

Alfa

Per Sempre



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

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It's June! And that means it's time to renew your membership. As mentioned last month, if you no longer wish to receive the paper copy of the magazine, we'll pass back the savings by offering \$10 off your annual membership. If you want to take up that offer, simply pay \$65 when you pay your membership. Otherwise, pay \$75. You'll find the membership form inside this month's magazine (you can also get it from the club website), so if any of your details have changed, fill it out and mail it to the club post box. Or simply email the changes (with your membership number) to membership@arocaqld.com. You'll be a paid-up Alfisti for another year! And the Queensland club is still the cheapest in the nation. And as a quick note - if you haven't received an email from the club recently, you might have changed your email address and not told us. You're missing out, so make sure you update your details, so that you don't miss anything.

June is also the month in which the club has its birthday. On the Queen's Birthday weekend in 1975, Rob and Shirl Grant, Laurie Jones, and 4 others met up at J. C. Slaughter falls on Mt Coot-tha for a picnic, and started the club. 47 years later, we're still going strong! We still have well over 200 memberships, remembering that we have household memberships, so that represents over 400 people. So much more than those original magnificent seven, but still holding events attended by Rob, Shirl and Laurie! I think that means you're part of something special, that will continue to be special. So if you are a member, but you haven't ventured as far as coming to an event as yet, please do so soon - everyone else would love to meet you!

On the weekend of June 5th, I and a handful of other Alfisti made the trek to Stanthorpe to put on a car display as part of the Stanthorpe 150th anniversary. This weekend, they were celebrating the contribution that Italian settlers had made in the region. The Mayor should know - he's a descendent of them!

While COVID and the late notice made it difficult to get large numbers, despite invites to other Italian Car clubs, we had quality over quantity. Our local in Stanthorpe, Michael Heeremans, brought two cars! The Mayor said he intends this year to be the first of many such annual events, and they have plenty of space, so hopefully we can have a bigger display next year. Apart from catching up with Michael and the Webbs (who we don't see very often in Brisbane these days) and the other Alfisti, it was such a pleasure to enjoy good weather. It's basically been raining for two months in SEQ, and it was great to get out and enjoy what owning an Alfa is all about. So I'm looking forward to next year!

I'd particularly like to welcome to the Queensland club Greg Briggs, who is a former President of the Victorian club. Greg is living in Queensland for a while for work reasons (and also to escape the tyranny of all the Melbourne lockdowns). Greg was one of the Alfisti who made it to Stanthorpe on June 5, introducing us to his lovely 916 Twin-spark Spider, in a very cheery yellow - a welcome sight after a couple of months of grey skies. And it was great that Greg got to see some of the Queensland countryside for that particular trip.

And to finish off - driving home across the Story Bridge, I saw a Giulia: red, and with its lights on. It looked great, and really stood out against the boring black Beemers and silver mercs. Then literally 5 seconds later - there was a Stelvio! Also red, and also looking great! There really should be a lot more of these great vehicles on our roads. It's such a shame that there isn't, and noticing 2 of them in quick succession is remarkable. Let's hope Stellantis are getting their backsides in gear, produce some good products, and market them well this time. And having good service at a reasonable price wouldn't hurt either.

Ciao for now.

John Anderson

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From the Secretary | Rob Grant



My personal position

I will not be renominating for Secretary, or a committee position at the AGM.

Shirley and I have withdrawn from the 2023 Alfesta committee.

A break from committee work will be enjoyable, and time to return to reasonable fitness, relative to our years, looking towards future involvement.

We will continue with Club storage, "Bella & Friends", attendance records, and Christmas Party preparation.

Past copies of, Per Sempre Alfa, have been generously donated by past and present Club Members, for our archives.

After compiling the Per Sempre Alfa magazines in their years, we have surplus magazines from 2001-2020. Any members interested in these back copies can contact us. Magazines could also be brought to a Club Night.

Rob Grant

Plan your
entry now!

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5,6,7 AUGUST 2022



Image by RJC Photography



Image by Peter Ellenbogen

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Entries from May, 2022. For more information and entry, visit www.vhrr.com

TRP VHR 0069



National Coordinator's Update | Peter Mathews



Winter is upon us and although it is cooler, the good news is the rain has eased in Brisbane! A good time for 105 soft-top driving!

I had a very successful meeting with Stellantis on Friday 27 June in Melbourne. David Wright, the Patron of AROCA Victoria joined us. Chris Francru the Brand Manager, introduced us to his replacement, Nina Leontaridis. Chris has become Brand Manager for Jeep. Nina has a long family history in the automotive world and is very passionate about the Alfa Romeo brand.

With the assistance of the Presidents from each State, I developed a national calendar of major club events in each state. This will provide Stellantis with some opportunities to support us, and for us to support them in positioning the brand, especially with the announcement and future release of the Tonale and other models in the future in Australia. This is a work-in-progress calendar and a copy is attached to this update. It is very interesting to understand what other State Clubs are doing so all AROCA members can tap into some of these signature events.

AROCA Vic are very keen to have a large display to support Formula 1 next year. Having been to the events, as I am sure many of you have, it would be a great opportunity to drive our Alfas down to show them and enjoy the thrills of Formula 1. This season is especially good for Alfa Romeo with both competitive cars are drivers positioning the brand in the midfield points score. We look forward to a podium position for Valtteri Bottas at some stage during the year.

We discussed Alfesta 2023 in Toowoomba and Stellantis is keen to support us, especially given the success of Alfesta 2022 at Port Macquarie.

One opportunity for each of the States is to enhance our presence and profile on social media. Nina is happy to work with us all to develop some strategies that will help to position our Clubs, and help us to assist Stellantis in positioning the AR brand in the marketplace.

There is some very good news for AROCA QLD members. As you all know we have been without a dealership in Brisbane for some years. Stellantis have been negotiating for a new dealership in Brisbane for some time. I am pleased to announce that there will be a new dealership in Brisbane in September this year, located in the western suburbs. I am unable to advise any more details at this stage until the official launch, but it will be great news for the Alfa Romeo brand and for local Alfisti who may have been holding off on that purchase until there is a local dealer.

I look forward to catching up with you all during this drier weather in Brisbane and also with our interstate friends as I travel around the country.

In the meantime, keep me posted with any ideas or questions relevant at a national level.

Ciao

Peter Mathews

National Coordinator



Month	Date	Club	Event	Location	Number and type of attendees
January					
February					
March		AROCA VIC	Australian F1 Grand Prix - AROCA Vic will be participating in a Club Display – this will be supported nationally to attract interstate club members.	Albert Park	Mass attendance – expect 30-40 cars.
April	2023	AROCA QLD (for 2023 – 2024 to be hosted by VIC)	Alfesta 2023 – Toowoomba – national gathering of Alfisti – four days of driving, observation run, Show 'n shine, Gala dinner feast and dancing	Burke and Wills Hotel Toowoomba and other venues	105 Alfisti (approx.) and many hundreds at the show 'n shine.
May					
June	Around the 24 th each year	AROCA WA	Annual AR Birthday Dinner – AROCA members only	This year Pappagallo Restaurant Leederville	70 attendees
July		AROCA SA	Annual Celebration Dinner – lucky door prize of car for weekend supported by Solitaire.	Various golf clubs/hotels	75 attendees
August					
September		AROCA SA	Targa Fleurieu – 2-day touring event – driving, stops for lunch and breaks dinner overnight stay.		15-30 members
-	25/9/22	AROCA NSW	Concorso - combined concorso for Alfa, Fiat and Lancia cars	Gough Whitlam Park Earlwood	200 cars, 300 people
-	15/9/22	AROCA QLD	Show 'n Shine competition and track sprints and regularity competition and Happy Laps Morgan Park Warwick – Fiat and Lancia Car Clubs invited.	Morgan Park Raceway at Warwick	100 cars – 300 people
October		AROCA WA	Pasta Run – ends in Italian lunch – includes Fiat, Lancia and Ferrari Clubs		60-80 cars, 120 – 140 attendees
November		AROCA SA	Auto Italia Adelaide – 180 cars and bikes – run by AROCA SA, Fiat and Lancia and Ferrari and Scuderia Italia car clubs	Soccer Club Grounds or school at Campbelltown	Large attendance
November (Cont)	Around 13 th each year	AROCA WA	The Italian Car Day – charity event – 19 th year - The Alfa Club and the other Italian Car and Bike Clubs, Italian Consul and Italian Community – raises \$25k for charity	Mulberry Estate Caversham	200 display vehicles, 2000 public
		AROCA VIC	Spesacolo – major concours and show 'n shine	usually held at Wesley College	300 vehicles displayed – '000s of attendees
December	Around 1 st to 2 nd Sunday	AROCA QLD	Christmas Party lunch and prizes – Competition Trophies handed out and a range of other social awards and raffle prizes	Mates Restaurant Wynnum	60 AROCA members

Stanthorpe Food & Wine Weekend | Dan Truesdale

7th to 8th October



Thanks to Steve and Di Jones we will be having the very popular Stanthorpe Food and Wine Weekend this year!

This was always a popular weekend with lots of fun, food and wine. Planning so far includes a welcome dinner at Michael and Daniella Heeremans' place, a proposed visit to Girraween National Park for a walk, some great breakfasts, lunches and dinners plus visits to wineries and other local providores.

Steve and Di have spoken with the Apple & Grape Motel and they have set aside 12 rooms for the Alfa Club weekend.

Club members will need to make bookings directly with the Motel for the weekend 7–8 October and should say you are part of the Alfa group, and Helen there says she will give you her best rate. Helen is on (07) 4681 1288.

Arrangements with various cafés, restaurants and other establishments for dining and activities on the weekend are in progress and will be published as available.

And whilst the organised activities are just over the weekend, for those who can why not stay on and do some travelling – Stanthorpe is close to Ballandean, and if you shoot east you hit beautiful Lennox Heads, south is Tenterfield, west is Goondiwindi, and north is Cairns (yeah, you're right, that's a bit far).

Remember that the country towns have done it tough, so include an esky to carry home any comestible purchases you make. I know that we stop at the Sutton's Juice Factory & Cidery on the way home and get our annual supply of Apple Cider and Vinegar. Okay, okay, the real reason we stop there is for their "Famous Apple Pie" which is just magnificent. With cream. And ice-cream. And coffee. Hey – it's a long drive home and we need sustenance!

Definitely looking forward to catching up with everyone.





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Notizia

Birthday Run

The Birthday Run is on Sunday 19th June 2022, and the lunch destination is Murphy's Creek Tavern.

We asked for a lunch menu from which we can pre-order.

They replied with a lunch menu having six choices, at very reasonable prices.

The date and destination had been sent previously to social@arocaqld.com

Cheers Rob & Shirl



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A DAY IN THE COUNTRY

Sunday 28th August 2022



CHARITY DAY AT PEAK CROSSING

Alfa Romeo Owners Club of Queensland members (restricted to 20 cars only) are invited to an "Invitation Only" Multi Marque Charity Day on Sunday 28th August 2022 at Peak Crossing. This event is hosted by the Fassifern Valley Rotary Club and the Brisbane Register of the Jaguar Drivers Club (E+F Type Register) of Qld and held on the private property of Neil and Jenny Summerson who generously open their property for this annual prestigious event.

All funds raised go to The Rotary Club of Fassifern Valley.

Join with other car enthusiasts to enjoy a unique range of vehicles ranging from vintage cars to inspirational machines in a relaxed private country setting with no general public participation.

The Rotary Club food van will be serving refreshments and a bbq lunch at reasonable prices. Your support of their efforts is greatly appreciated. Yes, the legendary lamingtons will again feature this year!

A coffee van will also be available along with the usual multi prize raffles (donated by the attending car clubs) and great live music by Allan Hillless and Richard Waterson.

Entry is restricted to 200 cars on a first come basis. An early reply ensures you don't miss out on this great event. Once we achieve 200 cars, we will go to a dated waitlist, so we look forward to your acceptance as soon as possible.

Entry fee at the gate will be a donation of at least \$30 per car with a chance to win a gate prize worth \$350, donated by our hosts.

In your email reply to your club coordinator

Tony Nelson - midweekdrives@arocaqld.com

Please provide the following details:

- Mobile contact number on the day
- Manufacturer and model of vehicle in which you will attend
- Year of manufacture
- Body colour
- Registration number
- Names of all attendees
- Suburb you will leave from
- If the vehicle has a significant history, please give some details

Once your coordinator has confirmed by email you have successfully registered, expect an email around mid-August detailing address and timings etc.

This will be a COVID safe event following all Government requirements. More details will follow in the mid-August email.

Please help us keep this event, now in its 11th year, exclusive by not disclosing date or details.





Each year (Covid permitting) Alfisti come together for ALFESTA, and this year was the New South Wales division's turn to host over the Easter long weekend of Friday 16th to Monday 18th April in beautiful Port Macquarie.

I could almost copy this year's start narrative with last year's start – my wife and I left our house in Carindale and then there were traffic snarls on the Gold Coast highway and then rain. And more rain. But this time, no flooding!

Day Zero of Alfesta is Thursday when everyone rolls into town – shakes off the dust (or, in this case, complains of 105s that don't keep out the rain) and registers for the event. In the foyer of the lovely Waters Edge Port Macquarie we all received a warm welcome from the organisers Wendy and Mark, and Frankie and Tim to collect our Alfesta name tags and goody-bags, then unpacked our bags and back downstairs to look at the trickle of Alfas coming into the carpark with number plates from all over the Australia, including Tasmania and WA!

That evening there was an informal welcome supper followed by a very contentious Trivia session created by the inimitable Martin Leaver, with some of the most difficult questions I've ever heard. Even Google on our phones held under the table couldn't help with most of the questions!

Day 1. Friday morning started with a buffet breakfast in the restaurant followed by the daily briefing and then a quick freshen up in our rooms before going off for a River cruise on the Hastings River. On boarding the boat, we were greeted by a feast of pastries that Wendy and Mark had sourced from a well-known local bakery. The river sparkled reflecting the beautiful weather and we had a wonderful tour, with lunch served on the boat.

In the afternoon we had a guided tour of the Koala Hospital wildlife rehabilitation facility which had exhibit enclosures with recovering koalas, a treatment clinic, intensive care units, and rehabilitation yards for recovering wounded koalas. The guides at the Koala Hospital were passionate and animated and it made for a great tour.





The afternoon was spent cleaning, shining and – in some cases - polishing cars ready for the next day's Show & Shine.

Dinner for day 1 was a Theme night "Feelin' Groovy at the Beach" held in the restaurant and around the pool at Waters Edge and some of the outfits were hilarious.

Dinner also gave us our introduction to the band for the weekend "Pure Acoustic" – by the end of Alfesta the duo felt like family having played each night and adapted their performances to what was required: 60's and 70's on the "Feelin' Groovy at the Beach" night, dinner music the next night in the cellar at the Vineyard, and some fun songs on the final night.

Day 2: The big event today is the Show & Shine, to be held at Town Green in the heart of Port Macquarie. The supreme organiser Wendy had everyone wait in specific order because parking 60 cars in the Town Green was especially tricky. All cars assembled outside of Waters Edge in a predetermined order and then travelled to Town Green in small groups where they were directed to pre-ordained parking space according to a layout organised in minute detail. But the effect was fantastic and, combined with beautiful weather, made for a spectacular display. Many locals and tourists commented on the cars and how good they looked.

There will be lots of photos from the Show & Shine in the magazine but for me the stand-out vehicle was a fastidiously restored 1961 Giuliett ti – this car looked as if it had just left the show room, or even better. There was

no part of this car that was not as brand new, including instruments, interior, engine. Just magnificent. This car was accessorized by its owner Marie Sharp dressed in period clothes and a 60's hat.

For those who wanted to wander there was a local glasshouse gallery, shopping, museum, shopping, a walk along the break wall, historic courthouse, or ... you could simply go shopping. Lunch money was supplied so the choice was ours. We had Subway and one of the people looking at our cars (who had arrived in a 260z) said happily "oh, good, we own that Subway so it's good to see you supporting local business".

The Show & Shine went until 2pm and from then the afternoon was our own – some people rested and others of us went out on the Ocean Blast wave jump boat, over the bar into the ocean and south along the coast. With three x 300hp motors this boat absolutely flew.

That evening dinner was at the Cassegrain Winery. We all travelled by bus for a 5-course degustation dinner by the acclaimed restaurant twotriplefour. The evening started with a complimentary wine and the cellar had been brilliantly decorated by Wendy and the crew. The band was again Pure Acoustic, but this time also accompanied by other artists, and included some classic (dinner) music. A very special evening. Interestingly, the Winery had 5 x Tesla charging stations out the side – a sign of the future where to entice people to go for a drive and stay for an hour or so whilst dining and wining, they have the excuse of re-charging their e-cars.







Day 3. Up early for a buffet breakfast and then out for the Ray Sharp Observation Run. Wow – what a great run – really amazing scenery and some very tricky questions. At least we had the consolation of many others also stopping and scratching their heads looking for clues. Jenny and I teamed up with Aidan Day (who was solo from WA) in his Stelvio QV for the event – what a car! An amusing side-note – Aidan was going to another town for business after Alfesta and was having the Stelvio shipped back to WA and he would fly later. As his car could not have anything inside it (no luggage) he gave us his car cleaning kit, then at the Presentation dinner he won ... a car cleaning kit.

Lunch was at Long Point Winery, and the Alfesta organisers had arranged for a food van to be on site cooking whatever we chose from their menu.

Lunch on the lawns was lovely and the Alfas seemed content to have a rest amongst the trees after their hair-raising antics on the Observation Run.

After lunch there followed a group photo shoot – which took nearly as much organising as the Show & Shine! Some stayed for a wine tasting but for most of us we needed to get home for a clean-up (and a wee rest) to get ready for the Presentation Dinner.







The Presentation Dinner was held in the restaurant at Waters Edge and again was accompanied by our now almost-family duo of "Pure Acoustic".

The photo below shows the organising committee with Tim and Frankie Guinness holding the gift, Mark and Wendy Edmunds in front of the screen, and Martin Leaver on the right of the photo holding the wine. The gentleman on the left of the photo is (I believe) the NSW President, who acted as MC for some of the night.

Day 4. Goodbyes!

For those who could manage to get up very, very early on the last morning they were rewarded with a magnificent sunrise and photo opportunity at the Lighthouse. Words don't do it justice so please see the photo below.

The carpark looked resplendent on the morning of the final day with Alfas as far as the eye could see.







What else? Well, Wendy and Mark made numerous batches of short bread until they believed they had the perfect recipe. From that they churned out cookies stamped with the Alfesta logo which were in our goody-bags. I'd love to tell you what they were like, but Jenny discovered them and ate both ☺. As well as cookies in the welcome packs Wendy had organised to have coffee cups made with the Alfesta stamp in the base – now, I know these cups are good because I use one every morning with my espresso and they are just perfect. Well done Wendy, and well done Ebsworth Pots.

Another great touch – our welcome packs / goody-bags had a list of every vehicle at Alfesta on the side of the bag – a really lovely tribute to attendees and their Alfas.

And finally ...

As with all Alfestas ...

there was
a lot
of silliness





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One new member this month and it is renewal time!

Ian Gall and Nicole Duffell have joined the club with their Giulia QV and I59 Ti. Welcome!

Since the introduction of the email magazine back in 2015 members have had the option to opt out of receiving the printed paper version of Per Sempre Alfa. However there has never been any "incentive" to do so. This year we are offering a \$10 discount on the annual membership fee to renewing members who elect not to receive the magazine in the post. The club only saves a little by printing fewer magazines but does save on postage. The environment will also thank you.

Make your selection on the renewal form OR just pay the reduced fee and we will figure it out. No need to fill in the form BUT please do remember to update any details (phone, email, address) if they have changed.

Email membership@arocaql.com updated info (as you can at any time). So long as you send your membership fee (see website or renewal form for bank details) and include a surname and membership number in the payment details your membership will be renewed.

Aside from your money (joke - actually, your ongoing membership) the club is always looking for input from members. If you use Facebook or Instagram please like /

follow [arocaql](#) on these platforms. There is also a members only Facebook group most easily found by following the "Find us on Facebook" link from the club website at www.arocaql.com. Please share or post anything of interest to your fellow Alfisti. And your editor would surely appreciate anything (photos, words...) Alfa Romeo related. After all, he publishes this:

Our plan to beat the tourist rush to the Greek islands always had a small flaw. The changeable spring weather. However once the (only recently restarted) ferry service from Fethiye in Turkey to Rhodes was able to set sail, and detour around the naval exercises going on in the area, we made it to Greek territory. As we ferry hopped across islands it was apparent that the Alfa Romeo 156 had been a relatively successful model in Greece. Or at least had found a niche on the islands as a compact but relatively luxurious model that is evidently reliable and well rustproofed. The 156s were definitely doing better than the only Italian transportation we brought with us. Darryl's pair of Scarpa hiking boots needed increasingly frequent roadside repairs until we stumbled across a tiny sporting goods store in a village in the Paloponnese, that had a pair of size 13 Salomons in stock. Since this reboot everything has been running (well, walking) smoothly.

Karen & Darryl

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Alfesta 2023

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This Alfa Romeo 2000 Spider was worth the wait

By John Webber

[Editor's Note: This article originally appeared in the March 2009 issue of Classic Motorsports.]



"If you ever want to sell that car, let me know." Most of us have uttered this ever-popular request at some point. But just how long should we hold out for a response?

A few months? Maybe one or two years? Longer? As Alfa Romeo 2000 owner Mark Strohauer has learned, sometimes an answer is worth the wait.

In the 1900's Image

The mainstream masses might not be familiar with the Alfa Romeo 2000, but the model line represented an important milestone for the company. As the 1950s came to a close, Alfa Romeo needed a model to replace their popular, family-oriented 1900, a car that had been around since the beginning of the decade.

The 1900 was a model of firsts, as it pioneered the company's use of unit construction and left-hand drive. It was also their premier production-line model. Alfa built the Berlina sedan in their own factory, while outside coach builders like Ghia, Vignale, Bertone and Touring designed and built various coupe and open versions.

In 1958, Alfa introduced the 2000 as the 1900's replacement. They based their new 2000 Berlina and Spider on the late 1900 drivetrain and suspension.

The factory once again built its own four-door Berlina, while Carrozzeria Touring designed and built the Spider. (A sales brochure also called it the Roadster 2 Liter and described it as "perfectly suited for long and quick travels and for touring purposes.") A year later, Bertone introduced a 2000 Sprint Coupe. In Alfa circles, these were all called 102 Series cars.





Fate Deals a Hand

The new-for-1958 Spider looked absolutely stunning. However, it wasn't exactly the fastest car the factory had unleashed.

The company's iron-block, aluminum-head, twin-cam engine received a pair of Solex carburetors when fitted inside the Spider. The 1975cc four-cylinder engine produced a very reasonable 115 horsepower at 5900 rpm.

The car's mass put a damper on that enthusiastic engine: The all-steel roadster weighed close to 2700 pounds.

A 1959 Road & Track test measured a zero-to-60 mph time of a little more than 14 seconds and a leisurely zero-to-100 time of 50 seconds. An Alfa sales brochure claimed a top speed of 126 mph, although other sources claimed 110 mph.

While the car didn't offer neck-snapping performance, it featured high style and comfortable cruising thanks to its roll-up windows, roomy interior and convertible roof—although the top wasn't exactly a breeze to erect or stow.

Think of the Alfa Romeo 2000 Spider as a relaxed touring car, not a racer. Its inline-four produces only 115 horsepower, but the interior features just the right mix of sport and comfort. That combination can be difficult to resist; current owner Mark Strohauer has been under the car's spell for years.

The suspension provided a supple ride and competent handling. The large trunk offered plenty of luggage room plus a 13-piece tool kit fitted in a wooden case. Adding to the convenience, the understressed engine and proven drivetrain were dependable and relatively easy to service. However, the list price of just over \$5700 put the car out of reach for many buyers. Sales did not soar.

As it turned out, some of the car's strongest competition also wore the Alfa badge. The models from the Giulietta line, which the company first introduced in 1954, were more nimble and less expensive to buy. Many enthusiasts considered these Giulietta cars more fun to drive—and certainly better suited for competition.

Alfa struggled to move its 102 Series cars, as evidenced by period advertisements that hawked reduced prices. However, sales continued to slow, and Alfa stopped pro-

duction in 1961. In four years, they had produced around 2850 Berlins, 3443 Spiders and about 700 Sprints. The Spider proved to be most popular among American buyers, and a high percentage of the production run ended up in the U.S. Nowadays, 102 Series cars are called "iron blocks" to separate them from Alfa's later aluminum-engined 2000 series.

Star-Crossed Journey

Atlanta area resident Mark Strohauer has long had a thing for sport cars. He started with an MG, but became disenchanted with the little Brit after he carefully examined a friend's 1971 Alfa.

"I couldn't get over the Alfa Romeo, with its all-aluminum engine, dual overhead cams, aluminum differential housing and sleek lines," he recalls. "That car started my quest to find an Alfa."

After taking a neighbor's 1974 Spider for a ride a few months later, Mark became so smitten that he bought the car. That was close to 30 years ago, and he's been an Alfa fanatic ever since. At last count, Mark has owned nine examples.

As word of his affliction got out, he found that old, beat-up Alfas began to follow him home. One day, a friend mentioned that there was an old iron-block Alfa 2000 for sale.

"At that time, I didn't even know what one was, so I looked it up," Mark admits. He liked what he saw. Turns out that particular deal didn't fly, but Mark developed a passion for the so-called "big Alfas" and continued his search. A few years later, he ran across a 1961 Alfa Romeo 2000 in Alabama and was able to buy it. "That car was pretty rough," he recalls. "I did some detail work on it and kept it running. It was what we call a good 20-footer."

About three years after buying the car, Mark learned of yet another Alfa for sale. While at the 1993 Alfa convention in Baltimore, Mark and two other Alfa enthusiasts made arrangements to drive to Pennsylvania to see the car. When they arrived, the owner, an older gentleman, met them at the door with some heartbreaking words: "I'm feeling better, and I've changed my mind. I've decided to keep the Alfa."







Mark and his crew were disappointed by the news, but since they had made the trip, the owner—who introduced himself as Mr. Lawson—offered to show them the car. “He was a very nice guy,” Mark recalls, “and he lived in an 18th-century stone farmhouse with outbuildings containing a Porsche Carrera and a Rolls-Royce. His main garage was a completely equipped workshop, and the Alfa was there in a heated and air-conditioned space, so we knew it was a special car. When I saw it, it looked better than new.”

After spending a bit of time with Mr. Lawson, Mark and his friends got a history lesson—both on the car and on the owner’s life. Mr. Lawson had purchased the Alfa new in 1959. He had been head of research and development for DuPont, as well as a World War II pilot who flew in the same squadron as Jimmie Stewart. “He was a very interesting guy,” Mark recalls, “and we had a fine time, even if the car wasn’t for sale.”

When Mark got home, he wrote the owner a letter. Along with thanks for Mr. Lawson’s hospitality, he included that fateful request. “I also told him I was still interested in the car and to let me know if he ever wanted to sell it,” Mark says.

Lightning Strikes Twice

Seven years passed, and Mark still had the iron-block Alfa he bought in Alabama. While he enjoyed the car, he hadn’t been doing much with it. By that time, he had decided that he wasn’t going to restore it.

“Out of the blue, somebody called me up and asked me if I would consider selling the car,” Mark says. They soon worked out a deal, and the buyer took not only the car but also a truckload of spare parts.

Mark admits feeling a twinge of seller’s remorse as he watched the car and parts drive away. He had just sold a hard-to-find Alfa, a decent example of the iron-block car he had once coveted.

As he turned away, Mark swears the Lawson car flashed through his mind. “I wondered whatever happened to that car,” he says. Then the tale takes an improbable turn. Mark explains, “As I walked back into the office, my mother handed me a message. While I was outside selling the old white Alfa, Mr. Lawson’s daughter had called to see if I was still interested in buying his car.”

Naturally, Mark thought his mother was pulling a fast one, but she assured him that the call came just as she watched his old car going down the driveway. The story gets even spookier: “When I looked at the car back in 1993, I had told [Lawson] I couldn’t afford to buy their car until I sold mine. I got their call literally minutes after I sold mine.”

Cue the theme music from “The Twilight Zone,” haul out the Ouija board, and try to reach Rod Serling. This series of events is enough to raise the hair on the back of an Alfisti’s neck.

Mark wasted no time getting on the phone. Yes, he was still interested in the car—and what’s more, he now had the money.

He learned that Mr. Lawson had recently passed away, and the family was settling his estate. The car had been moved to the family’s winter home in Arizona, and Mark soon flew there to check out the car. The Alfa looked as good as he remembered, and he had it shipped home. Seven years after he first tried to buy this elusive 2000, it was finally his.

And It Was Good

The records that came with the Alfa painted a pleasing picture. The car was originally purchased from County Cars of Media, Pennsylvania. It cost \$5900 when new—only about \$400 less than a well-equipped Cadillac at that time. Although Lawson had only used the car for weekend jaunts, he treated it to a top-to-bottom, photo-documented restoration. The job was completed in 1986 and has held up remarkably well.

Since Mark bought the Alfa, it has required only little maintenance. He replaced a pair of mirrors and installed correct Borrani wire wheels, which were offered as a purchase option. He also replaced the troublesome Solex carbs with a set of Weber 40 DCOE units on an original-style intake manifold.

While the tail features Ferrari-like elements, the nose is unmistakably Alfa. Borrani wire wheels, simple vents and a full tool kit add just the right details.

The public has enjoyed the car, too. It won a judges’ choice award on its first time out and continues to impress judges and show participants today. The car’s rarity adds to its appeal, as many people admit that they have never seen one of these cars before. In fact, Mark has never spotted another one at a show. Perhaps even more telling, some of those who weren’t around for the heyday of the famed Italian brand aren’t familiar with it at all. “Who makes Alfa Romeo, anyway?” is a question Mark hears often.

Mark doesn’t let those questions dampen his spirits, as his enthusiasm was never about the marque’s popularity. Long before the series became desirable, he was drawn to this particular model by its elegant style and imposing size. Today, he feels fortunate to be the second owner of a rare, unmolested example, especially when he considers the eerie chain of events that culminated in the purchase. “I just can’t explain how it all happened,” he says. “It’s too amazing to be pure coincidence.”

Call it fate. Call it divine intervention. The fact remains that Mark got a phone call offering him the 2000 he tried to buy seven years earlier—at the exact time he was making the sale he needed to finance the deal. So don’t despair if you haven’t heard back about that special car you’ve been pursuing. Sometimes it takes a while—and maybe a little help, too.

Competizione | Andrei Vishnevskii

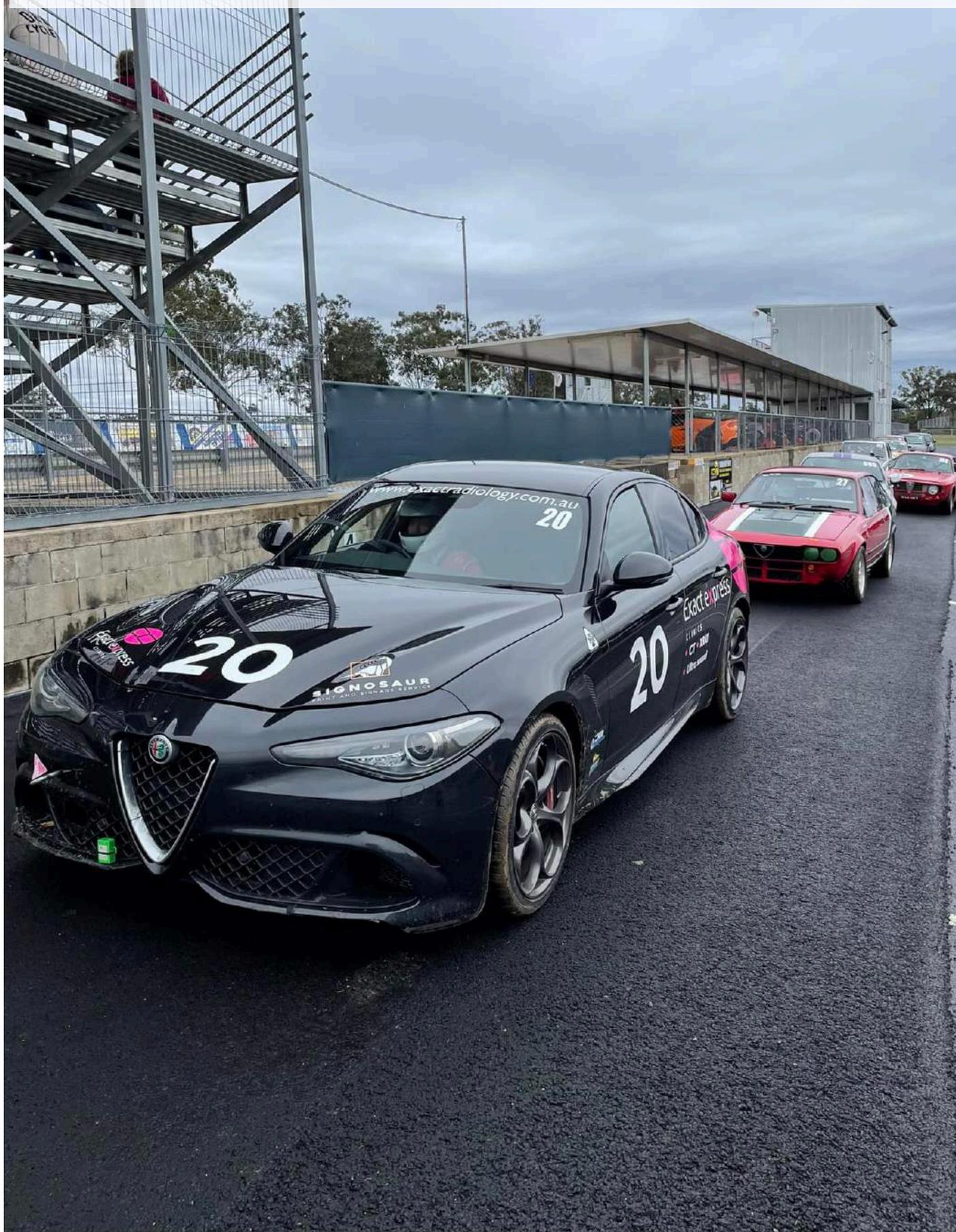


Second round of SuperSprints at Morgan Park has met us with wet weather again but it cleared up throughout the weekend and Sunday was nice and completely dry. We had quite a number of Alfas this time - nine did make it to the competition part. Apart from the regulars, we

had Andrew join us at Morgan Park with his 147. Simon brought his 2.5 156 for the first time and Michael brought his stunning 105. And yet again Mark was victorious, Serge took the second place and Charles was the third.



Driver	Alfa	CC	Best run	Points	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6
Mark Jackson	Alfa Romeo Giulia QV	2900T	6:08.564	20	Improved Production Cars 5001cc and over	6:25.385	6:42.685	6:23.748	6:15.303	6:10.043	6:08.564
Serge Oberhauser	Alfa GTV 6	3000	6:25.675	16	Improved Production Cars 3001 – 4000cc	7:24.863	7:28.384	6:45.304	6:33.517	6:27.298	6:25.675
Charles Webb	Alfa Romeo	3200	6:34.996	14	Improved Production Cars 3001 – 4000cc	6:58.890	7:26.376	6:49.649	6:50.303	6:42.097	6:34.996
Andrei Vishnevskii	Alfa Romeo 156	2000	6:40.348	12	Improved Production Cars 1601 – 2000cc	DNS	DNS	DNS	7:10.807	6:42.307	6:40.348
Simon Bailo	Alfa Romeo 156	2500	6:57.955	11	Improved Production Cars 2001 – 3000cc	7:38.285	DNF	7:33.552	7:28.690	7:00.451	6:57.955
Peter Salmon	Alfetta Sportiva II	2000	6:59.590	10	Improved Production Cars 1601 – 2000cc	7:14.815	8:19.029	7:20.904	7:16.072	7:02.119	6:59.590
Jenny Mitropoulos	Alfa Romeo	2000	7:03.686	9	Sports Sedans 0 - 2000cc	DNF	8:18.997	7:28.624	7:23.430	7:04.195	7:03.686
Henry Heeremans	Alfetta	2000	7:17.350	8	Sports Sedans 0 - 2000cc	7:39.341	8:10.442	7:33.173	7:24.708	7:18.178	7:17.350
Michael Heeremans	Alfa Romeo	2000	7:32.829	7	Sports Cars 1601 - 2000cc	DNF	DNS	7:35.882	7:32.829	DNS	DNS
Andrew Gillanders	Alfa Romeo 147	2000	7:43.823	6	Improved Production Cars 1601 – 2000cc	DNS	8:25.449	DNF	7:45.128	7:43.823	7:48.030



Classificato

WANTED

Wedding cars

My fiancé and I are getting married next year and would love to have Alfa Romeo cars. If this is something you are interested in doing please get in contact. We are of course happy to pay for your service. [Important note to Club members: If offering to help, ensure your vehicle insurance policy covers this type of activity] | \$TBA | Contact: Tanya, 0402928752, tanyamaddison23@hotmail.com (Expires: Jun 15)

FOR SALE



Campanatura wheels Set of 4

Set of 4 Campanatura 15 inch mags powder coated in black, suitable for Alfetta GTV or Alfa 75, good condition, with 4 Bridgestone Tirana ER 50 195/60 R15 tyres. | \$300 ONO | Contact: Peter, 0408456632, peter@workplaceedge.com.au (Expires: Jun 20)



DTM German Racing Mags Set of 4

Set of 4 17x7 5JJ DTM German Racing Mag wheels with Michelin Pilot Preceda 205/45ZR 17 tyres. Suitable for Alfetta GTV6 or GTV or Alfa 75. Good condition. | \$500 ONO | Contact: Peter, 0408456632, peter@workplaceedge.com.au (Expires: Jun 20)

1988 Alfa 33 1.5I

Colour: white, original paint; Koni shocks front and rear; 5x telegraph wheels with near new tyres; recent seals on cams and front of crank; sump gasket replaced; interior fair; electronic instruments function. Currently on club plates. | \$3,500 negotiable | Contact: Tim, 0403247601, twaldoc@gmail.com (Expires: Jun 17)

Alfetta Racecar

Probably still the quickest 2 litre Alfa in Queensland, this car has been a racecar for most of its life. First raced in Victoria, then NSW, and in Queensland for about the last 14 years. It has done a low 61 second lap at Lakeside, a sub 60 second lap on the QR sprint circuit and is a class lap record holder at Morgan Park. It comes with lots of spares including a spare body shell | \$20,000 | Contact: Mark, 0413122839, beaurad@ozemail.com.au (Expires: Jun 9)



2001 TS Spider Project

Gold 2001 Twin Spark that has about 160,000km on the clock, is currently registered and to be able to be driven needs a leaking power steering hose replaced, a new idle control valve and a new window regulator. This car was my daily drive and is in pretty good condition, although does now have a couple of minor paint/cosmetic blemishes. I will consider all reasonable offers. | \$Negotiable | Contact: Paul, 0492943618, paulfmclean@gmail.com (Expires: Sep 5)

2002 TS Spider Project

Black 2002 Twin Spark that has travelled about 140,000 km. This car needs a new clutch and power brake booster. I have started to dismantle this car in preparation and have also bought all the new parts required, including a new radiator, except for the brake booster. The engine and dash have been removed. This car is in good condition apart from the repairs to be made. I will consider all reasonable offers. | \$Negotiable | Contact: Paul, 0492943618, paulfmclean@gmail.com (Expires: Aug 5)

Alfetta 1976

Alfetta 1976 model. Needs some attention and new battery. Four new tyres and a new spare. | \$3,000 | Contact: Kerry, 07 38923764, hallamt@optusnet.com.au (Expires: Jul 19)

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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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Eventi

The Club offers a variety of social and competition events throughout the year. Activities range from day/weekend tours around Southeast Queensland to Club Sprints, Rallies and Driver Training. Many of the events are family affairs and no matter what the age or condition of your Alfa (or you) there will be something to suit!

Event Key:  Committee  Club Night  Social  Competition  Magazine  Other

Summary list of coming events

Date	Day	Type	Event	Venue
Jun 14 2022	Tue		Monthly Club Night	Yeronga Services Club
Jun 19 2022	Sun		Alfa Club Birthday run	Redbank to Murphy's Creek (near Toowoomba)
Jun 25 2022	Sat		QR Sports and Sedans Race Series Round 3 Day 1	Queensland Raceway, Willowbank
Jun 26 2022	Sun		QR Sports and Sedans Race Series Round 3 Day 2	Queensland Raceway, Willowbank
Jul 6 2022	Wed		Committee Meeting	Online
Jul 12 2022	Tue		Monthly Club Night	Yeronga Services Club
Jul 16 2022	Sat		Southern Downs Outing	Proposed run to Toowoomba with an overnight stay
Jul 16 2022	Sat		Supersprint B Series Round 3 Day 1	Morgan Park, Warwick
Jul 17 2022	Sun		Supersprint B Series Round 3 Day 2	Morgan Park, Warwick
Jul 20 2022	Wed		Italian Restaurant night	Restaurant TBA
Aug 3 2022	Wed		Committee Meeting	Online
Aug 9 2022	Tue		Monthly Club Night	Yeronga Services Club
Aug 20 2022	Sat		Weekend away from the kids	Copper Country Motor Inn
Aug 21 2022	Sun		Italian Challenge Sprint Series Round 4	Lakeside Park, Dakabin
Aug 28 2022	Sun		A Day in the Country Car Show	Peak Crossing

Ciao!

Next issue: July 2022

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