



Alfa
Per Sempre



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

www.arocaqld.com



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Presidente | John Anderson



've seen a meme that when it comes to COVID-19, Australia is like the Spice Girls. All doing quite well, except for Victoria...

Of course, we love our Victorian Alfisti, and particularly wish them well during this difficult time. And we hope that we won't have to join them in lockdown anytime soon. When this all started, there were memes that said something like "The longer you don't stay at home, the longer you'll have to". With the recent outbreaks, it looks like that will come true. I hope all Alfisti, Queenslanders and others, keep safe and do what they need to do to get us on the path back to normalcy.

As a club, we're looking at everything a month at a time. As we've seen in the last month, things can still change quickly. We'll still have a Sunday social event each month, Mid-Week runs when we can, Club nights every month (in some form), Competition events when we can, and of course we'll still get you the magazine, and provide Alfa advice through the forums or email. It's just all (mostly) up in the air at the moment, and will depend on what the State Government decides at any one point in time. And that depends on how well people comply with the restrictions. So keep your eyes on the website, which we use as our point of truth.

One decision that the Committee has made is to cancel our Concours for this year. While the Law would permit around 100 cars and 500 people to attend at the moment, it seems high risk that the Law will be the same in September. And we need some lead time to promote the event, arrange sponsors, and get things organised. Like Alfesta, it would be a shame to go through all that, and have to cancel it. So we'll focus our efforts on a Concours next year instead. Once again, many thanks to former President Ian Hyland for volunteering to organise it, and we look forward to the event that Ian will bring us in the future. Ian has already suggested a replacement Show and Shine, which we'll look into. Similarly, the committee has decided to cancel the Stanthorpe weekend for this year. But it will be back when this is all over.

Our AGM is next month, where we elect all committee positions for the next year. Nominations for committee positions are now open. Many, many thanks to all those who have served over the past year on the committee. The club wouldn't happen without those who volunteer their time and expertise to make the club happen. All members should be grateful that they get to enjoy the club as it is because of the efforts of committee members and associated club roles.

All financial members are encouraged to nominate to be on the committee. You probably already know the roles, and if you don't, the form on the website lists them. The club will only survive into the future to serve its members if newer members volunteer to be on the committee from time to time, so that 'new blood' and new ideas come through. So if you believe you have a contribution to make, we'd love to get your nomination. I've been on the committee for six years now, and it has been most rewarding every time that I see people come to an event and enjoy themselves and the company of each other. Having been on the committee for that time, I can guarantee that no one currently on the committee will be offended if you nominate for their job, and if you are successful, they will only be too happy to help you settle in to the role. Many current committee members have been on the committee for much longer than me, and I know that at least some would welcome the opportunity to enjoy the club without having to organise anything for a change. And even if you are not successful at attaining a position, your initiative will be welcomed, your name will be better known among members, and if you have your eye on a particular job, we can help you work towards that end. The only restriction is that to be President, Secretary or Treasurer, you must have been on the committee for a year beforehand. So if you aspire to those jobs, nominate yourself and get your year up now!

Just a final note - in regards to Club nights (which include the AGM), we are currently unable to meet at Shannons. Their insurer has advised them not to give the COVID-19 risk, which might lead to litigation that the insurer presumably doesn't want to pay for. Shannons might not be available at all in the future. So we're looking for a new venue. All suggestions welcome. For August Club night (and possibly the AGM), we'll be doing it as a Skype meeting, so that you can get the information about the club that we normally present at club nights. If it works this month, we'll look at expanding it, and getting guest speakers on Skype. We'll email out a link closer to Club Night. All you'll need to do is click on it. A bit of Skype etiquette - mute yourself if you're not talking so that the combined background noise of so many people won't make it impossible to hear anything.

Ciao for now,

John Anderson



Shannons Classic Rallye-Tour

4th to 6th September 2020

Designed for classic cars minimum 25 years old.

Experience the thrill of driving your classic car on the same closed roads ahead of the competition cars through some of the best most scenic roads

Cairns has to offer. The Shannons Tours are non competitive.

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Final date for entries is August 15th.

To enter go to www.targa.com.au or contact megan@targa.com.au



British GP: Race team notes - Alfa Romeo



The historic Silverstone venue produced an event that can be best described as chaotic as safety cars, on-track incidents and a spate of tyre blowouts turned the race upside down. In the end, we took the chequered flag with Antonio and Kimi in P12 and P17 respectively, before the Italian saw five seconds added to his race time, demoting him to 14th.

It was a race that had started positively, with Antonio gaining three places at the start and both cars looking geared for a fight for the top ten: before the second safety car made an appearance, we were showing good pace, keeping up with the Renaults and Ferraris. All that promise, however, turned into little to show for our efforts after the round of pit-stops: once back on track, both cars struggled for pace, eventually losing contact with the point-scoring pack and being unable to capitalise on the tyre issues that affected many competitors in the closing stages.

It was a day of hard lessons, lessons we need to learn - especially more so as we get back to racing on this very track in less than a week's time. Same venue, same cars - we'll need to make a step forward to make sure we improve on the final result.

Frederic Vasseur, Team Principal: "It was a disappointing Sunday. We looked good in the opening stages, climbing

up to P12, just behind Ocon and Vettel and showing good pace. We were looking on course for a good result until the stops, but in the end we weren't able to make any more progress once we switched to hard tyres. With one more race here in Silverstone, we will need to comb through the data and find the best way to improve our performance for next week."

Kimi Raikkonen: "Not the race we expected, by all means. At the beginning of the race I thought we would have a chance to fight, but after the stops our pace was not enough to keep up with the others. We'll need to see how to improve our performance for next week's race. In the final laps, I had a front wing failure, but that made no difference in the end. I am not sure what happened, we'll need to look into that."

Antonio Giovinazzi: "It's been quite a difficult race but I think we did the most we could. I had a good start and made up a few places, gained another place with a very good pit-stop by the crew but after the second safety car I struggled with pace - and a five-second penalty meant I lost two more places at the end. We hoped to be a bit more competitive, so we will need to look at the data and improve what we can to make a step forward when we race here again next week."

Alfa Romeo Giulietta officially axed



No more small car for Italian brand as Alfa switches Giulietta for Tonale SUV

The Alfa Romeo Giulietta hatchback has been officially canned by the Italian car-maker, which says it will shift its focus towards SUVs and future technology instead.

We pre-empted the news when Alfa slashed production of its hatchback in February, just two weeks after the facelifted Giulietta was finally released in Australia.

Now, Alfa Romeo's global marketing chief Fabio Migliavacca has confirmed to Autocar that the Giulietta isn't part of the brand's future product plans and will be replaced by the all-new Tonale.

"The trend is to have SUVs in the C [small car] segment, so the Tonale SUV will be the replacement for Giulietta," he said.'

The UK website says Giulietta production is expected to finish by the end of this year, before the Tonale is launched later than expected in 2021.

Migliavacca also said Alfa Romeo is "focused on ensuring the upcoming Tonale would have the same driving dynamics as the Giulietta".

"We don't expect driving dynamics to be a weak point for the Tonale," he said.

Until Alfa's answer to the BMW X1 arrives in 2021, the Italian brand could be left with just two models – the Giulia sedan and Stelvio SUV – both of which have received an MY20 facelift in Europe but not Australia.



Carlo Castagna fonda la propria azienda nel 1949, a Ossininga, fra le più celebri esponenti dell'alta classe dell'autonoleggio, soprattutto quella d'alta classe, che Fiat, Isotta Fraschini, Mangan Suisse e i suoi concorrenti mondiali, quando ALFA ROMEO A mani di Carlo Castagna, figlio del fondatore che non curava le auto italiane. "La fabbrica dei sei secondi Gabriele D'Annunzio. Il rapporto sono disegni di Castagna anche le "Ma nel disegnare il mondo dell'auto come molti altri, nel mondo delle auto "KC" ha lasciato a

Carlo Castagna founded his company in 1949 among the most celebrated car rental companies in Italy, Isotta Fraschini, Mangan Suisse and its international competitors. In 1949, when ALFA ROMEO at the hands of Carlo Castagna, son of the founder who did not care about Italian cars. "The factory of the six-second Gabriele D'Annunzio. The designs are also by Castagna, like the "KC" has left in the world of cars as many others in the world of cars."



Danny
Newland

ITALY MOTORSPORT HIGHLIGHTS

SEPTEMBER 2019

The Isle of Capri



We left Brisbane at the beginning of September for an eagerly anticipated month's holiday in Italy. On the way we stopped overnight in Singapore to make the trip more pleasant.

We landed in Milan early on Friday morning, caught a cab and booked into the Hilton Hotel and were then whisked off to Monza to begin our Italian Grand Prix weekend. We had splashed out and bought an "F1 Experiences Package" which included accommodation, transfers and F1 VIP tickets. The VIP tickets provided reserved comfortable grandstand seating, our own restaurant with all gourmet meals provided, talks by Jean Alesi and F1's Sean Bratches (the then commercial sponsorship director) and best of all – access to the pits!!

The racing was fantastic as was the crowd but the facilities for the general public were extremely basic at best. The Ferrari "newby" Charles Leclerc won which was great for the locals. 1979 F1 champion Jody Scheckter did some fast demonstration laps in his 312T4 during breaks which was terrific and it was good to see a racing car driven "like it was stolen"! We spent some time with fellow F1 enthusiasts from Canada which was fun and managed to get the four of us onto the old Monza banking when security wasn't watching.

With F1 behind us it was time to explore Milan and what a bonus – we picked our hire-car up at the Europcar office next door to the hotel! We generally toured Milan using the metro underground as it was convenient and didn't entail dealing with city traffic but headed off for an easy drive to the Alfa Museum which is incorporated into the Alfa Headquarters. The museum presented beautiful displays, easy to move through, and covered all facets of Alfa's wonderful history. We had lunch with the

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with Jody's championship-winning Ferrari including original mechanic



part of the old Monza banking with our Canadian friend



at the entrance to the Alfa Cafeteria



walking into Monza and making friends with the locals



entering the F1 Paddock



the amusing people you meet at an Italian MotoGP



toasting Niki in the F1 VIP lounge

"workers" in the company cafeteria which is open to the public. All very pleasant and of course we had to buy some items from the gift shop on our way out! One item included a new wallet as mine was pickpocketed during a metro ride the day before. I blame myself for being careless, but you live and learn.

We experienced the most wonderful day trip to Lake Como – cruised the vast lake, toured magnificent historic gardens, dined like royalty at Bellagio and shopped at Como itself.

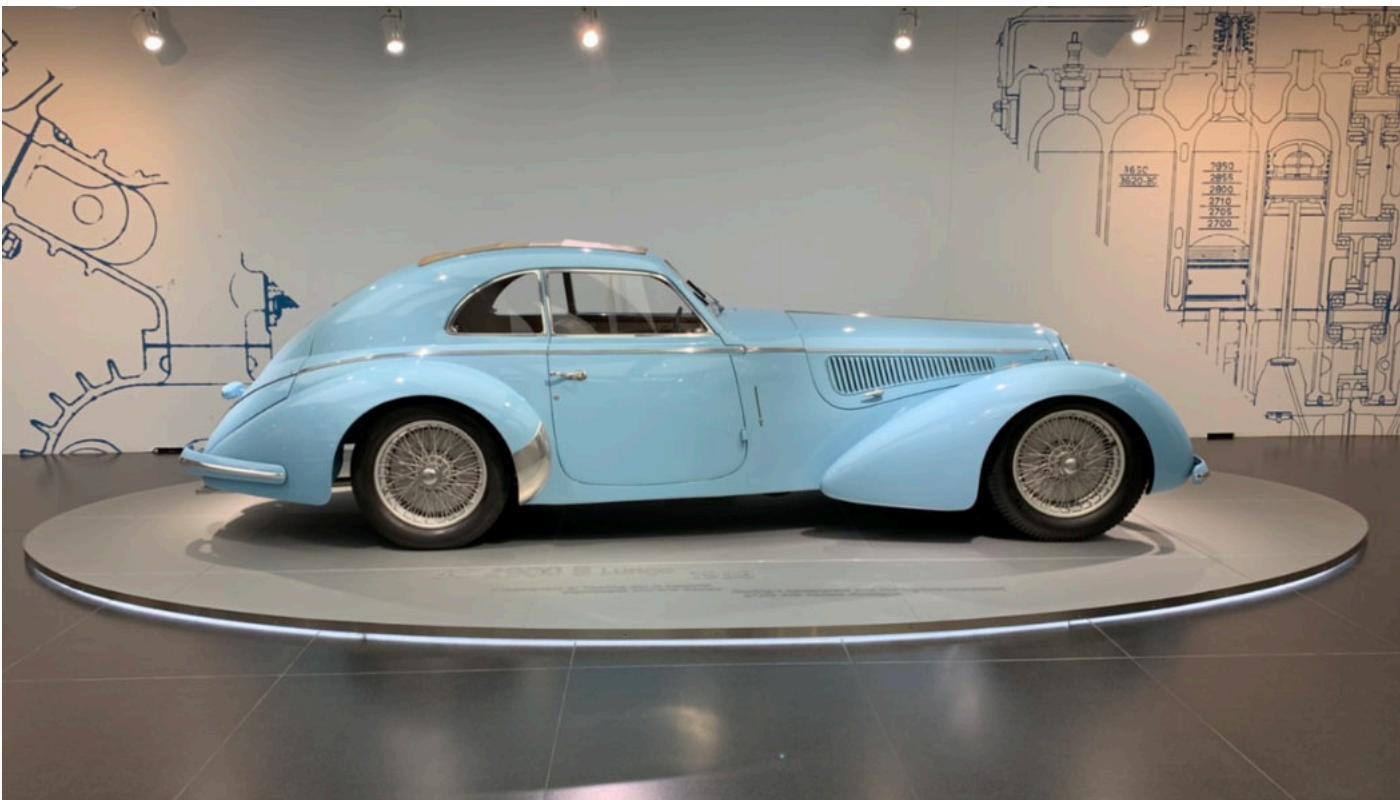
Back in Milan we spent some time at the headquarters of MOMO and I ordered a set of road wheels for the Giulietta as their Australian agents reckoned my preferred style wasn't available in Australia! (For those not familiar with MOMO they manufacture Performance Road Wheels built with light alloys. MOMO was founded in 1964 by race car driver Gianpiero Moretti). The Italian PR lady I dealt with was very efficient and soon had emails moving to and fro between Milan and Australia and all was good. We have an association with MOMO dating back to the days when we had an Autosport shop in Hobart during the 1980's.

Still talking MOMO we spent an interesting day tracking down a long, long time MOMO retailer in Milan who had a fascinating range of vintage steering wheels for Ferrari, Alfa, Fiat, etc, etc, along with vintage historic motors and all sorts of accessories. I was looking to buy a MOMO Gritti steering wheel but this wasn't available but I still bought a beautiful, secondhand Alfa Giulia wheel and MOMO hub to suit a 1600/1750 GTV. The proprietor, Angelo, only spoke Italian and we conversed with him through his sister who was on the phone – great fun!

The next weekend we travelled south-east to the Adriatic seaside town of Rimini where we based ourselves to attend the Misano Moto GP at Circuit Marco Simoncelli. Again we lashed out and bought a VIP package and were so glad we did because it included everything you could ask for. We would rate it even better than the F1 Experience. We had much better access to the pits and things seemed more laid back and relaxed – the food and drinks service in our hospitality area was friendly but efficient. We even had a VIP car pass and were waved through the traffic like royalty – what a hoot! We made friends with a lovely couple from Brazil who are Honda Dealers, indeed everyone was pleasant, chatty and friendly.

Our boutique hotel in Rimini looked out across the sea to Croatia and there was a strong influence on the tourist venues which clearly demonstrated that this was a favourite destination for Russians. Over lunch one day I joked with a Pommie couple that I hadn't seen any Russian gunboats off the beach and the chap replied, "give it time!" A great time was had, again! The day before we left the coast we visited Valentino Rossi's ranch and home town of Tavullia – everywhere there was a sea of black and yellow #46 flags and decorations for miles.

Then it was off due south to Rome. We parked the car during our time in Rome and suggest that you NEVER consider driving in Rome! The Vatican City was only a street away from our hotel, the Michelangelo Roma, and we spent days touring the Vatican, Sistine Chapel, etc, etc, as it is so vast and magnificent. I think we walked all of Rome.



On to Naples! In a nutshell this was our base for a ferry ride to the Isle of Capri for a day trip and lunch, a tour of Pompeii, winery tour and 5-course gourmet lunch at the base of Mt Vesuvius and great food and drinks at the seaside restaurants.

The Amalfi Coast beckoned! A truly terrifying experience driving along the coast road that was built for Fiat 500's, not tourist buses and delivery trucks! But we came through without a scratch and visited Sorrento, Positano, Amalfi before settling down in Salerno for a while. We enjoyed a delightful cruise along the coast where we could really appreciate the road we had driven and had one of our best meals while the sun set at Amalfi before the cruise back to our hotel.

We drove directly from Salerno to our hotel at Fiumicino located next to the Leonardo Da Vinci International Airport for our flight back to Brisbane via Singapore for another couple of nights R&R. This was a really easy drive along the main highway and staying at Fiumicino meant dropping off the car and boarding our flight was a doddle.

All-in-all we had great weather, met entertaining people, had great experiences and thoroughly enjoyed ourselves!



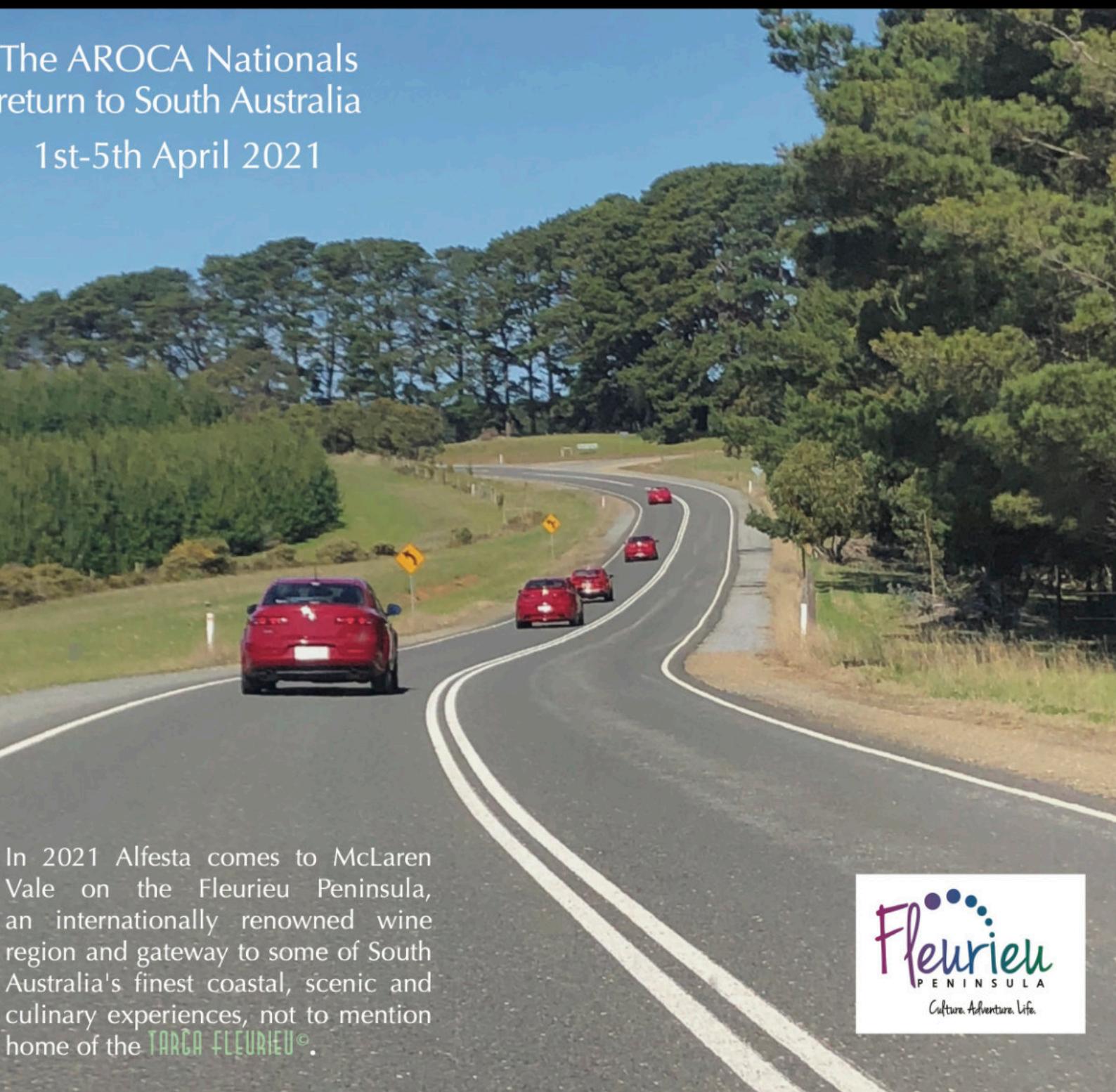
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SCAN ME



Many thanks to former Tennis great and member for Bennelong, John Alexander for doing the Sociale column last month.

Our run up the Bellthorpe range was a lovely drive. It was quite well attended, and a beautiful day for it to boot! We set an end point, but due to the COVID-19 situation, didn't plan to get together for a meal. The intention was for us to have a picnic (with each group keeping to themselves) in the Mary Cairncross scenic reserve. However, when we got there, the place was packed! It seems that, with so many people now working from home, they all want to get out on the weekends. So until the pandemic is over, we will consider end points that are less likely to be so well patronised.

Coming up, Peter Mathews has organised a Picnic Brunch run out to beautiful Lake Moogerah for a picnic on Sunday August 9th. Many thanks to Peter for doing so. This is a BYO Brunch Picnic Run – bring your own chairs, foldaway table, blankets, food, beverages etc and please ensure that you adhere to social distancing guidelines. We will meet at the Dimmore Pads Parking Bay on the Warrego Highway (just past the Puma, about 3 kms outbound from the junction with the Cunningham Highway) at 8.30am for a 9.00am departure. We'll travel up to Marburg, turning south to Rosewood, then past Mt Walker, turning east to Warrill View, then a dog-leg across the Cunningham Highway through Harrisville, then turning south passing through Kalbar, then another dog-leg east via the Boonah Fassifern Road heading south on Lake Moogerah Rd to our picnic point beside the lake. The trip distance is approximately 104kms and should take approximately 1.5 hours. Please RSVP to peter@workplaceedge.com.au or call on 0408456632.

At this point, the "Day in the Country" event at Peak Crossing on August 30th is still on! It has been fully booked out, and is still subject to cancellation depending on what the government does re COVID-19 restrictions. But assuming that it does go ahead, it's a great event for car enthusiasts, and raises money for the Fassifern

Rotary Club, who do a lot of excellent charity work in the area. You can go on a waiting list, by contacting Tony Nelson on midweekdrives@arocaqld.com.

We had planned to hold a concours on September 20th at Ormiston House. However, due to the uncertainty surrounding the COVID-19 situation, there's no point going through all the organisation for it, only to possibly cancel it. While under current Laws we could hold the event, with the changing situation in Victoria and NSW and its potential effect on the rest of us, there is much uncertainty of what the Law will be on the day. Many thanks to Ian Hyland for offering to organise it. We will aim to have one next year, but that remains to be discussed fully. Ian has offered to run a Show and Shine instead on the same day (Sept 20). The committee are exploring that with him, and we'll send out an email when we've decided what we're doing.

The committee has also decided for the same reason that we're also cancelling the Stanthorpe weekend for this year. There's no point going through all the organisation for it, only to possibly cancel it. But that leaves some time free in October for other things. So the Greens are organising an Observation run for October 11th (date to be confirmed). We haven't had one of these for a few years, and if everyone stays in their cars, it's well suited to an event during the COVID-19 situation. I don't have specific details as yet, but as always, keep an eye on the website calendar. Many thanks to the Greens for offering to organise this event.

We will continue to have at least one Sunday event a month (except December). So if you'd like to suggest or organise a run for the club, let me know on social@arocaqld.com, and we'll see what we can do!

Ciao for now,

John Alexander... er... Anderson.

110TH ANNIVERSARY



The "Monoposto" Is Born

Alfa Romeo developed a new straight-8 engine to be used in the world's first genuine single-seat Grand Prix racing car. Engine reliability was undisputed and the names of famous drivers such as Giuseppe Campari, Tazio Nuvolari and Achille Varzi became synonymous with Alfa Romeo, winning many legendary races such as Mille Miglia, Le Mans 24 Hours, Targa Florio and a long list of international Grands Prix. In addition, the valuable technical lessons learned from racing were transferred to standard production models.



8C 2300 Monza



Tipo B - P3 (1932)



Tipo B Aerodinamica (1934)

One vehicle that was quite experimental and certainly captured a lot of attention was the Alfa Romeo Bimotore. Designed by Luigi Bazzi for Scuderia Ferrari, the vehicle used the Alfa Romeo Tipo B as a starting point, and a second 8-cylinder engine was added behind the driver replacing the fuel tank, which was moved to the sides of the body. The vehicle was extremely powerful but difficult to handle. Only two units were produced and while the vehicles didn't achieve racing success, with Tazio Nuvolari behind the wheel the vehicle reached a top speed of 209 mph (337 kph).



Bimotore (1935)

2

The "Monoposto" Is Born



Between Two Wars

The worldwide recession that followed the Wall Street Crash of 1929 had repercussions for Alfa's expansion: the company was taken over in 1933 by the State. Ugo Gobbato was appointed Managing Director. In 1935, the company was militarised and the whole racing team was entrusted to the Scuderia Ferrari. It is from this time that many legendary Alfa Romeo cars came about, including the 6C 2300, 6C 2500, 8C 2300 and 8C 2900. Under Ferrari's management, Alfa Romeo won more races than any other manufacturer in 1934. In 1939 the first stone was laid for the new factory in Pomigliano d'Arco, near Naples, devoted to aeronautical production.

The outbreak of World War II, however, quashed the company's ambitious plans. As with most Italian industries, Alfa converted to war production and its plants were bombed by the Allies. The Portello plant ceased operations entirely following damage sustained on October 20, 1944.



Work resumed the following April after the peace treaty was signed. The 6C 2500 was the first post-war vehicle built by Alfa Romeo and the version Freccia d'Oro (Golden Arrow) was fully developed by an internal Alfa Romeo department. Produced at the Portello plant in 1947, the vehicle featured design cues that would become distinctive milestones such as the union of the central shield with the two lateral air intakes.

6C 2500 Freccia d'Oro (1947)



6C 2500 Villa d'Este

Rita Hayworth behind the wheel of the 6C 2500 Super Sport.





Alfa Romeo 158

Formula 1 Wins

In 1950, the new Formula 1 World Championship was inaugurated, and for the Tipo 158 – known as “Alfetta” – it meant 11 victories in 11 races, with Giuseppe “Nino” Farina winning the title. The next year Juan Manuel Fangio won the title in the Tipo 159, a 425-hp race car capable of a top speed of 190 mph (306 kph), thanks to the most powerful 1500 engine ever made. These victories cemented Alfa Romeo’s reputation as a force to be reckoned with in the world of racing.

Video: <https://youtu.be/ThZPWwVmxA>



Nino Farina in the
Alfa Romeo 158
at the Silverstone
Grand Prix (1950).



Tipo 159 Alfetta (1951)



6
Formula 1 Wins

To be continued in September Edition

Competizione | Mark Jackson

After a 4-month layoff, we finally have some track action to report on, as well as a profile on Doug Stonehouse.

Italian Challenge Sprint Series Round 2, July 12th, Queensland Raceway – We finally got back on the track on a very wet Sunday afternoon on the Clubman circuit at Queensland Raceway. Disappointingly, there were only four Alfas entered, but I'm guessing that the weather kept some people away. On a wet track, it's much easier driving a front wheel drive car, and my 147 GTA proved to be the best in the wet. Serge Oberhauser was most consistent and won the regularity aspect of the competition despite a spin in one of the runs. Andrei Vishnevskii was consistent as always in his 156 and was a little unfortunate not to do better in the regularity. John Carson (who is not an AROCA member) was the fourth entrant but had problems with his timing transponder so no times are available for him.

Supersprint B Series Round 2, Morgan Park, Warwick – This time we were on the E circuit at Morgan Park with nine Alfas competing as well as John Coleman in his newly acquired Skelta. Other than being

a bit cool early in the morning, the weather for this event could not have been better. The cool air on Sunday morning proved to be perfect for quick times, with both Ken Percival and me posting our quickest times for the weekend on the first run. The competition was fierce with only four seconds over the four-lap journey separating the top five competitors. I managed to finish on top from KP, Serge Oberhauser, Luke Simiana and Doug Stonehouse, and Peter Salmon had his usual consistent run. As often seems to happen in Warwick, there was a bit of attrition over the weekend with Alan Broadhurst suffering from a recurrence of the rear brake problems that he's been having with the GT. Charles and Jenny Webb also had a forgettable weekend with Charles having a suspected head gasket failure in the GT, and Jenny having starter motor problems in the 105. Despite the problems, overall, it was a most enjoyable weekend, and it was great to have a few club members spectating at various times over the weekend.

Detailed results for these events are on the "Results" page of the magazine or on the website.

UPCOMING EVENTS

Italian Challenge Sprint Series, August 16th, Queensland Raceway - This is a Sprint/Regularity event starting from 12 noon. Pre-registration is recommended. Enter this sprint meeting online via <https://racers.world/login>

Italian Challenge Race Series, September 13th, Lakeside Raceway – This will be the only time this year that we will have our own race group. It is a one-day only event with a qualifying session and 3 races. Enter this race meeting online via <https://racers.world/login>





Doug's Profile

Hello to all of the members of the Alfa Romeo Owners Club Qld Division! I have been asked to put my motor sport experience on paper so I hope you find me a bit different to some other 76 year old Grandfather you might know.

The first motor sport event that I can remember possibly as a 10-year-old was motor bike scrambles. They had to do laps of a muddy circuit with a hill in it in the old 4 stroke bikes of the day and I can still remember the bikes and riders all falling over covered in mud and the steam coming off the exhaust pipes while they were trying to stand the bike up and get it started again. In case you don't know they had to be kick started then, I also remember a 3-wheel Messerschmitt car doing a quarter mile time trial.

When I was around 17 my eldest brother Gerald and a few of his mates were reading all about these new things called Go Karts, so they started building their own frames and using 100cc chainsaw motors. Because no tracks were even thought of then in the 60's, they used bush tracks wearing overalls and a helmet. From then on everything progressed to what is available today, and the sport evolved from dirt tracks and then to dirt circuits and now to permanent tracks. I was there to help in the working bees and as a good spectator to watch his races. Over the years, he won numerus Tasmanian titles in a lot of different classes, and his son Shane competed in the Australian Titles and came second against Russell Ingall! Shane came back to racing a few years ago and won the Tasmanian Titles a couple of times against the young drivers, but he retired again last year. My other brother used to race as well and my sister had a few runs just to keep it in the family

In 1963 I joined the Royal Australian Navy, so I had other things on my agenda and not motorsport. I did get inter-

ested in water skiing just before I was discharged in 1972 so when I went back to Burnie in Tasmania, I bought a 16-foot fibre glass speed boat. I designed a tandem trailer and got it welded together because in those days you had to build your own. I wanted to put a V8 in the boat but didn't have the money, so I bought a worn out dismantled 6-cylinder Holden 202 in a box. I was working in Gerald's garage looking after the driveway and working on brake repairs and had never put a motor together. This is where my life changed to start working on cars and anything mechanical so I did an Automobile Maintenance course at Tafe so I could put the motor together.

I moved back to Sydney in 1973 and later I went down to Melbourne to bring my boat back with my S model Valiant in one weekend. I was involved with water skiing for the next few years and fitted a 327 Chev motor and V drive gearbox which was a lot faster and better for bare foot skiing.

My best effort and claim to fame was in Taree in about 1977. We were on the river in the morning and the water was like glass and I could even see the insects floating on top of the water. Perfect for skiing so I started off on one ski then stepped off and was barefooting up to where I had to turn, so I lifted one foot and did my one and only one foot barefoot turn without falling off. Hoorah!

My boat was stolen in 1978 and in 1980 I went back to Tasmania and worked in an Iron ore mine at Savage River driving 80-ton dump trucks. The only motor sport there was having a race back to town after our shift with our unregistered vehicles. I had a Morris 1100 running diesel sump oil. The fastest car was the VW for some reason! After restoring a Toyota Land cruiser short wheelbase that I had turned into a little ute with tonneau cover, I then moved up to Brisbane in 1985 and caught up with Paul Ross and his family again.





The only thing in my life from then on was work and more work to survive. I was lucky to run into an ex sailor who was working at Ansett Australia and eventually I got a start in the cleaners in March 1988, the same week as the then new domestic terminal opened.

While I was working at Ansett I was still keeping in touch with Paul Ross and he always had Alfa Romeos or Fiats when he was in the Navy. I know he had a good looking red one at one time which I now know was a 75 2.5 litre and later changed to a 3 litre.

While I was working at Ansett Australia in 1998 and a single man again, I was thinking of buying a classic car and I thought a V8 Triumph Stag would be good. Because Paul was driving his 1973 GTV 2000 at the time he said I will show you how the Alfa drives around Mt Cootha! On the drive I was pretty impressed on how flat it sat on the corners and even better with power on. So, we started our search for a Alfa Romeo 105. Eventually we found one and like all Alfias I soon found the rust, so my project began. I stripped the car and built a rotisserie to make it easier

to work on. In December of 2000 I left Ansett Airlines and was fulltime working on restoring my 105.

I joined the Alfa Romeo Owners Club in March 1999 and Jan Wickham was President and Ian Hyland was Competition Secretary. Looking at his report, Queensland Raceway was nearing completion and AROCA members are looking at holding competition events at Darlington Park.

Sometime in 2000 Manuel Pena and Paul Young had arranged to Hire Darlington Park for half a day to practice and in the photo you will see the line-up of cars. I had my first drive on a racetrack using Paul Ross's car and that is when my competitive nature came out by trying to beat Paul's time in his car, but I missed out by 1 second. Richard Anderson had his Montreal there and he gave me a few pointers and I liked how late you could brake with good tyres.

Looking at my Per Sempre magazine from September 2000 I can see Ian Hyland arranged a driver training and sprint day at Morgan Park on the short track with 5 lap sprints so that was my first competition event in





AROCA. I was driving Pauls Alfetta GT and I came 8th out of 16 so let's get into it. I have just referred to the Per Sempre Magazine for May 2001 and I also did regularity at Morgan Park driving Pauls Alfetta GT, while he drove his 105. We had 4 Montreal's competing which was a first. We had 22 competitors and I managed 11th place on the day - Picture supplied

In 2001 Manuel Pena and Paul Young hired the Darlington Park Racetrack again and I had my first drive in my newly restored GTV 2000. Everything went well except I had problems with the rear brake bias control valve and was running out of brakes.

In 2002 I entered for the Queensland Super Sprint Series for the first time with Barry Wise, Manuel Pena and Paul Young running on the original small front circuit and I have been running every year since except for 2007. Morgan Park has been special for me where I have seen the changes from an old tin tower and a little short circuit to all the new towers and amenities, carports and to the 3-kilometre circuit. At the start of every year we could always see the new changes

From the start I was looking for more competition and joined the Historic Racing Car Club with a lot of Alfa drivers like Manuel Pena, Paul Young, Andrew Wilson, Barry Wise, Ken Percival and Ian Hyland plus others representing the Alfa club. I did events that the MG and Trump Car club ran and all of us Alfa drivers were cleaning up with the trophies. My biggest and best trophy was

beating 131 drivers in regularity. I did most events that the Alfa Club had in Alfacomp over the years including the Skid Pan at Mt Cotton and driver training.

I have been running in the Saturday Afternoon Sprints at Queensland Raceway and watched it grow with up to 16 or more Alfas running. In 2006 I ran at the Leyburn Street Sprints and later the Noosa Hill climb for the first time. It has 14 corners in 1.5 Kilometres and no room for error, but I made a mistake on the last run 2 corners from the finish with my first GTV2000 and hit a bank, hit a tree, rolled 6 times, and finished over the concrete blocks down the bank in the trees. Picture supplied.

Back to work and I stripped the wreck and it went to Serge Oberhauser for parts. I restored another car found for me by Paul Young and used the good bits from the broken one. It took me 18 months and I missed 5 rounds at Morgan park. I had my first run in it at Morgan Park then started racing it on the 6th July 2006 at the Festival of Italian Motor Sport.

In 2010 I did the round in the Super Sprints at Morgan Park with Charles and Jenny Mitopoulos and then drove my car with them to Philip Island for the 100-year celebrations of Alfa Island racing and Regularity the next weekend. There were 175 Alfas competing. Phillip Island is a very fast circuit and you need a lot of commitment on turn 1. I managed to get a best time of 2 minutes and 8 seconds but there is a lot more in it. Our next weekend was the Philp Island Classic doing the regularity and



being very careful when passing very expensive old Alfas. I then drove back to Brisbane following Charles and Jenny and the 105 did not miss a beat.

I raced the blue 105 at Lakeside the day it reopened, and it got a few stone chips from the pits and where the track was resealed, but the cars are made to use. I ran in the Top Gear Racing with a mixture of Alfas and fast Porsche GT3s with a very fast white Cobra, but I gave up racing in 2012. Since then did about 7 events a year up to my last round at Morgan Park in 2017.

I bought a 2007 Alfa Romeo GT 3.2 V6 to compete against Mark Jackson, Alan Broadhurst and now we have Charles Webb with equal power to weight per ton, but I have been informed by a good source that the GTA has 10 Kilowatts more. The Gt has been stripped out and a full cage, so I now have a trailer and tow vehicle. I have run it on all the tracks around Brisbane and got more PBs after changing to Yokohama AO50s. We have only

had I run at Morgan Park this year and the Queensland Super Sprints Series B round 3 this weekend 1/2 August 2020 is the last time that I will be competing. I will not be able to run in the last round so I will be making the most of it this time.

I would like to thank Alan and Cathie Broadhurst for the time we spent doing Targa Tasmania 2007, Targa Tasmania 2009, and Targa High Country 2009 as your service crew and to all my fellow Alfa Competitors over the years. Your friendship and our common passion for Alfa Romeo gave me purpose in life to think young and live young and I have been lucky to have friends for life. I am now 76 but I might do a John Farnham and come back with a turbo rear wheel drive.

Doug Stonehouse



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Results | Mark Jackson

2020 ALFACOMP SPRINT #1-Open Sprint Lakeside Raceway

DRIVER	ALFA	CC's	RUN1	RUN2	RUN3	REG PTS	REG	Spr
Mark Jackson	Alfa 147 GTA	3200	64.17	<u>63.63</u>	64.05	2.22	20	20
Phil O'Callaghan	Alfa Giulia Sprint	2000	65.71	<u>65.50</u>	65.66	6.67	14	16
Andrei Vishnevskii	Alfa 156	1970	<u>69.19</u>	69.39	69.54	5.50	16	14
Russell Bampton	Alfa Giulietta	1750T	<u>69.47</u>	DNF	DNS	24.40	11	12
Col Densley	Alfetta GTV	2000	72.10	<u>71.74</u>	DNS	21.41	12	11
Members in "Other Alfas"								
Jorrit Kooistra	Holden Combo Van	2000	67.80	<u>66.80</u>	66.90			
Fastest time <u>underlined</u>								



2020 ALFACOMP SUPERSPRINT MP B SERIES RD 1 K CIRCUIT

DRIVER	ALFA	CC's	RUN1	RUN2	RUN3	RUN4	RUN5	RUN6	RUN7	BEST LAP	S/S
Alan Broadhurst	Alfa GT	3200	4.52.28	4.48.20	4.46.05	4.44.18	<u>4.43.34</u>	4.43.39	4.43.98	1.33.13	20
Serge Oberhauser	Alfetta GTV6	3000	4.50.60	4.48.99	<u>4.44.66</u>	4.45.78	DNF	4.46.75	4.46.60	1.33.10	16
Luke Simiana	Alfa 75	2000	4.54.30	4.47.65	4.47.04	4.46.86	<u>4.44.87</u>	4.49.09	4.46.50	1.33.24	14
Doug Stonehouse	Alfa GT	3200	5.11.49	4.48.60	4.47.55	4.52.07	<u>4.45.49</u>	4.46.76	4.47.85	1.33.83	12
Charles Webb	Alfa GT	3200	5.44.60	5.37.11	5.29.09	5.19.14	5.07.32	<u>5.04.87</u>	DNF	1.39.93	11
Jenny Mitropolous	105GT	2000	DNS	<u>5.19.26</u>	<u>5.09.17</u>	5.11.45	DNF	DNS	DNS	1.40.82	10
Peter Salmon	Alfetta	2000	5.31.19	5.25.29	5.28.94	5.23.51	DNF	5.26.35	<u>5.22.89</u>	1.45.22	9
John Coleman	Skelta G-Force		4.42.10	4.30.89	4.27.34	4.26.95	4.29.81	4.24.86	<u>4.22.72</u>	1.26.50	
Fastest time <u>underlined</u>											
S/S=Supersprint Points											



ALFACOMP 2020 POINTSCORE

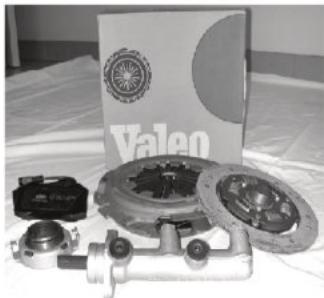
Events

Social Events

Date/Venue	Details
Sun - Aug 9 - 2020 Dimmore to Moogerah Dam	Picnic Brunch Run - This is a BYO Brunch Picnic Run – bring your own chairs, foldaway table, blankets, food, beverages etc and please ensure you adhere to social distancing guidelines. We will meet at the Dimmore Pads Parking Bay on the Warrego Highway (just past the Puma) at 8.30am for a 9.00am departure and travel up to Marburg, turning south to Rosewood, then past Mt Walker, turning east to Warrill View, then a dog-leg across the Cunningham Highway through Harrisville, then turning south passing through Kalbar, then another dog-leg east via the Boonah Fassifern Road heading south on Lake Moogerah Rd to our picnic point beside the lake. The trip distance is approximately 104kms and should take approximately 1.5 hours. Please RSVP to peter@workplaceedge.com.au or call on 0408456632. [Note: Currently, all Club events are subject to COVID-19 restrictions and conditions mandated by the government, so there may be last minute changes or cancellations to planned events. If you are not feeling well or have flu-like symptoms, please do the right thing and do not attend the event]
Sun - Aug 30 - 2020 Peak Crossing	A Day in the Country Charity Day - 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 entry is restricted to 200 cars attending on a first come basis. Entry fee at the gate will be \$25 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 (midweekdrives@arocaqld.com) will be co-coordinating our Club's attendance: [Download Flyer] Latest Update: Thank you to members who have already registered for this event. Due to the overwhelming early response, registrations from now on will go on a waiting list in case anyone advises they cannot attend. If space becomes available, we will be in contact with people on the waiting list in the date order they registered. This event, like all events on the calendar, will be subject to government COVID-19 restrictions as they evolve. Once you have registered and received your confirmation email, you will be sent further updates by email.
Sun - Sep 20 - 2020 Ormiston House, Ormiston	2020 AROCA Concours - AROCA's Concours is on again this year! See the best of Alfa Romeo, Fiat, Lancia and other Italian cars in the beautiful setting of Ormiston House. More details soon! [Note: Currently, all Club events are subject to COVID-19 restrictions and conditions mandated by the government, so there may be last minute changes or cancellations to planned events. If you are not feeling well or have flu-like symptoms, please do the right thing and do not attend the event]
Sun - Oct 11 - 2020 TBA	Observation Run - Darryl and Karen Green will be surprising us with a challenging observation run! Stay tuned for details. [Note: Currently, all Club events are subject to COVID-19 restrictions and conditions mandated by the government - there may be last minute changes or cancellations to planned events.]
Sun - Oct 18 - 2020 JH Classics Yatala	JH Classics Garage Day - Date TBC - The date for this event is to be confirmed. [Note: Currently, all Club events are subject to COVID-19 restrictions and conditions mandated by the government, so there may be last minute changes or cancellations to planned events. If you are not feeling well or have flu-like symptoms, please do the right thing and do not attend the event]
Sun - Nov 8 - 2020 TBA	Earl's run - Details TBA. [Note: Currently, all Club events are subject to COVID-19 restrictions and conditions mandated by the government - there may be last minute changes or cancellations to planned events.]
Sun - Nov 29 - 2020 TBA	Christmas Party - Details TBA
Thu - Apr 1 - 2021 South Australia	Alfesta 2021 - Day 0 - While Alfesta officially kicks off tomorrow, there will be an informal get-together for attendees who arrive on Thursday afternoon or evening. [Alfesta 2021 Website]
Fri - Apr 2 - 2021 South Australia	Alfesta 2021 - Day 1 - After breakfast, there will be the official Alfesta welcome and briefing before we set out on our first day of fun. [Alfesta 2021 Website]
Sat - Apr 3 - 2021 South Australia	Alfesta 2021 - Day 2 - Breakfast and briefing before we throw ourselves into Alfesta fun again. [Alfesta 2021 Website]
Sun - Apr 4 - 2021 South Australia	Alfesta 2021 - Day 3 - Breakfast and briefing before we begin our last full day of Alfesta 2021. The highlight will be this evening's formal dinner and presentations. [Alfesta 2021 Website]
Mon - Apr 5 - 2021 South Australia	Alfesta 2021 - Day 4 - Our final breakfast together before Alfesta 2021 officially wraps up. [Alfesta 2021 Website]

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other Events

Date/Venue	Details
Sat - Aug 22 - 2020 Autohouse Storage, 3 Perivale Street, Darra	Caffeine and Machine - From 6:30am. All Italian cars are welcome to this 'Cars and Coffee' style event. The event will spread out between Autohouse's carpark and the carpark for the industrial complex next door (Autohouse staff members will direct traffic). Autohouse won't be covering the cost of the coffee this time – they will be sold individually for normal prices. Please observe social distancing requirements. [Note: This is not a club event, and is run by Autohouse. However, it is still subject to COVID-19 restrictions and conditions mandated by the government, so there may be last minute changes or cancellations to planned events. If you are not feeling well or have flu-like symptoms, please do the right thing and do not attend the event]
Sat - Nov 28 - 2020 Pelican Park, Clontarf	Peninsula Motorfest - From the same team that brings you Brekkie and Cars in Redcliffe we bring you Peninsula Motorfest at one of the best places on the peninsula for a car show. Pelican Park Clontarf. All money raised on the day will go towards local charity ROPE inc. Entry is FREE for everyone. Prizes, giveaways, old school muscle cars, hot rods, classics, modern V8s, motorbikes VIP parking area, music, food stalls, market stalls and some entertainment/rides for the kids. [More Information]

Club Nights

Date/Venue	Details
Wed - Aug 12 - 2020 TBA	Members' Club Night - Current restrictions are making it difficult to find a venue for our monthly meetings. We may be at a different venue for our August Club night but rest assured that if there is a change of venue all members will be notified. Check the Club website and magazine for updates. Currently, all Club events are subject to COVID-19 restrictions and conditions mandated by the governments. If you are not feeling well or have flu-like symptoms, please do the right thing and do not attend the event]
Wed - Sep 9 - 2020 TBA	Members' Club Night - September Club Night usually incorporates the AGM. Due to current restrictions it is difficult to find a venue for our Club Nights. We will let you know as soon as a suitable venue has been secured. Check the Club website and magazine for updates.
Wed - Oct 14 - 2020 Bocce Club, adjacent to Spencer Park, Newmarket	Members' Club Night - Bocce Challenge - Due to current restrictions it is unlikely that this year's annual Bocce challenge against the Fiat club will go ahead, but if it is on again we will let you know. Check the Club website and magazine for updates.



Competition Events

Date/Venue	Details
Sun - Aug 16 - 2020 Queensland Raceway, Willowbank	Italian Challenge Sprint Series Round 3 - This is a Sprint/Regularity event starting from 12 noon. Pre-registration is recommended. For entry and payment go to https://racers.world/login . For more details contact the AROCA Competition Secretary: competition@arocaqld.com or 0413 122 839
Sun - Sep 13 - 2020 Lakeside Raceway, Dakabin	Italian Challenge Race Meeting - This will be the only time this year that we will have our own race group. It is a one-day only event with a qualifying session and 3 races. Enter this race meeting online via https://racers.world/login .
Sat - Sep 26 - 2020 Morgan Park Warwick	Supersprint B Series Round 4 Day 1 - This consists of 7 timed 3 or 4 lap runs of one of the various Morgan Park configurations. Pre-registration is mandatory for this series. For more details contact the AROCA Competition Secretary: competition@arocaqld.com or 0413 122 839.
Sun - Sep 27 - 2020 Morgan Park Warwick	Supersprint B Series Round 4 Day 2 - This consists of 7 timed 3 or 4 lap runs of one of the various Morgan Park configurations. Pre-registration is mandatory for this series. For more details contact the AROCA Competition Secretary: competition@arocaqld.com or 0413 122 839.
Sun - Oct 4 - 2020 Lakeside Raceway, Dakabin	Italian Challenge Sprint Series Round 5 - This is a Sprint/Regularity event starting from 12 noon. Pre-registration is recommended. For entry and payment go to https://racers.world/login . For more details contact the AROCA Competition Secretary: competition@arocaqld.com or 0413 122 839.
Sat - Oct 24 - 2020 Queensland Raceway, Willowbank	QRSS Race Series Round 6 Day 1 - This year, instead of running our own race series, we are joining forces with the Queensland Raceway Sports & Sedans group. If we have enough starters we can form our own starting grid, otherwise we will be competing in the general group. To enter go to https://racers.world/login . For more details contact the AROCA Competition Secretary: competition@arocaqld.com or 0413 122 839.
Sun - Oct 25 - 2020 Queensland Raceway, Willowbank	QRSS Race Series Round 6 Day 2 - This year, instead of running our own race series, we are joining forces with the Queensland Raceway Sports & Sedans group. If we have enough starters we can form our own starting grid, otherwise we will be competing in the general group. To enter go to https://racers.world/login . For more details contact the AROCA Competition Secretary: competition@arocaqld.com or 0413 122 839.
Sun - Nov 22 - 2020 Queensland Raceway, Willowbank	Italian Challenge Sprint Series Round 6 - This is a Sprint/Regularity event starting from 12 noon. Pre-registration is recommended. For entry and payment go to https://racers.world/login . For more details contact the AROCA Competition Secretary: competition@arocaqld.com or 0413 122 839.

FOR SALE

QLD Personalised Plates

Selling the personalised plates, 76-ALF, from our 1976 Alfa Spider. Car was sold interstate last year. Located in Brisbane | \$500.00 | Contact: David, 0427787847, david.reed@3degreesrefair.com.au (Expires: Sep 27)

Alfa 156 Sportwagon Seats & Trim

Front and rear seats, all trim/door cards. I need these gone, so I thought another Alfa nut might like them. I am at North Lakes. | \$Free | Contact: Garth, 0475913103, garth.burke@yahoo.com (Expires: Sep 25)

Extractors 2Litre 105 Engine

For sale a set of extractors plus the rest of the exhaust system to suit a 2litre 105 engine. Bought for project no longer required | \$550 | Contact: Neil, 0409763932, njcope@bigpond.com (Expires: Sep 16)

156 Sportwagon 2001

Roof Rack

I traded in my Alfa 156 Sportwagon 2001 model but still have the roof rack sitting in my carport. If anyone can use it they are welcome to it. In all those years I only used it once. Pick up from Mt. Glorious | \$Free | Contact: Yvonne, 0410506006, millstan@ozemail.com.au (Expires: Sep 15)

159 2.4 JTD

2006 model, 170,000km. Unregistered. Has been off the road past 12 months. Runs well, has new front rotors and pads. Needs new control unit for electric windows. Bodywork is straight, roof panel paint has faded. 5 original wheels with 75% tyres. | \$1,500 | Contact: David, 0417629890, dikeith@bigpond.com.au (Expires: Sep 14)

Nord Engine

Nord 2litre engine complete with bell housing and headers, distributor. No carbs. Good condition. | \$300 | Contact: Kenneth, 0497301762, paddycat1@outlook.com (Expires: Sep 5)



1981 GTV

Unfinished project, 99% rust free body. Very straight rolling shell. 2ltr and V6 Busso included 9-piece Zender body kit. All parts there to finish plus lots of spares including transaxles, front ends, hubs, brakes, etc. It all has to go - been stored in shed for many years. Make good club car or race car. | \$4,500 ono | Contact: Russell James, 0429933575, rsdoyle@bigpond.com (Expires: Aug 30)



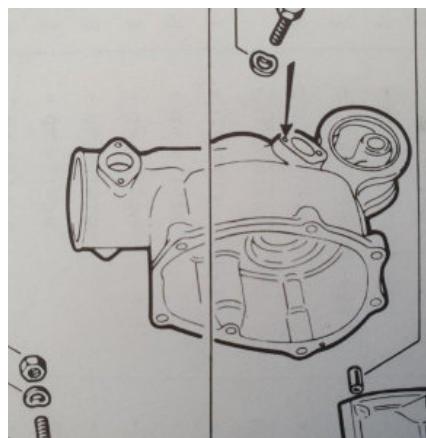
2004 Alfa Romeo 166

3.0L V6 Busso Sportsmatic Auto. 151,000klm. Runs great, sounds even better. This is a real driver enthusiast's car, not many in Australia. Brunello rosso paintwork is in good condition with sunroof and personalised plates ONE166. This car has had a lot of TLC and \$ spent on it by current owner: 2020 new battery, 2019 new tyres, 2019 150,000klm service, new fuel pump, cam belt and water pump replaced at 140,000klm, 2018 3 front and 3 rear ignition coils replaced, 2017 air conditioning reconditioned incl new compressor, 2017 complete front and rear suspension replaced. Owner has upgraded to a Stelvio. | \$5,200 ONO | Contact: Freddy, 0407 846 422, freddyvonkanel@hotmail.com (Expires: Aug 22)



Borroni Wheels

4 Borroni alloy wheels 14x6 suitable for a 105 series car. These wheels are circa 1969 and were offered by some dealer as an optional extra for a 105. | \$1,200 | Contact: Neil, 0409763932, njcope@bigpond.com (Expires: Aug 24)



WANTED

Gearbox rear housing

Suitable for 73 105 GTV. Unfortunately I dropped my gearbox just after getting it rebuilt which in turn stove-in/cracked the area around the rear seal. Can someone help or point me in the right direction where I might find one (or an old gearbox). | \$reasonable | Contact: Paul, 0428725245, paulschubert4@bigpond.com (Expires: Oct 17)

The Classifieds sections of the Club magazine and Club website provide the opportunity to seek, sell or swap Alfa Romeo related items. This is a free service to both members and non-members, provided the classified is of a non-commercial nature.

Classifieds selling or seeking services are not accepted. Please contact the Committee Member responsible for magazine advertising (advertising@arocaqld.com) to place these type of notices in the Club magazine.

To submit a new classified, visit the Club website (www.arocaqld.com), click on the "Classifieds" menu button and select "Submit an Advert" from the dropdown list. Complete the online form, making sure you fill in all the mandatory fields.

Your classified can be up to 6,500 characters long and you may also upload one digital image. The image must be in .JPG format and be less than 1Mb in size. Please check the spelling and punctuation of your classified before clicking on the "Submit" button.

If you experience any problems submitting your classified online, please contact the Classifieds Editor (Phone: 0403 878 749 or email: classifieds@arocaqld.com). A classified will remain listed for three months unless the classified owner requests otherwise.

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

AROCA (QLD) takes no responsibility for the contents of any advertisement nor any statements implied or expressed by advertisers.

Under Queensland law, registered vehicles offered for sale must have a current and valid Safety Certificate available for perusal by prospective purchasers from the time the vehicle is offered for sale. Failure to do so may result in prosecution by State authorities. No classifieds will be published if they include "RWC/Safety Certificate on sale" or similar statements.



Nothing much has happened on my home front as we have been away seeing the sights of Central and Northern Queensland – and loving it.

We have 161 (and counting) membership renewals received to date. This is a great response compared to previous years and considering the lack of club activity caused by covid-19.

I shall be sending out new stickers for your membership cards when I return in early August.

Ciao

Colin

DMM
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Finale

"STORIE ALFA ROMEO" ALFA ROMEO 156. THE NECESSARY BEAUTY



A sedan with a sporty heart

In 1997, the company's intentions were clearly declared: to create a sedan that combined style excellence and impeccable dynamic behavior, with a perfect balance between performance and handling. A 100% Alfa Romeo product formula. The goal was highly ambitious and the result was one of the best front-wheel-drive cars ever.

Designing a masterpiece

The style of the 156 was an extraordinary mix of strength, innovation and sophistication. The front shield reclaimed its dominance and projected its lines onto the bonnet. Seen from the front, the mudguards seemed "clamped on the wheels" flush with the bodywork, radiating strength and road grip. The relationship between glass and metal surfaces resembled a coupe more than a sedan. The rear door handles disappeared, integrated almost invisibly with the window frames, and the clean flanks highlighted the car's sleek and dynamic profile.

Advanced sportiness

The 156 was an astonishing car from a technical point of view too. The designers had been asked to develop the concept of "advanced sportiness" by combining power,

lightness and control. This has always been the formula expressing Alfa Romeo driving. The 156 convinced everyone: it was the most thrilling sedan to drive of its entire generation. The sporting version was a winner: in 10 years of Gran Turismo championships it won 13 titles.

The birth of the "common rail"

According to the logic of the European market at the time, petrol was the prevailing fuel, but these rules were about to change. And it was Alfa Romeo who launched the revolution: the 156 was the first car in the world to launch the "common rail" system. Journalists testing the 1.9 and 2.4 JTD versions in Lisbon were amazed: for the first time, diesel engines were offering petrol-level performance, silencing and comfort.

"Car of the Year"

The 156 won the hearts of public and critics, and in 1998 delivered the international "Car of the Year" award to Alfa Romeo for the very first time.

Oiao!
Next issue: September 2020

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