year around the Toowoomba region. | | | |
| Mar 13 2019 | Wed | Club Night | Members' Club Night - Brookfield |
| Mar 16 2019 | Sat | Non-Club event | Classic Not Plastic Car Display - Redcliffe Showgrounds, Redcliffe |
| Mar 27 2019 | Wed | Magazine deadline | contact the Editor - April Magazine Publishing Deadline |
| Mar 30 2019 | Sat | Competition event | Italian Challenge Race Series Round 1 - Lakeside Raceway, Dakabin |
| Mar 31 2019 | Sun | Competition event | Italian Challenge Race Series Round 1 - Lakeside Raceway, Dakabin |



Aprile

Apr 1 2019	Mon	Committee meeting	Committee Meeting
Apr 10 2019	Wed	Club Night	Members' Club Night - Shannons, West End
Apr 14 2019	Sun	Competition event	ICC Motorkhana - Willowbank
Apr 18 2019	Thu	Club Social event	Alfesta 2019 - Day 1 - Mornington Peninsular, Victoria
Apr 19 2019	Fri	Club Social event	Alfesta 2019 - Day 2 - Mornington Peninsular, Victoria
Apr 20 2019	Sat	Club Social event	Alfesta 2019 - Day 3 - Mornington Peninsula, Victoria
Apr 20 2019	Sat	Non-Club event	Classic Not Plastic Car Display - Redcliffe Showgrounds, Redcliffe
Apr 21 2019	Sun	Club Social event	Alfesta 2019 - Day 4 Mornington Peninsula, Victoria
Apr 22 2019	Mon	Club Social event	Alfesta 2019 - Day 5 - Mornington Peninsula, Victoria
Apr 24 2019	Wed	Magazine deadline	contact the Editor - May Magazine Publishing Deadline
Apr 29 2019	Mon	Committee meeting	Committee Meeting (May)

Potrebbe

May 4 2019	Sat	Competition event	Italian Challenge Race Series Round 2 - Queensland Raceway, Willowbank
May 5 2019	Sun	Competition event	Italian Challenge Race Series Round 2 - Queensland Raceway, Willowbank
May 5 2019	Sun	Non-Club event	Car Show and Swap Meet - Redcliffe Showgrounds (Entry off Scarborough Rd)
May 5 2019	Sun	Non-Club event	Festival of Motoring - Queens Park Toowoomba
May 8 2019	Wed	Club Night	Members' Club Night - Shannons, West End
May 11 2019	Sat	Competition event	Supersprint B Series Round 2 Day 1 - Morgan Park Warwick
May 12 2019	Sun	Competition event	Supersprint B Series Round 2 Day 2 - Morgan Park Warwick
May 18 2019	Sat	Non-Club event	Classic Not Plastic Car Display - Redcliffe Showgrounds, Redcliffe
May 18 2019	Sat	Non-Club event	Classic not Plastic Car Display - Redcliffe Showgrounds
May 26 2019	Sun	Competition event	ICC Macleans Bridge Belmont Possibly Queensland's biggest classic car event, the Macleans Bridge event involves around 400 cars from many different marques. Details to come.
May 29 2019	Wed	Magazine deadline	contact the Editor - June Magazine Publishing Deadline

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Finale



Alfa's made of wood



Ciao!

Next issue: March 2019

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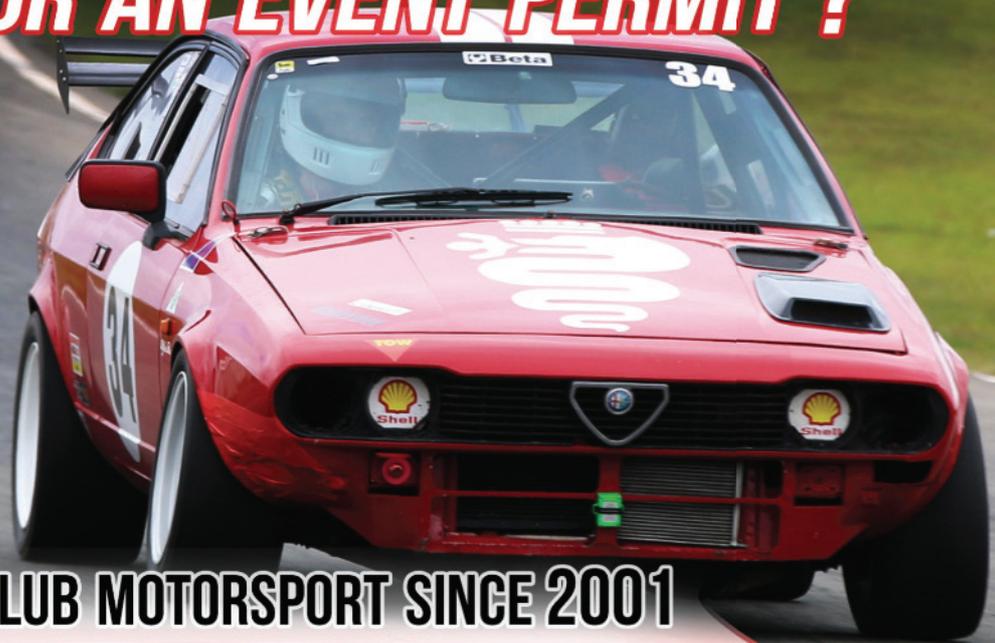
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