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Sound, Look, Style, Handle

A few days ago one of my favourite bands (The Cure) were playing at the Sydney Opera House. Even better it had been live streamed and broadcast via SBS which gave me a chance to see it. The Cure was (and still is) a band that were pushing their own sounds and fast become a part of pop culture. They were an inspiration for Tim Burton's Edward Scissor Hands character and spawned a whole new generation of post punk styling especially though teenage America. Their sound, Robert Smith's voice and the bands instrumental talents are unique. U2 is another band (also one of my favourites), enjoys this same almost timeless unique sound. The moment you hear one of their many hit songs you just know the sound. A band knows they have made it when a newer band plays and someone says something like "wow they sound a bit like U2". Both these bands also enjoy longevity, an accomplishment that many bands around today may never enjoy. Why? Because instead of sticking to their beliefs, style or sound they feel the need to change to what they are told fans want. Typically some kind of business mode gets in the way of creativity, only money becomes the object. Essentially they lose their way and disappear (often forgotten) into the past.

In the motoring enthusiasts world a unique sound, look, style and handling is just as important. It makes a long lasting impression. And often fills you with desire to own, drive and enjoy. The brand is more than just a logo or badge, it can become part of your lifestyle.

Alfa Romeo is exactly all of the above, ever present sounds, cutting edge and sometimes beautiful styling all coming together in a unique driving experience. In John's column he touched on concerns that Alfa Romeo are in serious trouble. Possibly becoming a brand of the past like Lancia. The media world is buzzing at present with the Fiat-Renault merger. The ground is shaking, both parties claiming it needs to happen in such a turbulent rapidly changing industry. When first reading about this my first thoughts were "What will be the outcome of Alfa Romeo?"

In 2002 everyone watched and held their breath when Porsche launched the Cayenne. It was the first time a European Luxury Sports Car manufacturer had jumped onto the SUV bandwagon. I have to come out and say "I'm no fan of the SUV". I relate SUV's to Neapolitan Ice Cream, they try to be all three flavours but none of them



are great together, and more importantly every flavour seems tainted by the other next to it. The chocolate side is nowhere near as nice as just buying chocolate ice cream on its own. That being said, various media outlets (and Porsche themselves), claim the move pulled Porsche into the black. Is it possible that other luxury sports car manufacturers can pull off the same trick?

After working in and around the Marketing industry for over twenty years I can tell you the “Me Too” factor is a powerful thing. On the surface it almost never fails, you see a static advert of a family enjoying an amazing holiday, or a video commercial of beautiful guy or girl enjoying some new beverage and you think “Me too, I want that”.

The “Me Too” factor also finds its way well beyond advertising to the inner workings of the production of a product and this is where I see far too many businesses get it all horribly wrong. Instead of innovating, creating and sticking to their beliefs, look and feel they just copy what the other guy is doing. Money, market share and appeasing the shareholder is all that’s on the agenda. They dilute their brand, lose their way, and you guessed it... fade away and disappear.

In fact the automotive industry is full of so many “Me Too” products, many manufacturers have no identity at all. The roads are full of bland rubbish, here today, gone tomorrow. In fact so bland the only thing left to market about their vehicles is an iPhone compatible media system or worse talking up the cup holder count!

Literally only moments after Porsche’s success, Jaguar, Maserati, Mercedes-Benz, Bentley, they all had an SUV in the works. And then along came the Stelvio.

I have to point out that I have checked out, had a ride in, driven or a good look at all of the above mentioned

brands. For all intensive purposes they have a practical side to them. My wife for example just bought a Mercedes-Benz ML 320, running a rent roll out at Samford and surrounding areas see’s here driving on some off-road’ish driveways. So she now has a luxury family size vehicle that can handle where it needs to be driven. The question I ask though, has the “Mee Too” factor wrapped back round onto itself? Do the general population buy SUV’s not because they use them for what they are built for, but because it was Marketed to them that way... to which in turn has forced Luxury car manufacturers to then ALSO build them?

The reality is the Luxury Sports Car manufacturers have diluted their brand and image. I have personally owned (still do) many variants of Mercedes-Benz, and I can tell you the ML falls incredibly short of the quality found in a C class of the same age. Placement of controls, look and feel of knobs and switches, it feels very cobbled together. It’s clear it was made to a price and entered into the market as a “Me Too” product.

Unlike Porsche, Jaguar, Maserati and Bentley are not enjoying the same SUV success. I can’t honestly comment on the quality of these vehicles as I have not owned them, I would however love to hear owners thoughts on them.

All of this brings me to the next BIG question, “As good a car it is, was the Stelvio a good idea?”, “Will it bring Alfa Romeo into the black?”. I think deep down we know the answer to this one but I just hope Alfa jumping onto the “Me Too” bandwagon has not caused them to lose their way...

Mark Buchanan



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Stanthorpe Food and Wine Weekend 11th - 13th October

(or the 14th if you can add the extra day)

Bookings are rolling in, both from our regulars and newcomers who would like to taste what the Granite Belt has to offer. Likewise, a few of our regular group will miss out this year as they'll be tripping around various parts of the World so no doubt we'll read of their exploits in forthcoming magazines. Somehow Alfas just seem to feature in many holidays.

Also, remember to let us know if you are interested in the "Something new for 2019" that I mentioned last issue – Garry is plotting and planning an adjunct to our usual Granite Belt Weekend, taking in regions that can't easily be covered by the Club's regular Day Runs out of Brisbane, but tack onto the Stanthorpe Weekend very nicely. So, check if you can escape for an extra day.

At this stage, Garry simply needs to know if this is of interest to members, before delving into more in-depth planning.

Again, the most important information for the moment – I've made our normal block booking at the **Apple and Grape Motel** (www.appleandgrape.com.au) and our hosts, Steve, Helen and Margaret ask that you **contact them direct** on 07- 4681 1288 or admin@appleandgrape.com.au as **THESE ROOMS WILL NOT SHOW ON THEIR INTERNET BOOKING SYSTEM**, & Alfa weekend to obtain your special rates, based on staying for Friday and Saturday nights.

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

In the next week or so, Tony and I will be back in Stanthorpe, catching up with friends who are off to the Kimberley region for 3 months (very envious) and generally wandering around tasting new options, so will update next month.

Cheers, Jude

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Presidente John Anderson



Firstly, seeing as it's June, happy birthday to us! 44 years ago, our current club secretary(s), Rob and Shirl Grant, and others met at Slaughter Falls for a picnic, and decided to start our club. It's amazing to think that we're still going all that time later, and bigger than ever! Much gratitude to our founding members for daring to get this going, and here's to many more years of members enjoying each other's company while participating in our club's activities.

Normally in this column I try to write about things that are going on in the club that members need to know about. Or things (usually involving the joys of Alfa ownership) that members would like to know about. Or perhaps the future of Alfa or motoring in general. Or some stuff like that there.

This month, I'm going to do something different. I'm going to talk about TV and movies. But bear with me - I think I can pull off a massive segue on to Alfas! Needless to say: ****SPOILER ALERT****

The world has recently watched the last episode of what is undoubtedly the most ambitious TV show ever created - "Game of Thrones". Maybe another

will come along. But I suspect that after GoT season 8, investors will be much more cautious putting up the hundreds of \$millions needed to make a show like that, and will want to know its direction beforehand. That will mean more people will know how it ends, and that means it'll be harder to keep the secret. As it was, all the leaked plots of GoT turned out to be true. The reason those leaks didn't ruin everything straight away is because the story they identified seemed so stupid to fans, that they assumed it was just disinformation. But it wasn't. Sure, season 8 was massively epic (in a CGI kind of way), and visually it was utterly amazing. But after paying for all those effects, and for the multitudes of actors, they seem to forget that they needed to spend money on writers for any of that to work well as a story.

Aside: hats off to Lena Headley for earning \$1 million an episode for about 10 minutes total screen time, mostly spent staring out the window holding a glass of wine. In the last episode, all she had to do for her money was lie still under a pile of fake bricks! How come I've never seen a job like that on Seek?

Game of Thrones became the massive hit that it was, not just because of its "Lord of the Rings" type of epic nature, but because George R.R. Martin's story was so compelling. However, in book form, George hasn't finished writing the series, with two books to go, one of which he says he hasn't even started. I guess he's too busy appearing in films like Sharknado... Anyway, this means that the producers

of the TV show had to make up seasons 7 and 8. Guided by George, of course, but those seasons don't represent any story that George has written. And I bet the books will be different now that he's seen the reaction of the fans to the story portrayed on TV.

The reason why GoT's writing was substandard in season 8? The same production company doing GoT are also doing the new Star Wars movie, "The Rise of Skywalker". How you end the Skywalker saga with a title like that, I don't know... But season 8 of GoT felt rushed, and the reason for that was that they wanted to get it over with (they'd been working on it for a decade), and get on to the Star Wars stuff. What's scary is that a similar thing has happened - the plot for Episode IX has been leaked, and is so lame and ridiculous that you'd have to assume that it is disinformation. But the leaks for GOT were real and not disinformation, so... I watched the first Star Wars movie when I was 13, and it was the first movie I ever saw more than once. So I'm really worried that this final movie in the main series, the one that ends that journey started when I was barely a teenager, will be a massive disappointment, just like "The Last Jedi". Sure, it will be a visual spectacular, but so was The Last Jedi.

It just goes to show that it doesn't matter how visually exciting a series is, or how well the public has reacted to them in the past. You're only as good as your next output. Now that's the beginning of the segue to Alfas...

There's no getting away from it - Alfa are in trouble. While the Giulia has now reached the 100,000 sales mark worldwide, it was supposed to be around the 400,000 mark by now. It seems unlikely that such a successful brand will ever disappear, but then again we haven't seen a new Lancia for 20 years now. If I was the new American management of FCA, I'd be divesting myself of brands that aren't bringing in the dollars, and focussing on those that are.

The main problem is that Alfa isn't finding a niche. The "Executive drivers car" niche is firmly occupied by BMW. The Giulia was designed to take BMW head on. And it delivered. But when the most expensive thing on a BMW is the badge, you need to figure out how to break that stranglehold on that niche. Having an executive sedan that excites the driver in your product range isn't enough in itself. You first need to make BMW buyers aware that it exists, and the advertising that I've seen so far has been terrible. It appeals to Alfa enthusiasts, but they were going to buy Alfas anyway. You've got to give BMW drivers a reason to change. And you don't do that by offering a very similar product. You need to be disruptive. Apple had 80% of the smartphone market until Samsung got serious, and they didn't do it by

offering the same thing. They offered an alternative. You can argue whether or not it's a better alternative, but it did achieve the same things in a different way, appealing to those who did not merely wish to 'conform'. You could say the same about Game of Thrones and Star Wars - when they first came out, they broke the mould, and captured entirely new audiences who were looking for something different.

Alfa's history is replete with similar examples. Unlike Commodores and Falcons, Alfa models historically haven't merely been facelifts or evolutions of previous models. The 116 series was completely different to the 105s, as were the 916s and 939s that followed them. Not to mention Alfasuds, 164s, 75s, 90s, etc. It's very expensive to do that, and even more so now with higher real wages. It's possible that the approach to car manufacturing that made the Alfa brand great is now beyond viability. And FCA know that. So like Game of Thrones Season 8 and like Star Wars IX, instead of being true to what attracted their following in the first place and leading the market, they followed it, and started offering products that were not that different from other things in the marketplace (not that those products are bad). The reason to like one over all the others just isn't as strong, so the market sticks with what it knows, rather than risk something new, even though the product is specifically designed to take away all risk of changing from what they were already buying.

Sure, the world is a different place from the heady days of the 1970s and 80s. And it's hard to predict the future. But that doesn't mean you ignore the lessons of the past. In the Giulia, Alfa proved that they can produce something as good as any BMW. But to my eyes they didn't offer the market a reason to move away from what buyers already felt comfortable with. I hope I'm wrong, and this strategy will work eventually. And for all I know, it was the only strategy that they could implement. Maybe they thought that the brand was doomed unless they tried something, and this was the best solution that they could get approved. But it's hard to have confidence in the future of the brand unless sales pick up. And what they're doing now doesn't seem to be doing the job (in my opinion).

Safe driving, and Ciao for now.

John Anderson



This 1937 Alfa Romeo 8C 2900B Touring Berlinetta owned by David and Ginny Sydorick won the Coppa d'Oro Villa d'Este (awarded to the "Best of Show" voted by public referendum) and the Trofeo BMW Group awarded to the "Best of Show" by the Jury. (Credit: Concorso d'Eleganza Villa d'Este / BMW Group)

The world's most acclaimed concours car: The Alfa Romeo 8C 2900B Touring Berlinetta

Mike Hanlon - May 28th, 2019

The last 12 months has been spectacular for the Alfa Romeo marque, re-entering the World Formula One Championship it won twice in the 1950s and reclaiming some of its formidable racing heritage, topping the prestigious Retromobile auction cluster when a 1939 Alfa Romeo 8C 2900 B Touring Berlinetta sold for €16,745,600 (\$18,968,675), winning the Pebble Beach Concours d'Elegance, the Peninsula Classics Best of the Best award, and now winning the Concorso d'Eleganza Villa d'Este.

Remarkably, three of those five major triumphs have been due to one car – David Sydorick's 1937 Alfa Romeo 8C 2900B Touring Berlinetta.

In taking out the most prestigious concours events in both America and Europe, plus the Peninsula Classics Best of the Best award in Paris in February (2019), the car has achieved the equivalent of a Tennis Grand Slam – the only difference is that the tennis feat has been achieved many times, and never before has a car won so many globally prestigious concours events.

Just to emphasize the visually arresting nature of the Touring-styled Alfa Romeo Berlinetta, the car was voted Best in Show by the public last Saturday, and then voted Best in Show by the judges on Sunday, completing a clean sweep.

The owner of the Alfa Romeo is no stranger to Villa d'Este, having won the Best in Show award in 2015 with another Alfa Romeo from his collection.

"I have won a lot of prizes with my automobiles, but this vehicle really fulfils all my desires. The Best of Show here at Villa d'Este is like receiving a knighthood," said the delighted winner at the award ceremony. "My wife and I would like to express our heartfelt thanks for this award."

The chassis of the immensely successful racing cars run by Scuderia Ferrari in the pre-WW2 period provided the platform for this car, and it is one of just five cars built on a long wheelbase and clothed in Superleggera coachwork by Carrozzeria Touring.

Similarly, the inline all-alloy eight-cylinder engine was derived from the racing engines.

Fitted with double overhead camshafts and twin superchargers, the car produces 180 hp and was one of the fastest cars in the world prior to WW2.





The Stelvio lapped Brands Hatch, Donington, and Silverstone in record time. BY: DOMINIK WILDE, Contributor

Nowadays if you buy an SUV the chances are that you won't be going off-road. Because of that, manufacturers are taking their high-riding tanks around race tracks during their development phase.

It's odd, but whatever, it means manufacturers can brag about lap records – they sound great, but ultimately they're pointless.

Anyway, here's three lap records that Alfa Romeo wants us to talk about. It's set the SUV benchmark on three different U.K. racing circuits – Silverstone, Donington Park, and Brands Hatch.

It took the go-faster version of its first-ever production SUV, the Stelvio Quadrifoglio, to the circuits to set the records, with professional driver David Brise on driving duty.

Brise lapped the Indy Circuit at Brands hatch in 55.9 seconds, Donington Park in 1 minute and 21.1 seconds, and Silverstone's Grand Prix circuit in 2 minutes and 31.6 seconds.

"Doing anything that is a first on track is exciting, but the Stelvio Quadrifoglio made it an even more enjoyable experience for me," said Brise. "The performance from this family SUV is astonishing, its handling characteristics were really confidence inspiring and totally at home on track. It gave me all the things I needed to extract the best possible lap times and establish the three records."

It's not the first time the Stelvio Quadrifoglio has set lap records though. In 2017, it broke the production SUV record at the Nürburgring, lapping the 12.9 mile Nordschleife in 7 minutes and 51.7 seconds, beating the previous SUV record by eight seconds.

But how can an SUV set such good lap times? Well, Alfa Romeo is of course steeped in racing heritage, and puts some of that experience into its road cars. So the Stelvio makes use of lightweight, state-of-the-art materials, such as carbon fiber and aluminum, plus its power comes from a Ferrari-derived 2.9-liter 24-valve twin turbo intercooled V6 engine which puts out a supercar-like 510 hp.

"Alfa Romeo has always been a pioneer in motorsport. We were present for the very first Grand Prix ever held back in 1950, which we won, and we were present for the 1000th Grand Prix in China recently," said Andrew Tracey, Alfa Romeo marketing director. "Setting the very first SUV production car lap records at three of the top circuits in Britain is where our passion for motorsport and road vehicles crosses over but, once again, Alfa Romeo is at the forefront and the first manufacturer to set new benchmarks."





Niki Lauda: Thousands honor racing legend at memorial in Vienna

Family, fans and friends gathered in Vienna for Austrian F1 star Niki Lauda's memorial. After the service, Lauda was buried wearing his race overalls. Arnold Schwarzenegger and Gerhard Berger gave eulogies.

Motorsports fans, F1 figures, politicians and celebrities are honoring racing legend Niki Lauda at a memorial service at St. Stephen's Cathedral in Lauda's hometown of Vienna.

The three-time F1 champion died on May 20 at the age of 70 in Zürich, nine months after undergoing a lung transplant.

"We all loved and admired Niki. We admired his courage, his will, his strength, his love," said Austrian-born actor and former California governor, Arnold Schwarzenegger, during the packed funeral Mass at St. Stephen's Cathedral.

Lauda's closed coffin topped with a race helmet was on display in the center of the cathedral until noon local time (10:00 UTC), followed by a public Mass and a private funeral. Lauda was buried wearing his race suit.

ALFA ROMEO TONALE CONCEPT CAR AT THE "SALONE DEL MOBILE.MILANO"

A concept car inspired by beauty and the design manifesto of the brand: Tonale, the first Alfa Romeo mid-size plug-in hybrid C-UV is making its debut in Italy on the occasion of the 58th edition of the Salone Internazionale del Mobile.

After its global debut on Geneva, the national unveiling of Tonale concept car will thrill visitors to the Milan exhibition, taking place from April 9 to 14. The Italian brand's first plug-in hybrid Compact Utility Vehicle will be exhibited in the Alfa Romeo installation, in Green Area 5 of the show, next door to Hall 7 on Corso Italia. The Tonale concept car embodies all Alfa Romeo's trademark language of beauty in a combination which captures the essence of Italian art through the timeless experience of craftsmanship.

In this C-UV for urban use with a sporty personality the distinctive features of Italian style are projected into the future, striking the perfect blend of valued heritage and anticipation of new precepts.

Around 300 VIP guests, including F1 world champion Lewis Hamilton, attended Wednesday's Mass, with space for more than 3,000 attendees open to the general public.

Schwarzenegger, who was a close friend of Lauda's, Austrian President Alexander Van der Bellen, and former Austrian F1 driver Gerhard Berger delivered eulogies. Retired French four-time F1 champion Alain Prost, Lauda's last teammate at McLaren in the 1980s, read a bible verse.

A legend until the end

Lauda won the F1 World Drivers' Championship in 1975, 1977 and 1984. After his second retirement from F1, in 1985, Lauda remained a prominent figure in the paddock, including his most-recent post as the non-executive chairman of the Mercedes F1 team.

Hamilton won the Monaco Grand Prix on Sunday, wearing an imitation of Lauda's helmet in tribute, and said after the race that Lauda's spirit had helped carry him through.

Lauda was instrumental in convincing Hamilton to join Mercedes ready for the 2013 season, at a time when the team was struggling and did not appear a good fit for a top driver. Since major rule changes in 2014, however, the Silver Arrows have dominated, winning every drivers' and constructors' championship. Hamilton has won the drivers' title in four of the past seasons, and said after his win in Monaco that without Lauda, he might only have the 2008 title to his name.

Lauda had suffered from permanent health problems since a near-fatal crash at Germany's Nürburgring Nordschleife in 1976. Lauda crashed his Ferrari and was trapped in flaming wreckage for 55 seconds leaving his face permanently scarred and causing massive damage to his lungs.



Every detail is designed around the driver, with driving pleasure delivered through ergonomics, use of premium materials and, above all, unrivalled dynamic handling. Furthermore, the Tonale concept car is the Alfa Romeo take on electrification. State-of-the-art technology and proverbial driving dynamics meet to grasp new opportunities and provide tangible answers to fresh challenges.

Visitors to Salone del Mobile will be delighted by exquisite merchandise, in particular by the "Quadrifoglio" limited edition chronograph by Eberhard & Co. and by the new Alfa Romeo Dolomiti e-MTB made by Compagnia Ducale.



ALFA ROMEO AT 2019 1000 MIGLIA

The 37th re-evocation of the 1000 Miglia is at the starting line. Alfa Romeo, which holds the record for the number of won races, having triumphed eleven times between 1927 and 1957, is ready to play again the role of the absolute protagonist in this year's Brescia-Rome-Brescia route, for more than 1800 km.

Among the 430 cars, milestones of the design and automotive's history, which will cross Italy from north to south and back, Alfa Romeo will be the best represented car manufacturer at the event, with 44 vehicles in the race. Millions of fans will lay their eyes on the several fine Alfa Romeo models from the collection of FCA Heritage, normally on display at the Alfa Romeo Historic Museum - The time machine, in Arese.

First of all the the wonderful Alfa Romeo 6C 1500 Super Sport from 1928, a similar version to the one that won the 1000 Miglia in 1928 with Giuseppe Campari and Giulio Ramponi. The 6C 1500 Super Sport, with bodywork by the Farina Plants, is equipped with a 6-cylinder, 1487 cc engine, which delivers a maximum of 76 HP at 4,800 rpm, reaching a top speed of 140 km/h. 31 of these cars were built between 1928 and 1929. This car will be driven in the race by Giovanni Mocerì, former Italian Grandi Eventi ACI Sport Champion and winner of Italy's biggest historic regularity competitions.

The official Alfa Romeo line-up will also include the 1900 Sport Spider from 1954. It is an extremely rare racing spider - produced as a one-off - equipped with the 4-cylinder twin-cam dry sump "1900" engine, with maximum power boosted to 138 HP, enabling it to reach a speed of 220 km/h, thanks to a weight of just 880 kg and particularly efficient aerodynamics.

This car has been assigned the exclusive role as official car of the 1000 Miglia 2019, competing under race number 1000 and opening the parade of the historic cars taking part.

The trio of official Alfa Romeo cars in the event is completed by the 1900 Super Sprint from 1956, an elegant coupé with Touring bodywork, "the family car that wins races", to quote the advertising claim that made it famous in the 1950s. Since in the 1950s, when the competitive race was still being held, it was the car of choice of many "gentlemen" drivers, on account of its superb performance and reliability. The all-woman team, composed of Prisca Taruffi and Savina Confaloni will compete for the prestigious Coppa delle Dame.

To make the 2019 edition of the 1000 Miglia even more unique, Alfa Romeo has in store a series of initiatives that will delight the public and participants: the presence of the F1 Alfa Romeo Racing Team driver Antonio Giovinazzi at the start; the Giulia Quadrifoglio and Stelvio Quadrifoglio Alfa Romeo Racing series in action along the entire route; the institutional stand of the brand in Piazza della Vittoria in Brescia on the 14th and 15th May and, again in the Lombard city, in Piazza Duomo from the 17th to 19th. Bologna will also host Alfa Romeo vehicles, both on show and to test drive, in Piazza Galvani, on the 17th and 18th May.

300 times Kimi



300. Few drivers in the history of Formula One have ever reached such heady heights in terms of race entries, and next weekend will mark this important milestone for our very own Kimi Räikkönen. Yes, he had to be told. **"DRIVING IS THE ONLY THING I LIKE ABOUT F1"**, the Iceman famously said, so it's safe to say numbers do not mean a lot to him. Do not expect a commemorative helmet, either. **"IT PROTECTS MY HEAD"**, that is all it does - how to disagree? And were Formula One to organise a special commemoration on the grid before the race, well, **we can only hope it doesn't clash with Kimi's loo break...**

HE IS NOT HERE TO PLEASE PEOPLE, HE'S HERE TO DO HIS BEST.

From his debut (in a Sauber) in Australia 2001, Kimi Räikkönen has gone on to become one of Formula One's iconic characters. A winner of 21 races, he may claim 19 years in the sport (with a brief, two-year hiatus) didn't change him... truth is, they have. The fresh-faced boy who rocked up in Melbourne nearly two decades ago, almost missing his first race start as he was having a nap in the garage, is now a World Champion and a proud family man, husband to Minttu and father to Robin and Rianna. Professionally, he's enjoying his driving at Alfa Romeo Racing as a relaxed, happy driver doing what he does best.

Time and experience change people. But the core Kimi, that never changes. For sure, we will never try to do so - to try and change Kimi to fit a mould is a futile exercise.

WE JUST LEAVE HIM ALONE. HE KNOWS WHAT HE'S DOING.

Frédéric Vasseur, Team Principal Alfa Romeo Racing and CEO Sauber Motorsport AG: "The tests last week in Barcelona have been promising and I am sure that we're back on track and going in the right direction again. It's interesting to see how the teams battling for the midfield positions hardly get any consistency into their performance. Each track is a new start - especially getting the tyres to work - and sometimes you get it right, sometimes you get it wrong. We have our downward blip behind us and going strong into the Monaco weekend."

Kimi Räikkönen (car number 7): "Everyone is talking about my 300th race, but I'm more interested in our performance. The test in Barcelona was important for us to understand our problems better, but I honestly don't know how good our car fits to the street course in Monaco."

Antonio Giovinazzi (car number 99): "Last week I was invited by Alfa Romeo to the 1000 Mille Miglia and it reminded me of Alfa's incredible passion for cars and motorsport, especially as an Italian driver. Unfortunately, my start of the season with Alfa Romeo Racing was not as expected, but I'll stay focused and I'll work hard and I'm sure that things will turn around and success will come - hopefully already in Monaco."

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Postcards of Italian beauty in a race between past and future

- **Today, the unbreakable bond with Alfa Romeo's unique heritage is expressed in the new Ochre paintwork of Alfa Romeo Giulia: the modern reinterpretation of a historic colour.**
- **Yet another way of renewing the Alfa Romeo legend on the roads of the 1000 Miglia, more than ninety years after the first win.**
- **430 cars in the event: 44 are historic Alfa Romeos, from the best-represented constructor, which also provides Giulia and Stelvio for the official convoy.**
- **Yesterday's first stage took the caravan from Brescia to Milano Marittima, 322 km, accompanied by the crowds of enthusiastic spectators always drawn to this event.**
- **At the end of the day, the standings were headed by two Alfa Romeos: the 6C 1750 SS number 81, driven by the Vesco-Guerrini team and, close behind, the 6C 1500 SS number 59 FCA car driven by Mocerì and Bonetti.**

After the sealing and racing and technical inspection procedures, the first stage of the 2019 1000 Miglia got under way yesterday. A memorable edition with 430 crews taking part: almost 900 people, with every continent represented. Alfa Romeo is the automotive constructor with the largest group, including 44 official and private entrants, as well as an impressive fleet of current production cars in the official race convoy. Quite fittingly, since the one thousand imperial miles of the "world's finest travelling museum", as Enzo Ferrari

defined it, are the ideal backdrop for appreciating the Alfa Romeo brand's peerless history and its future-focus that never forgets a glorious past.

Alfa Romeo Giulia shows off its new Ochre paintwork

Every one of the brand's cars has always incorporated the five ingredients that make it one of the world's most desirable brands on the automotive stage: distinctly Italian styling; innovative, state-of-the-art engines; impeccable weight distribution; unique technical solutions; and an outstanding power-to-weight ratio. What's more, the cars' design also features clear references and tributes to the timeless lines of Alfa Romeo's greatest successes, starting from the unmistakable front cloverleaf and the badge, both iconic and immediately recognisable. One significant reworking of a historic characteristic is the Ochre paintwork that delighted the fans at the start of the 1000 Miglia.

Indeed, one Alfa Romeo Giulia model on show in Brescia bore the distinctive colour that appeared on its predecessors and other models in the Sixties and Seventies. This shade underlines the Alfa Romeo Giulia's very short overhang and large front mudguards, the set-back cockpit resting over the drive wheels and the muscular rear mudguards. A combination of taut lines and sleek, dynamic proportions that was a feast for the eyes of the fans present at the starting line.

First touch on the throttle in Brescia

The cars left Viale Venezia at 14:30 hrs and in half an hour were on the shores of Lake Garda, for the first regularity trials



with the first stamp inspections. In fact, the journey towards the final destination of Cervia-Milano Marittima includes a series of timed checkpoints and stamp inspections. At the start, every competitor receives a timesheet which must be stamped at specific times, which vary depending on the car's starting position. Apparently complex, this system becomes more and more natural as the race progresses. The route, set by a roadbook, also includes time trial sections. These have to be covered in a given period of time, at a specific average speed. Which is more fun, pure speed or regularity? There is no one answer and opinions differ, although of course every driver shares the will to win that takes over once the competition starts.

Postcards of Italian beauty

One of the secrets of the 1000 Miglia's almost a century of success is the perfect integration of four-wheeled masterpieces into lovely landscapes and roads often well off the beaten track. Instead of the motorways full of hurrying commuters and holidaymakers, the race uses state, regional and provincial highways, where participants can savour the beautiful Italian countryside and fully appreciate the proverbial pleasure of driving Alfa Romeo cars. The sheer power of the "Alfa Romeo Racing" Quadrifoglio momentarily shattered the rural quiet and the elegant rose gardens of Parco Giardino Sigurtà at Valeggio.

Then came the town circuit through Mantua, an urban museum that welcomed the travelling museum, after which the route ran along the border between the Lombardy and Veneto regions and beside the banks of the Po River, sun-drenched but rather cool. The cars reached Ferrara as the sun was starting to set. The streets were crowded and as evening approached, more and more people thronged the pavements and verges to watch the cars pass, almost falling silent as they paraded past the Castello Estense. From Comacchio southwards, the route took the cars through a succession of seaside villages, the sunset bathing the stork colony near the town of Fosse Ghiaia and the drivers began to tire during the last dash towards Ravenna..

The crews were sustained in this final leg by boundless, universal passion, and it was dark when the first car passed the Parco della Salina at Cervia and finally arrived in Milano Marittima. However, the 1000 Miglia never rests, even in the shade of the pine woods:, while the drivers and navigators went to eat and rest, knowing that they had only a few hours of sleep ahead of them, the mechanics got to work to tend the cars. A fine sight, a blend of hard work, dedication and authentic passion for the wonderful cars which today set off at 06.15, travelling south across Italy on their way to Rome.

Milano Marittima (Ravenna, Italy), 16 May 2019



- **The Alfa Romeo Giulia wins the Gold Medal for "Ride and Handling", values intrinsic to the DNA of the Italian brand, which transforms every journey into an exciting driving experience.**

The Alfa Romeo Giulia was a winner again at the prestige Auto Express "Driver Power Awards", receiving the gold medal in the "Ride and Handling" category. The famous dynamic qualities of the Italian brand, which turn every journey into a thrilling experience always at the service of onboard comfort and safety, proved invincible yet again. As well as being a manifesto of the "Meccanica delle emozioni" concept, the first model in the brand's new generation encapsulates the authentic Alfa Romeo spirit, incorporating the five ingredients that make it one of the world's most desirable brands on the automotive stage: distinctly Italian styling; innovative, state-of-the-art engines; impeccable weight distribution; unique technical solutions; and an outstanding power-to-weight ratio.

Driver Power is the United Kingdom's broadest and fullest customer satisfaction survey, using data collected from thousands of owners, covering everything from reliability to performance and convenience. The Driver Power survey, conducted for the seventeenth time this year, is a credible, real representation of new car owners' opinions.

Auto Express Editor-in-Chief Steve Fowler commented: "The Driver Power results could not be clearer: owners adore their Alfa Romeo Giulia cars. A score of 93% in the overall ranking is very impressive, and the Giulia's first place in the "Ride and handling" category confirms our road-testers' findings: the Giulia is a real dream to drive. Bearing in mind its high scores in the engine and safety categories, not to mention an incredible result with regard to style, obviously Alfa Romeo's decision to build a classical rear-wheel-drive sports sedan has proved extremely popular.

Andrew Tracey, Alfa Romeo UK marketing director, said: "The Auto Express Driver Power Awards are a reflection on what it's like to truly own a new car. The results from this year's awards show that the Alfa Romeo Giulia remains one of the best new cars to own, and the fact that this is based on the feedback from actual customers makes this extremely reliable and trustworthy."



Our next Alfesta 2020 planning meeting is soon. We're always looking for people to help out, so let me know you're interested on social@arocaqld.com to play your part in what we hope will be the best Alfesta ever!

On June 8th (assuming this reaches you before then), Autohouse Car Storage at Darra have invited us to attend their All-Italian Cars and Coffee that morning. The Fiat and Lancia clubs are coming, and I believe there will also be Maseratis and Lamborghinis there. The location stores a genuine Ferrari F40 which will be on display, and at least two other very rare Alfas (which now includes the SZ). So it'll be worth your while just to check those out. Details on the 'Other' calendar of the club website.

Coming up, we have our visit to Bim Bam gallery at Scarborough on Sunday June 9th (assuming this reaches you before then), from about 5pm. We'll be going to the Moreton Bay Boat Club afterwards for dinner. Bim Bam is run by club members, Danny and Barbara Newland. Those who went last year absolutely loved both the art and the food. So come along and enjoy. If you are someone who joined in the past 18 months or so, this is a perfect

opportunity to introduce yourself to the rest of the club in a relaxed atmosphere, so come along! But as for all our social events, please RSVP to social@arocaqld.com as soon as you can, so that we can let the restaurant know how many spaces to save for us.

Later in June (on the 16th) founding members Rob and Shirley Grant will once again organise a special run to celebrate the club's 44th birthday! The run combines, suburban, open, and winding roads, travelling via Dayboro and Woodford, with a comfort stop at Cruice Park near Woodford. Distance will be approximately 120 klm (duration 2hr 15mins). Our destination is "The Orangery" at Maleny. For lunch you can choose from an a la carte menu, which has gluten free, vegetarian, and vegan choices. For payment, cash is preferred, but eftpos is available. Our starting point is the A-Mmart carpark at the corner of Gympie Rd & Todd's Rd, Lawnton. Gather at 9:30 am for a 10:00 am start. RSVP to social@arocaqld.com by 10 June for catering purposes. In your RSVP, please include which car you will be driving and your mobile phone number. For those who may like a coffee before we start, the Wheelhouse Coffee which is next to A-Mart is open from 8:00 am.



Moving into July, we have our annual Festival of Italian Motorsport at Queensland Raceway at Willowbank on July 7th. To be clear, you will need to pay to get in (I believe it's \$30 a head) because it's a race meeting, and you'll be able to enjoy all the racing that's going on for the day. The Italian Challenge will be on, so there will be lots of Italian cars to watch on the track! And we're running a Show and Shine in conjunction with the Fiat Club, which is free to enter. So polish up your pride and joy, bring it along, and you might win a trophy for your efforts.

The following week (July 14th), we're doing our ever popular Bellthorpe Range run. I'm tossing up between a repeat of what we've done in previous years and ending up at Rick's Garage at Palmwoods, or tweaking it a bit to take in new roads and ending up for Lunch at Maleny. Either way, it will be a great run, as it always is. So put that one in your calendar.

And if you haven't yet put in your entry for the 'A Day in the Country' charity event at Peak Crossing on August 25, you'd better do so very soon. This event has limited space, and usually attracts 200 cars of all marques. And it gets booked out a long way ahead. If you love classic cars, you want to be at this one. So let Tony Nelson know ASAP on midweekdrives@arocaql.com.

Speaking of events that book out quickly, while the Stanthorpe weekend is a long way away in October, last year it booked out around July. There is an ad for it elsewhere in the mag, and it's on the club website calendar, so go there for the details. But make sure you RSVP sooner rather than later, or you'll miss out!

Don't forget that there are trophies up for grabs at the end of the year, and to make sure they go to the most deserving people, it would be great if members nominated people for the committee to consider. The trophies are for those who best demonstrate the 'Spirit of Alfisti' through the year, and for 'Services to the Club'. So if you observe someone throughout the year who best demonstrates what you think is the 'Spirit of Alfisti', or you see someone who you believe should be recognised for outstanding service to the club during the year, let me know on social@arocaql.com. Similarly, if you believe there's a member who has consistently provided outstanding service to the club or the Alfa brand over a decade or more, you can nominate them to be considered for Life Membership.

See you at the next event!
JA

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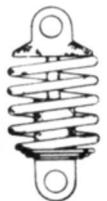
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BRUCE DALZIEL



Armchair Racer

WORDS & PHOTOS Mark Buchanan

I have been an armchair racer for quite some time! Starting way back on a Playstation one and getting hooked on the first of the Gran Turismo series it did not take long till (much to my wife's dismay) modifying some of our older lounge furniture to support a steering wheel and pedals in front of the lounge room TV.

Fast forward on many many years, I have been relegated from the lounge to the garage. At first this was quite a painful exercise as our lounge room TV was the biggest we had with sound to match.

A good friend of mine that had purchased Arcade Machines for his teenage son, offered me the entire Arcade machine called Ferrari F55 Challenge. The TV's inside the unit had died a long time ago and the inside of the Arcade Machine had corroded and eventually died. Not to pass up a great opportunity though, I took them as is, not knowing at the time if I could resurrect them.

After a bit of planning I bit the bullet and gutted the the machine. Huge CRT style displays were removed along with the custom steering systems and pedal boxes.

The Playstation 2 had been out for quite some time and I was able to purchase two of them along with two steering wheel and pedal sets. After a bit of hunting I found Playstation versions of Ferrari F55 Challenge and was able to cable the two Playstations together using a Cross Over Cat 5 cable and Sony networking kits.

In the end I had a really nice dual racing system, but as time went on the game was discontinued, Playstations showed their age and as with everything now. Games became multiplayer via Internet only. Added to the problem was that I now had a few real cars and garage space was becoming a premium.

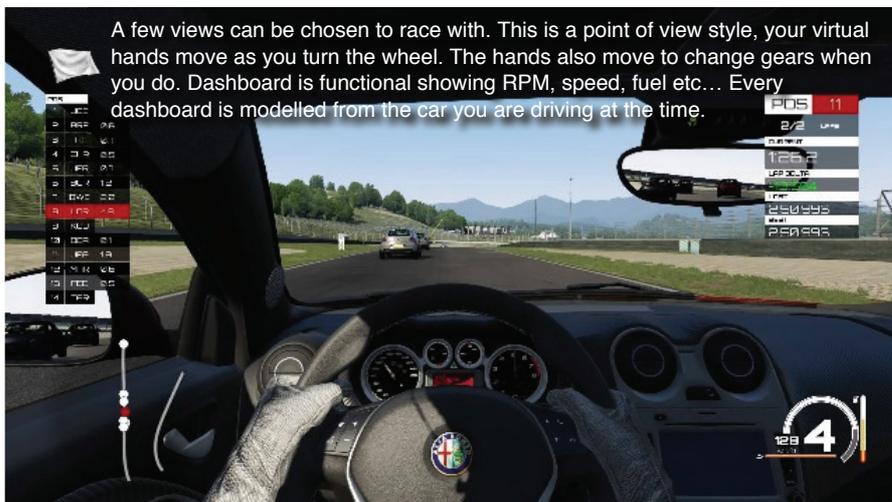
With a tightening of space and funds (real cars cost more to keep running), I made the decision to concentrate on getting a single arcade machine back up and running again. With an Xbox One gained as a Christmas gift and the purchase of a Ferrari branded steering wheel and pedal box, I started once again building my armchair racer! I was also lucky enough to come across someone parting with a 55" plasma TV.

More modifications were needed, I widened the original arcade unit and installed my own surround sound speaker system in behind and around the unit. Time to play!





A few modifications later and my larger TV fits just nicely. Left, right and above the TV are speakers. Below behind the pedal box is a sub-woofer. Behind the chair out of photo are two small rear speakers so I can hear cars coming up behind me.



A few views can be chosen to race with. This is a point of view style, your virtual hands move as you turn the wheel. The hands also move to change gears when you do. Dashboard is functional showing RPM, speed, fuel etc... Every dashboard is modelled from the car you are driving at the time.

Let's Start Racing

Sold as a package with the Xbox One was Forza 6. This game is rich in graphics and sound and hours of enjoyment can be had (and is) in working through various tracks, cars and races. I will save Forza for another review.

Months after enjoying the new system a new game had come onto the market. It was called "Assetto Corsa".

The name should give it away, this game features a huge range of Italian cars and more importantly for this review, an awesome selection of Alfa Romeo's.



After every race a replay is available, showing your great racing talent or where it all went horribly wrong!

What this game lacks in graphics in the big budget games like Forza, it more than makes up for in feel. My first instinct was to drive/race cars I have driven in the real world. Although I am not using a top shelf steering and pedal accessories it has to be said there is obviously a lot of work put into the game dynamics in how cars behave. The MiTo for example accelerates, stops and handles like a MiTo and the Guilia QV the same. The game is growing in size rapidly with more tracks and car packs becoming available every few months. It's worth pointing out though the selection of Alfa's available straight out of the box.



A great selection of Alfa's to sink your teeth into!



From the get go you can race or free drive: GTA, 33 Stradale, 4C, MiTo QV, Giulietta QV Launch Edition, Giulia QV and my favourite of the bunch, 155 Ti V6 '93.

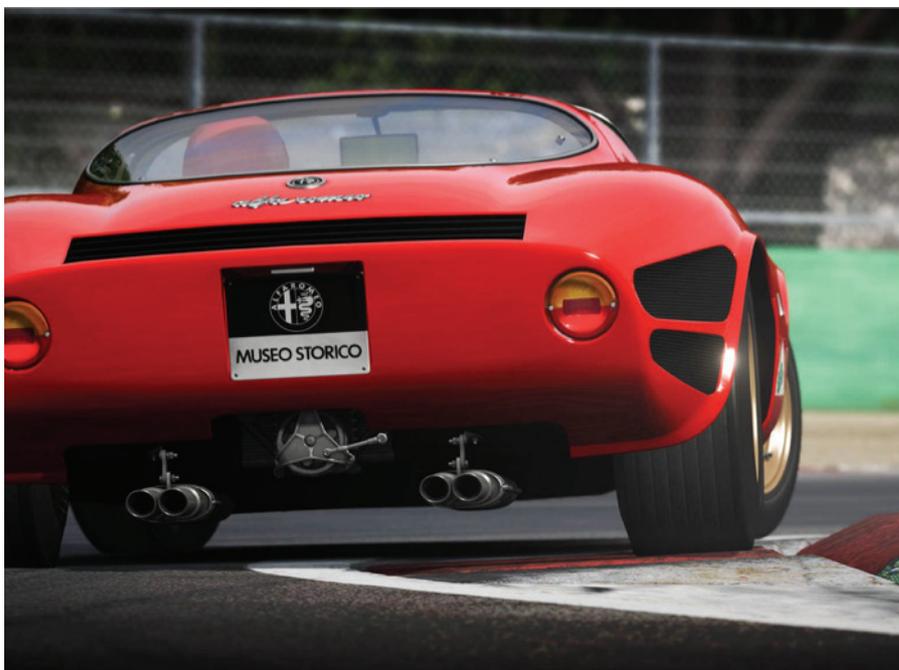
Other manufacturer's include: Abarth, with my favourites being the 500 Assetto Corse and 595 S2. Audi, BMW, Chevrolet, Classic Team Lotus, Ferrari (my favourite being Nikki Lauda's F312T), Ford, KTM, Lamborghini (my favourites being the Miura, Aventador Super Veloce and Sesto Elemento), Lotus, Maserati (Favourites being the 250F 6C and MC12 GT1), Mazda, McLaren, Mercedes-Benz (Favourites being the 190E EVO II, C9 and AMG GT3), Nissan, Pagani, Porsche (Favourites 718 Spyder, 962C Long Tail and 917K), Praga, RUF, Scuderia Glickenhaus, Shelby, Tatuus and Toyota.

As mentioned anniversary packs come up. The game developers recently launched the Ferrari 70th Anniversary Celebration Pack. This pack includes some great classics, such as the 1962 250 GTO, 1967 330 P4 and the 1967 312/67.

"What about the Tracks" I hear you say! Every track has been developed using Laserscan technology, meaning the highest level of accuracy in reproducing the track and racing environment.



Different levels of damage realism can be set. In full damage mode, cars respond and behave in a realistic way. Hit a curb hard and damaged suspension will affect handling, braking and possibly pull you off the road. Limping to pits is possible, but repairs take time! Full race days involve planning pit stops, fuel preservation etc...



The clear Italian favourites are here. Autodromo di Monza, and Imola. Ever wondered what it would be like to race an Alfa Romeo 155 Ti on the iconic Monza? Here's your chance!

All of this can be done at your choice of weather conditions, time of day and level of difficulty. The icing on the cake is of course competing with other Armchair racers via the Internet. The developer runs set competitions and track days as well.

Assetto Corsa is available on Playstation 4, Xbox ONE and PC via Steam.

As an armchair racing enthusiast with (too many) years experience I highly recommend it!

1939 Alfa Romeo 6C 2500 Super Sport



Story By Supercars.Net & Alfa Romeo

©2011 Richard Owen - Supercars.net

Produced from 1939 and after the war until 1951, the 6C 2500 was the last of the famous six cylinder cars first started with the 1928 6C 1500. For this reason, the later 6C 2500s, and especially the elegant Villa d'Este model were considered the end of an era for Alfa, and some call them the last of the great Alfas.

The model was built up from the previous 6C 2300 and retained its all-independently sprung suspension. The 2500 was a faster car and was the first to reach 100 mph thanks to its increased engine capacity and an improved fuel feed.

The pre-war cars could be ordered in several chassis lengths and various stated of tunes: Turismo (87 bhp), Sport (95 bhp), SS or Super Sport (105 bhp) and SS Corsa (125 bhp).

The car was powered by an Inline-6 engine that traced its roots back to the prewar competition models. It was originally deigned by Vittorio Jano and was reengineered by Bruno Treviso to have a 2443cc displacement, improved cylinder head and a 7:1 compression ratio. The top model was the Super Sport (SS) which had the shortest wheelbase for nimble handling and a tripple carburetted engine capable of 105 bhp. Only a select handful of these Super Sports, as little as four, were upgraded to full Corsa specification.

| | |
|--------------|---|
| type | Limited Production Car |
| built at | Italy |
| engine | Cast Iron Straight-6 |
| position | Front Longitudinal |
| aspiration | Natural |
| valvetrain | DOHC, 2 Valves per Cyl |
| fuel feed | Carburetor |
| displacement | 2443 cc / 149.1 in ³ |
| bore | 72 mm / 2.83 in |
| stroke | 100 mm / 3.94 in |
| compression | 7.5:1 |
| power | 70.8 kw / 95 bhp @ 4600 rpm |
| specific | |
| output | 38.89 bhp per litre |
| bhp/weight | 70.37 bhp per tonne |
| body / frame | Aluminum or Steel Body over Steel Frame |
| steering | Worm & Wheel |
| f suspension | Double Wishbones w/Coil Springbs |
| r suspension | Swing axles w/Transverse Beams, Longitudinal Torsion Bar |
| curb weight | 1350 kg / 2976 lbs |
| transmission | 4-Speed Manual |
| top speed | ~155 kph / 96.3 mph |



1948 Alfa Romeo 6C 2500 Super Sport Cabriolet

Coachwork by Carrozzeria Pinin Farina. This Alfa Romeo 6C 2500SS carries two-seater cabriolet coachwork by Carrozzeria Pinin Farina. The late 1940s was a period of exceptional creativity for Pinin Farina, the 6C 2500 chassis, especially the Super Sport version, allowing the Italian maestro the freedom to experiment with new lines and design solutions. Construction of chassis number '915566' commenced in 1947. It is one of Pinin Farina's very rare 1st Series cars with lightweight aluminium coachwork (the 2nd Series bodies were made of steel). After completion the car was delivered in 1948 to Alfa Romeo agent Franz Gouvion in Bruxelles, Belgium. In 1960 the then owner, a Mr Ophorst, moved from Antwerp, Belgium to Rotterdam, Netherlands. The car was subsequently purchased, in 1979, by the Alfa Romeo collector Roy Karstens in Noordwijk, Netherlands. In 1995 it was bought by Maurice Kruseman in Maastricht, Netherlands and in 2008 passed to the current owner, who had it completely restored. The restoration was only completed in 2013 and the car is described as in generally excellent condition.



Pininfarina, Touring, Bertone, Vignale, Zagato with many others bodied the 6C 2500, and each gave the car their own style. The Pininfarina cabriolet a particularly glamorous design, having a wide bench seat offering room for three occupants, steering column mounted gear lever and winding side windows. After the war, Alfa Romeo began producing their own bodies, a move which would eventually put an end to the era of custom coach building. Offered as complete cars, the first few bodies Alfa built were the Sport Berlinetta and Cabriolet.

As a racing car, the 6C 2500 SS made its debut by winning the Tobruk-Tripoli coastal endurance race in 1939, and continued its sporting success after the war from 1946 to 1950 with three 6C 2500 Competizioni. Each featured unique aluminum bodies and 145 bhp engines.

An original sporting version came out in 1946 as one of the first postwar cars nicknamed the "Freccia d'Oro" (the first post-war car). It featured a shortened and rounded rear end following the most advanced aerodynamic concepts of the time.

Very late in the production run, Alfa was very proud to release the Villa d'Este version, named after the car's triumph at the concours with the same name. The V-shaped effect on the bonnet is still reflected in the modern Alfa Romeos of today.

A total of 2800 6C 2500s were made and it was Alfa's most successful model. The specification listed is for that of the SS model.



Alfesta 2020

TOOWOOMBA

**See you next year!
... in Queensland
9th - 13th April 2020**

In 2020, Alfesta will be held in and around Toowoomba, Queensland's largest inland city, perched atop the western slopes of the Great Dividing Range. It's perfect Alfa territory, so join us as we explore the best this region has to offer.

Earlybird Competition
People who make full payment for their Alfesta Activity Package by 30 September 2019 go into a draw to win \$450 back.



Create an account on the Alfesta 2020 website and register your interest



Select and pay for your accommodation directly with the hotel



Select your Alfesta Activity Package via the website and pay directly to the Club

www.arocaqld.com/alfesta2020
email: alfesta2020@arocaqld.com





Welcome to new Members this month:

Seems like old-times after all the years as Membership Secretary.

Presently filling in for Colin as he and Terry are having a great time tripping around various exotic places in the world. Never quite sure where emails might arrive from over the past weeks.

Firstly, welcome to our new member who joined in past weeks:

Mark Cannon along with his 2006 Blue Brera

so, look forward to catching up at Club Night or Social event in the near future.

And, it's "that time of year" again – your individual Membership Renewal Form for 2018/2019 is attached in the centre of your June magazine. All Renewals fall due on 1st July each year and this system make it easy for members and Membership Secretary alike.

Ciao for now – Jude



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We had another Morgan Park Supersprint round on May 11th and 12th and undoubtedly the star of the weekend was Doug Stonehouse in his Alfa GT. While he didn't win the round, he finished only 7/10 of a second behind Jason Wishart over the 4-lap journey, and slashed 6 seconds off his previous personal best. The only dampener on his weekend was a minor traffic accident coming down Cunningham's Gap on the way home. We generally had a trouble-free weekend on the track with only Alan Broadhurst and Jenny Webb suffering a couple of minor problems. I managed to finish a couple of seconds behind Doug, from Serge, Alan, KP, Charles, Peter and Jenny.

There's plenty coming up though in the next couple of months –

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

See you at the track
Mark Jackson

Upcoming Events

There will be a sprint at Queensland Raceway on Sunday June 9th, followed by another sprint at Lakeside on June 23rd. Both of these events will start at about 12 noon and pre-registration is recommended. For entry and payment go to <https://racers.world/login>

The weekend of July 6th and 7th sees us back at Queensland Raceway for our next race event. We had to cancel the previous round due to a lack of numbers, but hopefully this time we will have a full grid. On the Saturday only of that weekend, we will also be running a Regularity event. To enter either the race meeting or regularity event go to <https://racers.world/login>





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

Italian Challenge/Alfacomp SPRINT Series Dates 2019:

- 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:

- 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:

- 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

- 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)

Resultati Mark Jackson



2019 ALFACOMP SUPERSPRINT MP B SERIES RD 2 (D CIRCUIT)

| DRIVER | ALFA | CC's | RUN1 | RUN2 | RUN3 | RUN4 | RUN5 | RUN6 | RUN7 | BEST LAP | S/S |
|------------------|--------------|-------|---------|----------------|----------------|----------------|----------------|----------------|----------------|----------|-----|
| Jason Wishart | GTV2000 | 2000 | 3.34.39 | 3.33.46 | 3.30.78 | 4.07.11 | <u>3.29.82</u> | DNS | DNS | 51.30 | 20 |
| Doug Stonehouse | Alfa GT | 3200 | 3.36.82 | 3.35.28 | 3.32.63 | 3.34.68 | <u>3.30.52</u> | 3.31.56 | 3.33.30 | 51.60 | 16 |
| Mark Jackson | 147 GTA | 3200 | 3.37.45 | 3.34.70 | 3.34.92 | 3.33.90 | 3.33.71 | <u>3.32.39</u> | 3.34.77 | 52.16 | 14 |
| Serge Oberhauser | Alfetta GTV6 | 3000 | 3.47.67 | 3.35.47 | 3.35.50 | <u>3.35.28</u> | 3.38.80 | 3.36.46 | 3.39.27 | 52.48 | 12 |
| Alan Broadhurst | Alfa GT | 3200 | 3.41.95 | 3.40.38 | DNF | 3.43.95 | 3.39.31 | <u>3.37.57</u> | 3.40.79 | 53.31 | 11 |
| Ken Percival | GT Junior | 2000 | 3.48.07 | 3.40.79 | 3.43.40 | 3.39.44 | 3.40.28 | <u>3.38.04</u> | 3.38.37 | 53.48 | 10 |
| Charles Webb | 105GT | 2000 | 3.52.11 | <u>3.45.11</u> | 3.47.49 | DNF | 3.51.32 | 3.47.50 | 3.48.17 | 54.61 | 9 |
| Peter Salmon | Giulietta QV | 1750T | 3.53.44 | 3.51.91 | <u>3.47.52</u> | 3.47.64 | 3.50.32 | 3.52.00 | 3.49.60 | 55.67 | 8 |
| Jenny Webb | 105GT | 2000 | 4.11.28 | 4.01.90 | 3.56.16 | DNS | 4.06.29 | 3.51.52 | <u>3.48.99</u> | 56.21 | 7 |

Fastest time underlined

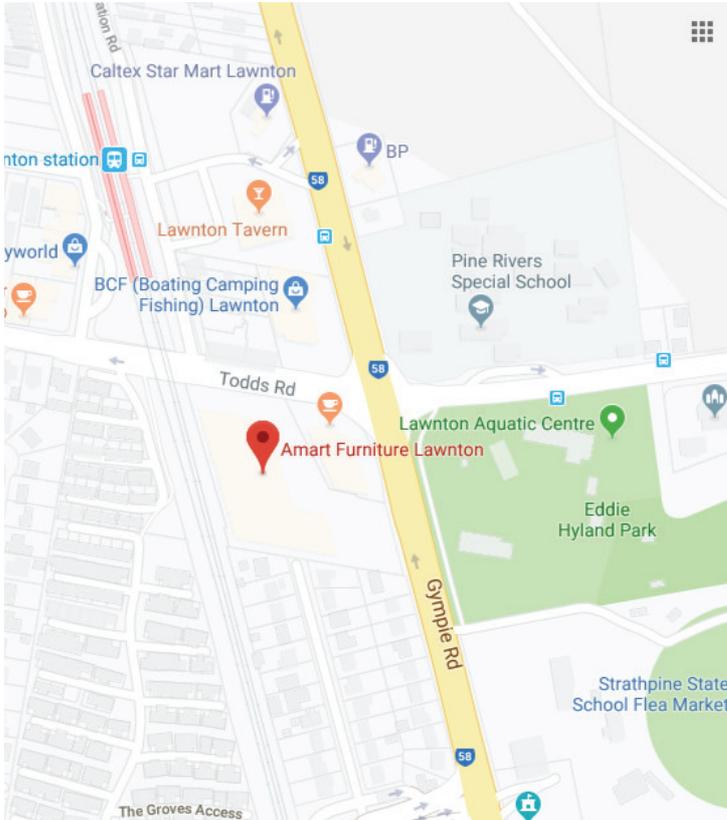
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Points

ALFACOMP 2019 POINTSCORE

| EVENT | Sprint | | | | | Total Events | Total Points | Best Events | Alfacomp Points | Sprint | Reg | S/S | Race |
|----------------------|--------|-----|-----|------|-----|--------------|--------------|-------------|-----------------|--------|-----|-----|------|
| | Spr | Reg | S/S | Race | S/S | | | | | | | | |
| | 1 | 1 | 1 | 1 | 2 | | | | | | | | |
| 1 Mark Jackson | 16 | 16 | 14 | 11 | 14 | 5 | 71 | 5 | 71 | 16 | 16 | 28 | 11 |
| 2 Peter Salmon | 12 | 20 | 8 | 0 | 8 | 4 | 48 | 4 | 48 | 12 | 20 | 16 | 0 |
| 3 Jason Wishart | 0 | 0 | 20 | 0 | 20 | 2 | 40 | 2 | 40 | 0 | 0 | 40 | 0 |
| 4 Serge Oberhauser | 0 | 0 | 11 | 12 | 12 | 3 | 35 | 3 | 35 | 0 | 0 | 23 | 0 |
| 5 Jorrit Kooistra | 20 | 14 | 0 | 0 | 0 | 2 | 34 | 2 | 34 | 20 | 14 | 0 | 0 |
| 5 Ken Percival | 0 | 0 | 10 | 14 | 10 | 3 | 34 | 3 | 34 | 0 | 0 | 20 | 14 |
| 7 Doug Stonehouse | 0 | 0 | 12 | 0 | 16 | 2 | 28 | 2 | 28 | 0 | 0 | 28 | 12 |
| 8 Andrei Vishnevskii | 14 | 10 | 0 | 0 | 0 | 2 | 24 | 2 | 24 | 14 | 10 | 0 | 0 |
| 9 Col Densley | 11 | 12 | 0 | 0 | 0 | 2 | 23 | 2 | 23 | 11 | 12 | 0 | 0 |
| 10 Angus Saunders | 0 | 0 | 0 | 20 | 0 | 1 | 20 | 1 | 20 | 0 | 0 | 0 | 20 |
| 10 Stephen Callaghan | 9 | 11 | 0 | 0 | 0 | 2 | 20 | 2 | 20 | 9 | 11 | 0 | 0 |
| 10 Alan Broadhurst | 0 | 0 | 9 | 0 | 11 | 2 | 20 | 2 | 20 | 0 | 0 | 20 | 0 |
| 13 Barry Cornford | 10 | 9 | 0 | 0 | 0 | 2 | 19 | 2 | 19 | 10 | 9 | 0 | 0 |
| 14 Rob Robson | 0 | 0 | 0 | 16 | 0 | 1 | 16 | 1 | 16 | 0 | 0 | 0 | 16 |
| 14 John Coleman | 0 | 0 | 16 | 0 | 0 | 1 | 16 | 1 | 16 | 0 | 0 | 16 | 0 |
| 14 Charles Webb | 0 | 0 | 7 | 0 | 9 | 2 | 16 | 2 | 16 | 0 | 0 | 16 | 0 |
| 17 Jenny Webb | 0 | 0 | 0 | 0 | 7 | 1 | 7 | 1 | 7 | 0 | 0 | 7 | 0 |



Birthday Run



Sunday 16-6-2019

Starting Point Amart carpark Cnr. Gympie Rd & Todd's Rd Lawnton.

Gather at 9.30 am for a 10.00 am Start.

Distance. 120 klms.

Time. 2hrs 15mins.

The run combines, suburban, open, and winding roads, travelling via Dayboro and Woodford, with a comfort stop at Cruice Park.

Our destination is **The Orangery at Maleny**.

They provide table service with an a la carte menu, which has gluten free, vegetarian, and vegan choices. For payment, cash is preferred, and eftpos available.

RSVP. 10-6-2019 to social@arocagld.com for catering purposes. Also include your car and mobile number.

For those who may like a coffee before we start, the Wheelhouse Coffee which is next to Amart is open from 8.00 am.

Robert & Shirley Grant
0417 077 413

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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@arocaql.com) to place these type of notices in the Club magazine.

To submit a new classified, visit the Club website (www.arocaql.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@arocaql.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.arocaql.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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WANTED

Alfa Spider 2000 Series 2
Looking for an Alfa Spider 2000 (or 1750) preferably in good working condition (or needing work). | \$Fair value | Contact: Alex, 0437890958, alexandcal@gmail.com (Expires: Jun 29)

SWAP

2017 Giulietta 17" Alloy Wheels



Looking to swap a set of 17" alloy wheels for a set of good condition of the 5 hole version suit 2017-> Giulietta. See photo for comparison between current alloy wheels and the ones I'm looking for. One rim has a small scuff mark but other than that, they're in as new condition, currently the tyres have 14500Km. | \$Negotiable | Contact: Domenic, 0431581086, tsds5777@gmail.com (Expires: Jul 11)

FOR SALE



Alfetta Instrument Cluster

Full mechanical instrument cluster in working condition. Woodgrains presentation. | \$75 | Contact: Mike, 0419 444 775, (Expires: Aug 7)

1972 Alfa GTV 2 litre 105 Race Car

Group Sc logbook H3135 (VIN AR22057350) Ready to take to the track and race. Fresh motor, 147 rwhp (Superior Automotive Dyno -2018). Well set up for wet and dry tracks. Best Times on Natsoft: Winton 1: 43.5 - Wakefield 1:13.6 - SMP GP 1:54.9. A bargain Group S classic that you can enjoy as is or develop further to take it to the next level. Tilt trailer available for \$2,500. | \$27,500 | Contact: Andrew, 0410343102, abwhome6@bigpond.com (Expires: Aug 10)

1993 156 GTA

I am reluctantly selling my GTA. Only travelled 120,560 km. Full service history. Only two owners since new, and I've had it since it was at 35,000km. Regular service and work when necessary by APF Motors. Timing belt last replaced at 106,000km (2015). Cooling system rebuilt two years ago; new INFOCENTRE. I am selling as my family needs a bigger car (we have loved this baby). The engine is pristine, powerful and lovely to listen to! This is a drivers car and an absolute joy on the open road. Always kept in the garage, safe and sound. My car is in good nick

for its age: a few scratches and scuffs, worn paint on the roof (bonnet fully repainted last year after a bat-poo incident) and two small hail dings. Drivers seat has worn leather, drivers side mirror is loose, otherwise everything is schmick. GTA04 number plates available. | \$15,500 | Contact: Anthony, 0421352866, Tony@craftwinestore.com (Expires: Jul 30)



Alfa Hub Caps

Not sure what these are off, but possibly Alfa Sud or 33. | \$Free | Contact: Tim, 0403247601, twaldoc@gmail.com (Expires: Jul 30)



Alfa Romeo 2015 Giulietta

1.8L petrol turbo, 36,123 klm, Anodized Blue duco, interior Black and Grey, 6 speed Manual. | \$21,000 | Contact: Ryan, +61448266205, ryannoonan1975@hotmail.com (Expires: Aug 10)

1991 Alfa Romeo 33 16v for sale

Approximately 180,000klm. Unfortunately it needs to go. Needs some TLC. Drivers side electric window inoperable and some interior pieces broken. AC doesn't work. Comes with spare set of 33 P4 rims. Currently located in Rockhampton. |

\$2,500 ONO | Contact: Anthony, 0439833944, anthonydearling@hotmail.com (Expires: Jul 25)

105 GTV New Parts

1750 enamel gold cloverleaf badges \$120 pr. Momo "race" leather and timber with black spokes steering wheels \$170 ea, Momo hubs for Alfetta GT, Alfetta GTV6, 33, 105 series. Will fit other Alfa models. Hubs \$50 ea | \$As listed | Contact: Peter, 0438 391 888, pjl@2la.com.au (Expires: Jul 19)



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. | \$22,000 ono | Contact: Ewan, 0438843945, Ewan.robertson@outlook.com.au (Expires: Jul 9)



Personalised Plates

One set of Queensland Personalised Plates: "GTV72" | \$1,000.00 | Contact: Jay, 418171443, jay@superauto.com.au (Expires: Jun 29)

Alfa 147

2005 model, 100,000klm. Selespeed. Belt and pump done. Located near Byron Bay. Can deliver. Excellent Condition. Champagne color. | \$2,900 | Contact: David, 407007559, david.rhema@gmail.com



2004 156 v6

Unregistered 2004 Alfa 156 v6 auto. Runs but needs new water pump. Vehicle in average condition, located in Brisbane. | \$600.00 | Contact: Rod, 412219445, rodmccray2@gmail.com

Alfa Romeo 159 2.2 JTS Ti

Rosso Red. Second fastidious owner. 168,000 kilometres but regularly serviced and loved. Only serviced by Chris Jordan at Automotion Enoggera. Full receipt history. Perfect mechanically and a real head turner. No expense spared during ownership but new company car requires me to sell. | \$10,500 | Contact: Steven, 0415620252, stevenprostamo@gmail.com

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. | \$17,500 | Contact: Joseph, 0420430526, joseph.stroud@student.bond.edu.au (Expires: Jun 16)



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| | | | | |
|--|-----|-------------------|--|----------------------|
| Jun 3 2019 | Mon | Committee meeting | Committee Meeting | TBA |
| Jun 9 2019 | Sun | Competition event | Italian Challenge Sprint Series Round 2 - Queensland Raceway, Willowbank | |
| Jun 9 2019 | Sun | Competition event | ICC Regularity, Lakeside Raceway, Dakabin | |
| Jun 12 2019 | Wed | Club Night | Member's Club Night | Shannons, West End |
| Jun 15 2019 | Sat | Non-Club event | Classic not Plastic Car Display - Redcliffe Showgrounds | |
| Jun 16 2019 | Sun | Club Social event | 2019 Club Birthday Run North to Maleny | |
| <p>Founding members Rob and Shirley Grant will once again organise a special run to celebrate the club's 44th birthday! The run combines, suburban, open, and winding roads, travelling via Dayboro and Woodford, with a comfort stop at Cruice Park. Distance will be approximately 120 klm (duration 2hr 15mins). Our destination is "The Orangery" at Maleny. For lunch you can choose from an a la carte menu, which has gluten free, vegetarian, and vegan choices. For payment, cash is preferred, but eftpos is available. Our starting point is the A-Mmart carpark at the corner of Gympie Rd & Todd's Rd, Lawnton. Gather at 9:30 am for a 10:00 am start. RSVP to social@arocaql.com by 10 June for catering purposes. In you RSVP, please include which car you will be driving and your mobile phone number. For those who may like a coffee before we start, the Wheelhouse Coffee which is next to A-Mart is open from 8:00 am.</p> | | | | |
| Jun 23 2019 | Sun | Competition event | Italian Challenge Sprint Series Round 3 - Lakeside Raceway, Dakabin | |
| Jun 26 2019 | Wed | Magazine deadline | July Magazine Publishing Deadline | |
| Jul 1 2019 | Mon | Committee meeting | Committee Meeting | TBA |
| Jul 6 2019 | Sat | Competition event | Italian Challenge Race Series Round 3, Queensland Raceway, Willowbank | |
| Jul 7 2019 | Sun | Competition event | Italian Challenge Race Series Round 3, Queensland Raceway, Willowbank | |
| Jul 7 2019 | Sun | Club Social event | Festival of Italian Motorsport (FOIM) Show and Shine, Queensland Raceway, Willowbank | |
| <p>In conjunction with the Festival of Italian Motorsport, we will hold a Show and Shine! Polish up your pride and joy for a chance to win a trophy. Details to come.</p> | | | | |
| Jul 10 2019 | Wed | Club Night | Members' Club Night | Shannons, West End |
| Jul 14 2019 | Sun | Club Social event | Bellthorpe Range Run | Maleny and Surrounds |
| <p>Our ever-popular Bellthorpe Range run will happen again this year. However, I plan to draw on local knowledge, and take some alternate roads, and finish for lunch in Maleny at Cappricios Italian Restaurant. Details to come.</p> | | | | |
| Jul 20 2019 | Sat | Non-Club event | Classic not Plastic Car Display, Redcliffe Showgrounds | |
| Jul 24 2019 | Wed | Magazine deadline | August Magazine Publishing Deadline | |
| Jul 29 2019 | Mon | Committee meeting | Committee Meeting (August) TBA | |



| | | | |
|-------------|-----|-------------------|---|
| Aug 3 2019 | Sat | Competition event | Supersprint B Series Round 3 Day 1, Morgan Park Warwick |
| Aug 4 2019 | Sun | Non-Club event | "Jags and Jazz"- St John Fisher College Classic Car Festival John Fisher Dr, Bracken Ridge QLD |
| Aug 4 2019 | Sun | Competition event | Supersprint B Series Round 3 Day 2, Morgan Park Warwick |
| Aug 14 2019 | Wed | Club Night | Members' Club Night Shannons, West End |
| Aug 17 2019 | Sat | Non-Club event | Classic not Plastic Car Display, Redcliffe Showgrounds |
| Aug 18 2019 | Sun | Competition event | Italian Challenge Sprint Series Round 4, Lakeside Raceway, Dakabin |
| Aug 25 2019 | Sun | Competition event | ICC Sprint Queensland Raceway, Willowbank |

Aug 25 2019 Sun Club Social event A Day in the Country Charity Day, Peak Crossing
 The E + F Type Register of the Jaguar Drivers Club of Queensland invites Alfa Romeo members to the Charity Day at Peak Crossing from 10am onwards. This event, supporting the Fassifern Valley Rotary Club, represents a rare opportunity for selected car clubs to mix with other like minded car enthusiasts, free of general public spectators. Attendance is by invitation only and participating members must RSVP to be included in the day. Entry is restricted to 200 cars attending on a first come basis. An early reply ensures you don't miss out on this great day. Entry fee at the gate will be \$20 per car. Rotary Club will be serving refreshments, including morning tea (the lamingtons are legendary), and a bbq lunch at reasonable prices. A mobile coffee vehicle will also attend. AROCA member, Tony Nelson, will be co-coordinating our Club's attendance. RSVP by 31 July directly to Tony (midweekdrives@arocaql.com) advising the car that you will bring and the number of participants.

Aug 28 2019 Wed Magazine deadline September Magazine Publishing Deadline

Sep 2 2019 Mon Committee meeting Committee Meeting TBA

Sep 11 2019 Wed Club Night Club Night (AGM) Shannon's, West End

Sep 14 2019 Sat Competition event Supersprint B Series Round 4 Day 1, Morgan Park Warwick

Sep 15 2019 Sun Competition event Supersprint B Series Round 4 Day 2, Morgan Park Warwick

Sep 21 2019 Sat Non-Club event Classic not Plastic Car Display, Redcliffe Showgrounds

Sep 25 2019 Wed Magazine deadline October Magazine Publishing Deadline

Sep 30 2019 Mon Committee meeting Committee Meeting (Oct) TBA

Oct 5 2019 Sat Competition event ICC Hillclimb Mt Cotton

Oct 5 2019 Sat Competition event Italian Challenge Sprint Series Round 5, Lakeside Raceway, Dakabin

Oct 9 2019 Wed Club Night Members' Club Night - Bocce Challenge
 Bocce Club, adjacent to Spencer Park, Newmarket

Oct 11 2019 Fri Club Social event Stanthorpe Weekend Away Day 1, Stanthorpe
 Club stalwarts Garry Spowart and Jude Vaughan will once again put on a fantastic weekend in Stanthorpe. Accommodation has been arranged at Apple and Grape Motel (www.appleandgrape) - contact them direct on 07- 4681 1288 or admin@appleandgrape.com.au as AROCA rooms will not show on their online booking system. Advise you are booking for the Alfa weekend to obtain your special rates. (from \$135 per night - Standard Queen room, 2 persons). It is strongly advised to book early as it's a particularly busy period in Stanthorpe. For those arriving on Friday night, there will be an informal supper gathering. More details to come. RSVP to Garry Spowart (0419 709 416 or treasurer@arocaql.com) or Jude Vaughan (0412 942 517 or vetschoice@optusnet.com.au).

Oct 12 2019 Sat Club Social event Stanthorpe Weekend Away Day 2, Stanthorpe
 Club stalwarts Garry Spowart and Jude Vaughan will once again put on a fantastic weekend in Stanthorpe. Saturday is a full day with lots of interesting things planned, wrapping up with dinner at one of the regions excellent restaurants. RSVP to Garry Spowart (0419 709 416 or treasurer@arocaql.com) or Jude Vaughan (0412 942 517 or vetschoice@optusnet.com.au).

Oct 13 2019 Sun Club Social event Stanthorpe Weekend Away Day 3, Stanthorpe
 Club stalwarts Garry Spowart and Jude Vaughan will once again put on a fantastic weekend in Stanthorpe. Following Sunday morning breakfast, there will be another activity, after which it will be time to head home during the afternoon. RSVP to Garry Spowart (0419 709 416 or treasurer@arocaql.com) or Jude Vaughan (0412 942 517 or vetschoice@optusnet.com.au).

Oct 19 2019 Sat Competition event Italian Challenge Sprint Series Round 6, Queensland Raceway, Willowbank

Oct 19 2019 Sat Non-Club event Classic not Plastic Car Display, Redcliffe Showgrounds

Oct 23 2019 Wed Magazine deadline November Magazine Publishing Deadline

Oct 27 2019 Sun Competition event ICC Khanacross Willowbank

Oct 30 2019 Wed Committee meeting Committee Meeting (November)

Nov 13 2019 Wed Club Night Members' Club Night Shannons, West End

Nov 16 2019 Sat Competition event Italian Challenge Race Series Round 4, Lakeside Raceway, Dakabin

Nov 16 2019 Sat Non-Club event Classic not Plastic Car Display, Redcliffe Showgrounds

Nov 17 2019 Sun Competition event Italian Challenge Race Series Round 4, Lakeside Raceway, Dakabin

Dec 21 2019 Sat Non-Club event Classic not Plastic Car Display, Redcliffe Showgrounds

Finale



"Laziest dog I've ever had. . . ."

THE HIGHWAY CODE OF DATING

If only first dates came with signposts...

| | | | | |
|---|--|--|--|--|
|  Tinder addict |  He's just not that into you |  You're just not that into him |  Instagram obsessive |  Your mum won't like him |
|  Sugar daddy approaching |  Mummy issues |  Commitment problems |  Doesn't do 'exclusive' |  Ex still on the scene |
|  Relationship going nowhere |  Full of s**t |  Mixed signals likely |  Alpha male |  Happy ending unlikely |
|  Expect text blackouts |  Heavy emotional baggage |  Danger - giant ego |  Draining relationship ahead |  Doesn't want kids |
|  Secret posho |  One-track mind |  Drama ahead |  No through road to a relationship |  Marriage material |

By Tracy de Gromard. Photographs: Shutterstock

Ciao!

Next issue: July 2019

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