

Alfa

Per Sempre



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

www.arocaqld.com

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www.aroqaql.com

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Per Sempre Alfa welcomes contributions likely to be of interest to AROCA QLD members. All submissions should be directed to Mark Buchanan at editor@aroqaql.com. Reports on events should include all relevant details (e.g. dates, captions for photos, names of the author and photographer). It is assumed that authors offer all magazine contributions gratis.

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The Club holds Public Liability Insurance through our affiliation with Motorsport Australia (formally known as CAMS). Details of this insurance policy can be found in the Motorsport Australia Insurance program Handbook, available for download through the Motorsport Australia website.



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

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So here we are, my last Presidente.

I think my Annual report in last month's magazine was a fitting send off, thanking all those for everything they've contributed to the club over the past 5 years. It's time to look forward, to a new committee, and a new start. I have no doubt that everything good about the club will remain, and a new look committee has the opportunity to build on that, making our club even better. Good luck to all of you.

One thing I omitted to mention last month was that during my time as President, we sadly lost two of our Life Members. The first was Dennis Sando, who knew a thing or two about Alfas, and served as Club Secretary for several years. Even close to the end, he was trying to convince his Doctors to buy themselves a Giulia or a Stelvio, instead of one of 'those' German cars. The man certainly loved Alfas. The other was only a few months ago - Jan Wickham. Jan was well known for her Spider with the number plate "8LEGS", and was also (along with Bernie Campbell) our longest serving president. Two people who earned their life memberships, and expressed their love for their favourite marque throughout their lives.

And speaking of Life Members, 3 long term members were given that honour over the past 5 years. It was my pleasure to have the honour of presenting Life Memberships to Garry Spowart, Colin Densley, and Doug Stonehouse. All of them have been members for decades, and have well and truly "paid their dues" in terms of earning their Life Memberships. Garry used to be very involved in the competition side of things, and has also spent getting on to 20 years as our Club Treasurer. Colin is a former Club President, a competitor on the track, and for most of the last 5 years been our Membership Secretary. Doug is one of those "Old Stalwarts" that every club seems to have, and is the go to man for anyone asking questions about setting up a 105 series, having restored 5 of them. Another competitor, he takes his contribution one step further by acting as our Driving Standards Officer at most events. I think that Life Membership should be a rare honour offered by the committee to individuals who have made and continue to make an outstanding contribution to the club that others enjoy, over a significant period of time, and these three Life Members are excellent examples of members who meet that criteria.

So to finish off this Presidente, I thought that I might take a trip down memory lane through my car history. Hopefully there will be a few "memberberries" for you on the

way. I know my car history isn't as long and as varied as some, but we all have our car stories, and this is mine.

The first car that I can remember was my Dad's VW Beetle. It had a sort of parcel shelf between the rear window and the rear seat that fit my 4 year old self and my 2 year old brother quite comfortably. "The Love Bug" came out in 1968, so we were excited to have our very own Herbie. But disappointed that it wouldn't drive itself... Regardless, on the dim edges of my memory is a trip to Capalaba Drive in to see "The Love Bug", which was also exciting. But I don't think I stayed awake for the whole movie.

The next car that I remember is the car for which we traded-in "Herbie" - a brown (with a white roof) HG Holden station wagon. This was the last car Dad owned before he rose through the ranks and got company cars. It's interesting that it would be sought after by today's classic car market. We had at least one trip to Cairns and a trip to Adelaide in it. Both epic journeys. When we moved to Sydney in 1975, we did the classic drive down the Pacific Highway in it. So Dad got his money's worth! I don't recall what happened to it. Wouldn't it be cool if it's still out there somewhere? With the market for Australian cars at the moment, it could be. But it's more likely that it was melted down long ago.

Two other cars of that era in my memory belonged to my Grandfathers. My maternal grandfather bought an HQ Holden station wagon when he retired. I liked the lines, and the wind-down window of the rear door. My brother and I often wound it down and sat in the back to get a sort of 'convertible' experience. It was a tough car too. Grandpa often drove it on dirt roads around Cairns and even up the Cape York Peninsula Road at times. Thankfully not when we had the rear window down... My other Grandfather bought a retirement car too - a Mark II Jaguar. This Grandpa was a banker, so this was a bit of an out of character purchase for him, given the MkII is from an era in Jaguar's history where they spent more time going to garages for repairs than they did for petrol. He spent an absolute fortune on it just to keep it going. He loved it, but in the end it was too much, and he traded it in for a Corolla - which outlived him by 20 years. That Jag kindled an interest in classic cars for me. It was so different to any other car I'd been in before. It was scary though. Grandpa loved the Gold Coast Hinterland, being a good friend of Bernard O'Reilly. So when he took us for a drive, we went on the twisty roads to Springbrook and Binnaburra. The problem was, there were no seat belts in the back seat, and the back doors tended to come open when he went around a twisty left-hander... along the edge of a cliff... I remember hanging out of the car at least once.

Aunts and Uncles had interesting cars too. One Uncle in Cairns showed up at a family gathering in a 'new' coral pink FB Holden wagon - basically Australia's answer to the 57 Chevy, a few years late. I remember thinking how huge it was, and how shiny all the chrome was in the tropical sun. And it being pink... My Aunt (who, being a teacher, was from everywhere) first had a mini which she nearly died in on a Blue Mountains road, and then bought herself a KE20 Corolla. Another little car that just kept going, and I think she sent it to the wreckers after about 40 years (and bought a Prius...). When I visited my Grandmother on the Gold Coast, she lived nearby at the time, and would let me borrow it, because she could always use her husband's Starion (which I never got to drive). Being a manual, and having done some racing at

that point, it was great fun to fling about! I wish that I'd known when she was done with it - KE20s are worth a bit these days.

We're pretty much into the era of my own car ownership, but before we go there, I need to mention something that happened when I was 12 or so. My Dad was an Airlines executive, and because most businesses worth anything use the airlines regularly, he got to know quite a lot of the big names in Australian Business, and several politicians and entertainers. One of them was the then CEO of Alfa Romeo Australia. Being both Italian and ever a car salesman, he tried to get Dad to buy an Alfa. And to do that, he loaned him one for the weekend several times. I remember a Berlina, an Alfasud, and a 116 GTV. As a 12 year old, it was pretty cool to drive about in the back of an "Italian sports car". And from that, I was hooked. I recall planning to save up my pocket money to buy a GTV when I was 18 (didn't happen). I've loved Alfas ever since.

While the GTV didn't happen when I was 18, a HQ Kinswood sedan did. It was white with a tan roof. No aircon, no power steering. A couple of tonnes of body on a floaty suspension. I loved it. Being a 202 Traumatic, I could work on it myself - I could get into the engine bay to work on the engine! I kept it going for 7 years before the tin worm finally claimed it, and sold it for just \$200. The bloke who bought it was going to do it up. But more likely, it's in some landfill somewhere right now.

The HQ made way for an ex-Police Brock-modified 5 litre Commodore. I never wanted a car so bad. Unfortunately, at the time I actually earned less than my mind thought that I did, and it did cost a lot of money to keep going. Instead of saving up a deposit for a house, I was spending my money on the car. But, I think that I got my money's worth out of it. I drove it to Cairns (from Sydney) to visit one of my Grandmothers, and there were a couple of trips to the Gold Coast from Sydney to visit the other Grandmother. I also drove it from Sydney to Darwin and back in 1989 to attend a friend's wedding, going up via Mount Isa, and back via Alice Springs and Uluru. Took me two weeks and 10,000 km. Being a V8, she was thirsty! With no speed limits in the Northern Territory, I was able to stretch her legs, but brought it back to a manageable cruise at 130 km/h when at higher speeds I swear that I could see the fuel needle going down as fast as the speedo needle was going up!

I sold the Commodore to go overseas for a year and do the working visa thing, but unfortunately the day that I arrived in the UK, a recession was announced. I was too young then to keep an eye on such events, and just did things because I could. It certainly gave me a different type of adventure - I got used to baked beans! Back home, I didn't own a car again until after getting married and having kids. We had a couple of Lancers, which were good reliable cars. A VR Commodore which was a piece of crap, a Honda CRV which was a very nice car, as was the Honda Odyssey. And finally, a Toyota Prado as my tow car. Cars great for their purpose, and in which you could have a little fun if you tried.

Then I remembered saving my money for a GTV, and decided it was time to get an Alfa. I remember rich students at Uni driving around in GTV2000s, so I looked around for one of those to do up. I found a Junior with a lot of rust which I got cheap, and my son was showing car enthusiasm at the time. So the plan was that we would work on it together. But he lost interest, and it sat under



the house for a few years. Meanwhile, I decided that I wanted a more modern Alfa, so I bought the Spider that most of you have seen at some point. I just fell in love with it. Great lines, Italian style, red interior with black exterior, and the rumble of that V6. I didn't particularly want a convertible, but my daughter insisted! Glad she did - you get a lot more for a Spider on resale than you do for a 159 or Brera.

I noticed that prices were on the up, and I was keen to restore a car, so I began collecting parts when the price was right. I came across a couple of bargains, which I snapped up, and I realised I needed to rent a shed to store them, which I did. So now I have several cars that haven't turned a wheel in a while. But I will slowly work my way through some of them, and probably sell the rest. The one closest to being finished is the 1970 GT Junior (last of the Steppies), in which I'll put a 1750 motor from an Alfetta. I hope to have that on the road by Christmas. But I say that every year...

Finally, after my divorce and the sale of the house, I had money in the bank, but the stockmarket was down and Real Estate was high. But so was the Classic Car market, with the added bonus of no Capital Gains Tax. I therefore looked around for a rare Alfa that could only appreciate. I found one in Japan - an SZ. At that point, only 12 had ever made it to our shores out of the 1036 ever made, and I was almost beaten to it by an American, because the market for them there wasn't bad. So mine is the lucky 13th in Australia, and the first (and only one ever) in Queensland. I've owned it a couple of years now, and I've hardly driven it. That should change in November, when I can put it on club rego in Queensland for the first time. The few times I've had the opportunity to drive it have impressed me, with the pull of that Potenzziata engine, and it's wonderful exhaust note.

I also have a 156 Sportswagon as a daily driver, not that we drive that much in these COVID times! But it is a cheap reliable car that's fun to drive, and the dogs don't mind being in the back.

So that's my car life. As you can see, our lives give us many twists and turns, and for those of us who focus on cars, we tend to mark those times by the cars we had at the time. They are more than a toaster or some other device we might buy. They are a companion, a workmate, a friend, and sometimes a toy. Sometimes contankerous, but they all have their own personalities, and we learn to love them for it. It's always a sad day to send a car off to the wreckers because it would cost too much to fix, especially if a lot of your history was made in that car. So they mean more to us than just dollars and metal.

Now personally I'm not yet off to the wreckers, but it's time for me to focus on other things, and enjoy the club as a member for a while. I'll certainly be around, doing things. I encourage you to do so too, especially if you've been a member for a while and haven't yet been to anything, as I was for a couple of years. As a member of this club, you're part of something special. How special is up to you and other members like you. But regardless, as a club is by the members for the members, it will always be a special part of your car life, no matter how involved you are.

Just as our Alfas are always special to us.

Ciao for now,

John Anderson

Ciao for now,

John Anderson

Notizia

Cristiano Fiorio appointed responsible for Alfa Romeo Formula 1



Cristiano Fiorio has been appointed responsible for Alfa Romeo Formula 1, reporting to Jean-Philippe Imparato, Alfa Romeo Brand CEO.

Following the renewal of the partnership between Alfa Romeo and Sauber Motorsport, Cristiano Fiorio assumes responsibility for the project, focused on maximizing results and return on investment, with ambitious goals of gradual improvement year-on-year.

Alfa Romeo is now writing its future and designing its long-term plan. With a very distinctive and inspiring Italian heritage, the Brand will remain true to its roots even through the paradigm shift that electrification represents. The pleasure of the driver and passion will remain at the center, but electrification will give the Brand the opportunity to redesign sustainable performance.

The brand's presence in Motorsport, and in particular in FI, will continue to play a key role in the future, always interpreted with a feeling of Italian noble sportiness, the Alfa Romeo DNA from 1910. FI is the ultimate laboratory of change, and therefore a key territory for Alfa Romeo on its path-to-electrification, with its pioneering Hybrid Strategy, sustainable technology and endless pursuit of efficiency. On top of that, it is a crucial global marketing platform.

Born in Turin in 1972 and married with two children, Cristiano Fiorio held the position of responsible for Brand Marketing Communication EMEA at FCA, and was latterly responsible for Advertising, Digital, Events, Sponsorships and Trade Fairs for all the FCA brands. In November 2019, he also led the team that launched the New 500 BEV.

He has worked for the FCA Group since 2013, holding various positions over the years: initially responsible for Communication and Cross-Brand Services for the EMEA region, he assumed responsibility for brand promotion throughout the Group, also in EMEA, with further responsibility for events, licensing and merchandising.

He previously worked in the field of major events, tourism and in companies specialized in sporting events, sports and marketing communications. He is a Member of the Board of Basicnet (Superga, Kappa, Sebago, Kway and other brands).



Secretary's Report AGM 2021

During the year 9 committee meetings were held, all via skype, at which minutes were taken and recorded.

Payments made during the year,

Motorsport Australia affiliation for 2021 \$ 1270.00

Office of Fair Trading annual return for 2020 \$ 56.60

Post box annual fee renewal for 2021 \$ 136.00

The Club post box was cleared on 24 visits

Cheques deposited at BOQ on 5 occasions

Motorsport Australia social permits were received and recorded

My thanks to the committee for their support

A Special Thank You, to "Shirley" for your help and assistance.



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AROCA QLD

Show 'n Shine and Happy Laps Func: on Morgan Park Warwick

26th September 2021

Corona Virus (COVID-19) Declaration

This is a requirement of Qld Health as part of the Safe Event Check list.

We ask that you answer these questions honestly to ensure the best is done to limit the spread of COVID-19 virus.

I declare that:

- I have not returned from overseas in the past 21 days
- I am not required to be in self isolation/self quarantine
- I have not previously been diagnosed with COVID-19
- To the best of my knowledge, I have not been in close contact with a person who has a reported or suspected case of coronavirus in the past 14 days
- I have not been in a COVID-19 hotspot in States other than Qld (as defined by the Chief Medical Officer) in the past 14 days.
- I have not had a fever, cough, sore throat, shortness of breath, or cold /flu like symptoms in the past 7 days and am otherwise well.

Driver's Name:.....

Driver's Phone:..... Email:.....

Passenger #1 :..... Passenger #2:.....

Passenger#3:..... Passenger#4:.....

Driver's Signature:.....

Date:.....



Owners Club of Australia

Queensland Division Incorporated

SHOW'N SHINE and HAPPY LAPS! MORGAN PARK

Show 'n Shine AND Happy Laps 26 September 2021

for AROCA QLD for Alfa Romeos

Location: Morgan Park Raceway, 228 Old Stanthorpe Rd, Morgan Park Warwick – see overleaf for COVID and Show 'n Shine details

MUST RSVP for both events: peter@workplaceedge.com.au or 0408456632 by Monday 20 September 2021

Entrants: Complete the information below and e-mail to Peter and bring a hard copy and place this scoresheet on your windscreen under the wiper to be judged

Entry No	Marque	Build Year	Body Colour	Rego Number
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Vehicle Owner's Name	I WILL ENTER HAPPY LAPS (YES/NO)	Judges Initials
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Judging Category – 2 trophies
(Cars to be in place by
9.00am for judging)

	JUDGING CRITERION	MAXIMUM POINTS	JUDGE'S SCORE
1	Overall Cleanliness and Presentation <i>Target:</i> Vehicle is presented clean and tidy with all bodywork, trim and glass washed and polished. Consider the “two metre test” – does the vehicle look good from a viewing distance of two metres? Interior is free of unnecessary clutter (seat covers, if fitted, do not need to be removed). Engine bay and boot are open for inspection. Judge may use discretion if vehicle has travelled a long distance to the event or weather conditions <i>en route</i> have been detrimental.	40	
2	Bodywork (including wheels) <i>Target:</i> All panels are straight and undamaged (e.g. no dents, visible repairs, etc.). Paint is in good condition, un-faded with no scratches or marks (allowing for patina). Doors, bonnets and boot lids operate smoothly. Rubber seals around doors, bonnets and boot are complete and in good conditions, with no cracks or deterioration. Convertible tops, where fitted, are clean and operate. All brightwork is in place and undamaged. Wheels and tyres are clean and dressed.	30	
3	Interior (including boot) <i>Target:</i> Seat upholstery is free of cracks, tears, broken stitching or blemishes. Door cards are in good condition and have all trim in place. Headliner is in good condition. Dash is straight, uncracked, unwarped and complete. Floor coverings are free of cracks, perishing, scuffs, wear marks or tears and are fitted neatly. Pedal rubbers are complete and not worn, cracked or perished. Boot contains all appropriate accessories (spare tyre, jack, tools, etc.)	15	
4	Engine and Drivetrain <i>Target:</i> Engine and drivetrain are correct for the age and model of the vehicle, with no major modifications. No oil or fluid leaks are visible on engine, transmission or differential. Factory ancillaries are correct and present. Belts are in good condition. Radiator fan is in good condition with no nicks, scratches or dents. Radiator is in good condition, with no damage or missing fins. All hoses and piping are free of wear, splits, cracks and perishing.	15	
TOTAL			100 Max



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BRUCE DALZIEL

Covid Details

- Participants must adhere to the COVID Safe Event Guidelines at all times.
- Maintain Social distancing, bring your own hand sanitizer and adhere to all COVID safe instructions relevant at the particular date.
- Register your attendance with the Check in Qld Covid symbol which should be near the control tower
- All participants will be required to fill out an attendance form that they are to bring with them to the function.
- Participants will not be admitted without a completed form.
- Further COVID safe instructions will be issued prior to the event to reflect the latest rules eg whether masks are compulsory or not.

Show 'n Shine Details

- There is a canteen at Morgan Park so food and drinks can be purchased at the site.
- Participants must adhere to the COVID Safe Event Guidelines at all times.
- Entry is open to all Alfa Romeo vehicles.
- There is no fee for entering the Show 'n Shine.
- Vehicles are to be parked in the designated Show 'n Shine display area by 10.00am.
- To be awarded a trophy, winning vehicles must be present for the announcement ceremony at approximately 12 Noon, but may be earlier if judging is complete. If a vehicle nominated for a trophy is not present, the trophy will be awarded to a runner-up entry.
- Judging will be in accordance with the judging score sheet.
- As always, the judges' decision will be final.
- Two trophies awarded for the following categories (donated by Peter Mathews):
 - Best Alfa
 - People's Choice Alfa

Happy Laps

- Happy laps represent an opportunity to try your Alfa on the track.
- You will be required to register with Morgan Park on the day and fill out a liability waiver form.
- There will be a briefing prior to commencing and all instructions will be provided then
- Speed is limited and you will be instructed at the briefing
- The Happy Laps event will start between 1.00pm and 1.30pm when the track events are finished.
- You must wear full length sleeved cotton shirts and long trousers with closed in shoes. Helmets are not required.
- You must ensure that your car is roadworthy and does not present a hazard to other drivers.



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Financial Audit Report | Gary Spowart

Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated

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Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated

Income Statement For the Year ended 30 June, 2021

	Note	2021 \$	2020 \$
Revenues from ordinary activities			
Member subscriptions	2	14,797.50	15,130.00
Functions and social events	3	3,908.00	13,599.00
Advertising income		1,920.00	1,100.00
Interest income		423.59	756.18
		<u>21,049.09</u>	<u>30,585.18</u>
Expenses from ordinary activities			
Functions and social events	3	3,557.28	14,299.86
Magazine expenses		11,837.84	12,074.96
Audit		660.00	1,650.00
Trophies and prizes		763.45	705.00
Secretarial		625.00	747.52
CAMS Licence	4	1,270.00	1,270.00
Donations		365.00	50.00
Sundry		90.40	687.87
		<u>19,168.97</u>	<u>31,485.21</u>
Operating surplus from ordinary activities before income tax expense		1,880.12	-900.03
Income tax expense	1(a)	-	-
Surplus from ordinary activities after related income expense		1,880.12	-900.03
Members' Funds at the beginning of the financial year		34,552.36	35,452.39
		<u>36,432.48</u>	<u>34,552.36</u>

This income statement should be read in conjunction with the accompanying notes.

**Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated**

**Balance Sheet
For the Year ended 30 June, 2021**

	Note	2021 \$	2020 \$
Current Assets			
Cash	5	44,448.48	42,283.36
Total Current Assets		<u>44,448.48</u>	<u>42,283.36</u>
Total Assets		<u>44,448.48</u>	<u>42,283.36</u>
Current Liabilities			
Creditors and accrued expenses	6	8,010.00	7,781.00
Net Assets		<u>36,438.48</u>	<u>34,502.36</u>
Members' Funds			
Accumulated Funds		<u>36,432.48</u>	<u>34,552.36</u>

This balance sheet should be read in conjunction with the accompanying notes.

**Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated
Notes to and Forming part of the Financial Report
For the Year ended 30 June, 2021**

1. Statement of Accounting Policies

This financial report is a special purpose financial report prepared in order to satisfy the financial reporting requirements of the Associations Incorporation Act Queensland. The Management Committee has determined the Club is not a reporting entity.

The financial report has been prepared on an accrual basis, is based on historic costs and does not take into account changing money values or, except where specifically stated, current valuations of non-current assets.

The following specific accounting policies, which are consistent with the previous period unless otherwise stated, have been adopted in the preparation of this financial report:

a) Income Tax

The club is a non-profit organization. The majority of the Club's income is not assessable because of the mutuality principle. Assessable income is offset by allowable deductions and the club has no income tax liabilities.

b) Creditors

Creditors are recognized at the amount to be paid in future for goods and services received.

**Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated**

**Notes to and Forming part of the Financial Report
For the Year ended 30 June, 2021
(Continued)**

2. Member subscriptions

A Membership Register is maintained in accordance with the requirements of the Club's Constitution and section 9 (1) (d) of the Associations Incorporation Regulations 1999. Members included on the Register at 30 June, 2021 comprised.

Category	
Life Members	13
Honorary Members	10
Ordinary Members	202
Corporate Members	12
Associate Members	4
Total Membership	241

**Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated**

**Notes to and forming part of the Financial Report
For the Year ended 30 June, 2021
(Continued)**

3. Functions and Social Events

	2021 \$	2020 \$
Revenues		
Alfesta Easter 2020 cancelled	50.00	-
Christmas party	1,870.00	2,815.00
Club Nights	393.00	277.00
Enoteca Dinner	1,495.00	-
Stanthorpe weekend	-	5,957.00
	<u>3,908.00</u>	<u>13,599.00</u>
Expenses		
Alfesta Easter 2020 cancelled	-	-
Christmas Party	1,622.46	2,240.00
Club Nights	280.10	600.72
Enoteca Dinner	1,495.00	-
Stanthorpe weekend	-	5,956.66
	<u>3,557.28</u>	<u>14,299.86</u>
Net Revenue	350.72	-700.86

**Alfa Romeo Owners Club of Australia,
Queensland Division Incorporated**

**Notes to and forming part of the Financial Report
(Continued)**

4. Insurance

The Club has entered into an insurance contract which provides cover in respect of public liability claims, in accordance with the requirements of the Associations Incorporation Act, 1999, and other insurable events (CAMS licence).

	2021	2020
5. Cash	\$	\$
Postage Imprest	<u>50.00</u>	<u>50.00</u>
Cash at Bank: Cheque account BoQ	14,761.43	13,019.90
Term Deposit	29,637.05	29,213.46
	<u>44,448.48</u>	<u>42,283.36</u>
6. Creditors and accrued expenses		
Audit	660.00	1,650.00
Prepaid Membership Fees	<u>7,350.00</u>	<u>6,075.00</u>
	<u>8,010.00</u>	<u>7,725.00</u>

7. Mortgages, Charges and Securities

There are no mortgages, charges or securities of any description affecting the property of the club.

Alfa Romeo Owners Club of Australia (QLD) Inc,

Statement by Members of the Management Committee

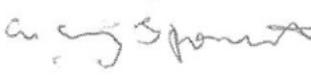
The Management Committee has determined that the club is not a reporting entity and that this special purpose financial report should be prepared in accordance with the accounting policies outlined in Note 1 to the financial statements.

In the opinion of the Management Committee:

1. The accompanying financial report as set out on pages 2 to 8 presents fairly the financial position of the Alfa Romeo Owners Club of Australia, Queensland Division Incorporated, as at 30 June, 2021 and the results of the Club for the year ended on that date.
2. At the date of this statement, there are reasonable grounds to believe that the Alfa Romeo Owners Club of Australia, Queensland Division Incorporated will be able to pay its debts as and when they fall due.

This statement is made in accordance with a resolution of the Management Committee and is signed for and on behalf of the Management Committee by:


John Anderson
President


Garry Spowart
Treasurer

Brisbane

August, 2021

AUDITORS REPORT

TO THE MEMBERS OF THE
ALPHA ROMEO OWNERS CLUB OF AUSTRALIA
QUEENSLAND DIVISION INCORPORATED

Scope

I have audited the accompanying financial statements of the Alpha Romeo Club of Australia Queensland Division Inc for the year ended 30th June 2021. The Treasurer of the group is responsible for the preparation and presentation of the financial statements and the information contained therein. I have conducted an independent audit of the financial statements in order to express an opinion on them to the members of the group.

My audit has been conducted in accordance with Australian Auditing Standards to provide reasonable assurance as to whether the financial statements are free of material misstatement. My procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial statements, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial statements are presented fairly in accordance with the Statements of Accounting Concepts and applicable Australian Accounting Standards so as to present a view which is consistent with my understanding of the financial position of the Group and the results of its operations.

Qualifications

As is common for organisations of this type, it is not practical for the Group to maintain an effective system of internal control over fundraising activities until their initial entry in the accounting records. Accordingly, my audit was limited to the amounts recorded and banked.

Basis of Accounting

I draw attention to Note 1 to the accounts, which describes the basis of accounting. The financial report has been prepared for the purposes of fulfilling the association's financial reporting responsibilities per the Associations Incorporation Act (Qld) 1981. As a result, the financial report may not be suitable for another purpose. My opinion below, is not modified in respect of this matter.

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Qualified Audit Report

Other than the above qualification, in my opinion, the financial statements present fairly, the financial position of the Alpha Romeo Club of Australia Queensland Division Inc as of 30th June 2021 and the results of its operation for the year then ended in accordance with Statements of Accounting Concepts and applicable Accounting Standards.

Adam D Spizick Accounting



ADAM SPIZICK
Director, Chartered Accountant

31st August 2021

Address: Suite 10/129A Lake Street, Cairns, QLD 4068
Mail: PO Box 2271, Graceville East, QLD 4075
Telephone: +61 7 40513633; M: 0439 089 832; Email: admin@adspizick.com.au
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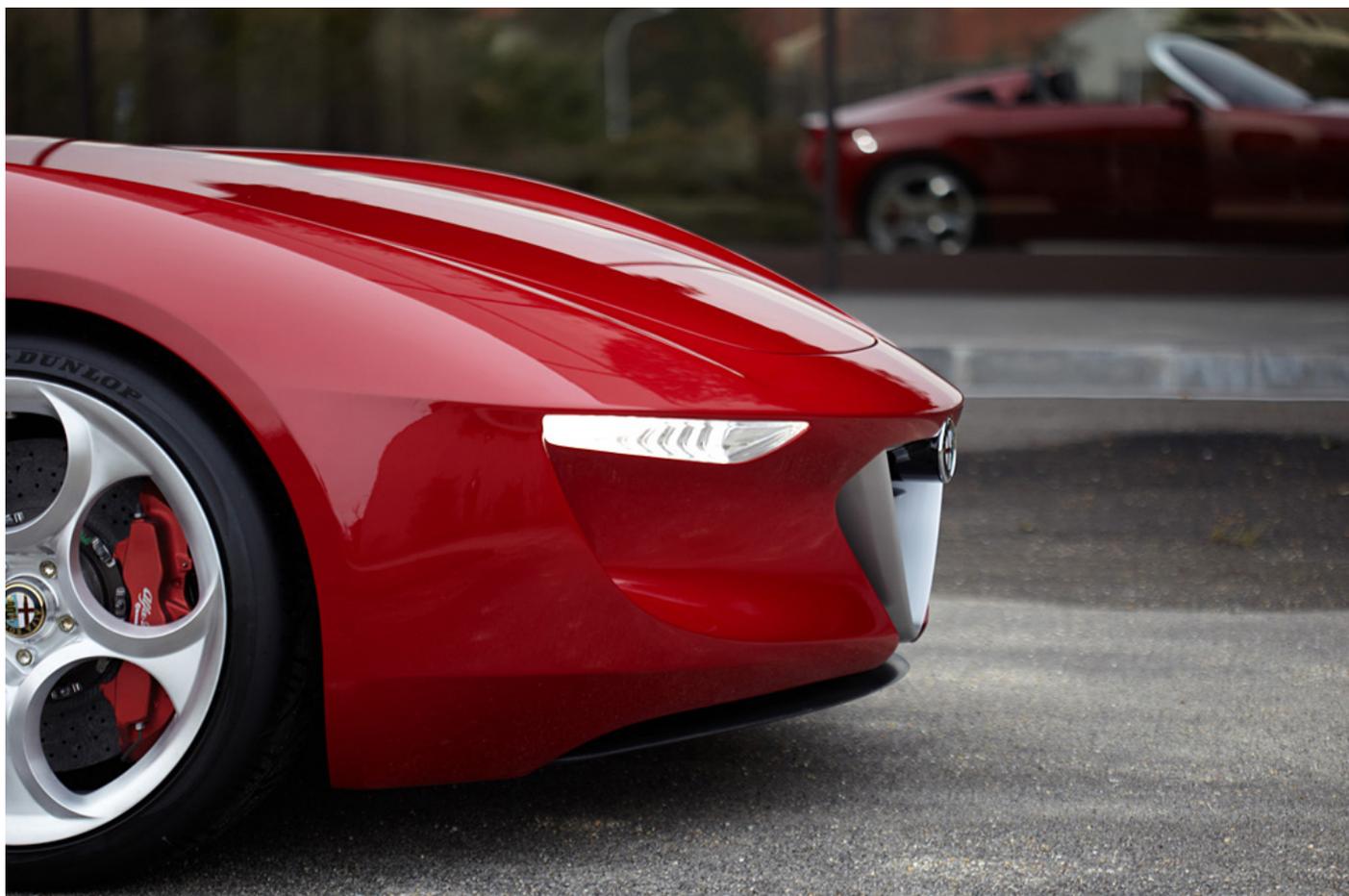
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Alfa Romeo 2uettottanta | Pininfarina



For those who still like to dream in a car. For those looking for a mixture of vanity, entertainment, and the pleasure of life in the open air. For those who love icons as the greatest expression of the age we live in. For those who want their cars to be an uncommon sensory experience in terms of both style and driving, without being obsessed by performance. For those who want to be excited by a dynamic, sporty car that transmits the exclusiveness and refinement typical of an Alfa Romeo spider designed by Pininfarina.





For all of them, we present the 2uettottanta.

2uettottanta: a name that evokes the legendary Duetto, but also the years of activity at Pininfarina, which launches the celebrations for its 80th anniversary with this concept car. And it has decided to do so with a type of car that is by definition, the work of Pininfarina: an Alfa Romeo spider. A very Italian product, which has become an export brand, representing the inexhaustible talent that the whole world associates with Italy.

The 2uettottanta reflects Pininfarina's determination to look to the future with optimism following tradition, restating its excellence in design and its acknowledged capacity for aesthetic and technological innovation. It is a concept that represents an innovative approach, projected into the third millennium, to a topic that is firmly rooted in Pininfarina history, the 2-seater spider. And like the best Alfa Romeo sports cars to come from Pininfarina's pencil, the 2uettottanta exalts the driving experience and concentrates on the excitement of being at the wheel of an open car with a great aesthetic personality. It is a car that can make people dream and excites even after many years. The icon of a lifestyle that harks back to a lively, tumultuous period. Like the Duetto of the Sixties, which helped to establish a trend based on the themes of rebellion and escape, thanks to the film "The Graduate".

The 2uettottanta is also a tribute to Alfa Romeo, which celebrates its centenary in 2010: the alliance between Alfa Romeo and Pininfarina is one of the most significant and durable in the history of the car, one of men and of passion, of design and cutting-edge technical solutions, which has generated an inestimable number of good-looking, innovative cars with plenty of temperament. With a predilection for sports cars and convertibles. The

aim is to replicate all this with the 2uettottanta. So a clean, elegant line was chosen for this "simple 2-seater", which is proposed with a 1750 cc turbo engine positioned longitudinally, an obvious reference to the "1750 Veloce" of 1968, one of the many versions derived from the famous "Osso di Seppia" (Cuttlefish). With its red bodywork, inspired by the typical Alfa Romeo paintwork, the 2uettottanta is 1797 mm wide, 4212.6 mm long, 1280 mm high and has a wheelbase of 2500 mm.

The pleasure of driving and feeling in harmony with nature is transformed into light, sleek, refined volumes, and shapes that seem to slip through the air easily. This generates the theme of this concept: the expression of a single volume, which is some way from the ground and suspended. The 2uettottanta almost seems to lift up from the ground "going further". It is an optical effect achieved thanks to a line that crosses the whole car horizontally. An uninterrupted sign applied to dynamic, sporty proportions – typical of Alfa Romeo spiders – accentuated by the configuration of the passenger compartment, which is shifted significantly to the rear. The force of the design lies in its exaltation of simplicity, which does not need to show its muscles but concentrates purely on agility and harmony.

The front end of the 2uettottanta underlines its true Alfa Romeo character. The design is simple, with a central line that runs smoothly along the nose of the car, while the execution of the surfaces is more sophisticated. At the centre, in full view, and anything but a purely decorative element, is the Alfa Romeo shield, which seems to emerge from the heart of the car and to stretch outwards, in Pininfarina's futuristic, three-dimensional approach. The shield is made of aluminium and incorporates floating horizontal flaps. On either side are the two triangular lateral air intakes. The two elements impressed



on the imposing bonnet create a natural link between the logo and the large windscreen, which has been designed as a ring in hand-beaten aluminium that emerges from the body of the car without interrupting its flow. The front headlights, which adopt the latest LED technologies, are embedded under the line that gives the whole car its character. A strip of carbon in the lower part of the front acts as an air splitter, channelling the air to the rear end of the car.

The side view of the car, where the theme of the single volume is repeated, highlights the flowing line of the whole, with the shapes merging naturally. The horizontal line “cut” into the sides gives a sense of great dynamism; it starts from the front wheelarch and extends back to the rear wheel. Like an athlete, for a car, being slim also means achieving aerodynamic efficiency. Pininfarina has always strived for natural shapes that can convey efficiency and respect of the environment, an approach confirmed by its great commitment to the theme of eco-sustainable mobility. The 2uettottanta is in perfect harmony with nature, becoming the formal expression of a response to the needs of our day: it is an arrow that flies through the wind almost without encountering resistance.

Smooth, essential, soft surfaces even at the rear, which echoes the front, albeit with slightly more emphasis on the muscles. The design combines stylistic simplicity with a strong character in the volumes and proportions, with details designed to underline the car’s dynamic, light personality. The two bumps seem to emerge from the volume, becoming floating wings that create the roll-over bars behind the seats. At either end, these bars generate an appendix designed to hold the seat belts. Even at the rear the light clusters are slender and embedded under the line that defines the whole section.

Great attention went into the design of the interior. The result is a spacious, comfortable passenger compartment, conceived with light, dynamic volumes, which envelop the occupants in a strong, reassuring embrace. The shapes are sewn into the leather, incorporating the touch controls: in its functions, the 2uettottanta is faithful to its vocation as a car designed to be a delight to drive. The fascia extends fluidly to the sides merging into the doorway as the natural continuation of the volume of the car, thus creating a perfect symbiosis between exterior and interior. The dashboard has a driver-oriented configuration with an innovative approach to the classical circular Alfa Romeo “tubes” that contain the instruments. The tunnel contains the Alfa DNA gear selector in an



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ergonomic position; this varies the set-up of the car in three modes, Dynamic, Normal and All Weather, adapting the behaviour of the various systems on the vehicle (engine, transmission, suspension, steering, brakes, etc.) to the demands of the driver and the different driving conditions. The tunnel runs through the passenger compartment and it gives structure to the chassis, revealing the carbon elements: the choice of this material reflects Pininfarina's constant research into alternative materials that can make vehicles lighter, reducing consumption and emissions. Another strong element of the interior is the steering wheel, which is a modern interpretation of the Duetto's perforated three-spoke wheel, with the addition of a shift paddle for sequential control of the dual-clutch gearbox. An enjoyable drive and comfort are also guaranteed by the anatomical sporty seats. All the interior of the car "floats": the ventilation ducts are positioned between the passenger compartment and the hull.

The size and design of the tyres, which were created specifically for the 2uettottanta in collaboration with Dunlop, accentuate the impression of strong character and force given by the car. The tyres are of the low profile type, right on the extreme edges of the plane view: designed by Pininfarina to incorporate the innovative technologies developed by Dunlop, their graphics reflect those of the car. Their aerodynamic shape and very smooth lateral profile, guarantee better roadholding and less resistance to air, thus reducing consumption. The rims are treated in aluminium in harmony with the rest of the car, and are a free interpretation of the classic five-circle Alfa Romeo pattern, revealing the high performance carbo-ceramic Alfa Romeo brakes by Brembo.

The 2uettottanta is not a pure styling exercise, but also a project and research: the goal is to grasp the spirit of the spider in the configuration, the proportions and the conception of the car as well as in its stylistic imprint. This working method is part of Pininfarina's genes. For this project, the Pininfarina creative team were given carte blanche to express the values inherent in the Alfa spider "by Pininfarina", the values that are deemed to have made the Giulietta Spider or the Duetto all-time classics. To achieve this result, the car was given a particular set-up, with a low centre of gravity and a passenger compartment that is very exposed so as not to isolate the occupants from the surrounding environment. The result is to bring the road "nearer" to the eyes of the driver and to increase the sense of dynamism even at low speed.

What is the 2uettottanta effect? Desire. Whoever sees it "must" possess it, drive it, enjoy it. Because the 2uettottanta is not an unattainable dream. Nor does the 2uettottanta only want to impress at first glance, but to achieve a beauty that does not strive solely for immediate confirmation, but gradually reveals all its values and transfers them to the future, making the style eternal. As it did in the case of the Duetto, which continues to be celebrated as an icon of design after more than 40 years.

Story by Pininfarina



Not much to report from past events. Our Toowoomba run had to be cancelled due to yet another lockdown. And we didn't have anything else planned for August, except the "A Day in the Country" charity event, which due to the lockdown was rescheduled to October. So not really a lot I can say about August!

Anna seems to be keeping the Delta variant at bay (for now), so we'll assume we can continue with events as normal - until Anna says we can't....

Coming up on September 12th is the Bellthorpe Run. I've run this every year for the past 7 years, and it seems everyone always enjoys it. We'll start at the "McDonald's BP Caboolture Northbound" (put those words into Google Maps) on the northbound side of the M1 at Morayfield/Caboolture. Please aim to be there at 10am for a 10:30 departure. We'll head up to Woodford for a cuppa at CJ's Pastries, and then continue up the Bellthorpe switchback for a bit of fun, followed by a scenic drive across the mountaintops with views to the Glass House Mountains. We'll skirt around Maleny, then head up to Montville to take the Razorback road to Palmwoods for lunch at Rick's Garage. If we have good weather, this is a run that shows the best South East Queensland has to offer. Don't miss it! RSVP now to social@arocaql.com.

On the weekend of September 25th and 26th, we're having attempt 2 at the Southern Downs Outing. Those who signed up last time have been contacted about Sat-

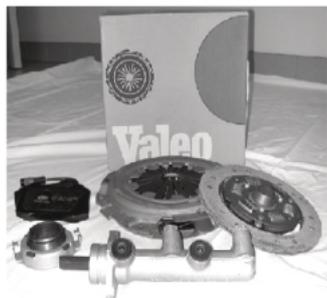
urday, but if you'd like to come too, please contact Garry Spowart on treasurer@arocaql.com and let him know.

However, being in Toowoomba on Saturday is not mandatory, and you might want to simply head down to Warwick on the morning of the 26th to participate in the Show 'n Shine at Morgan Park Raceway, kindly organised by Peter Mathews. Apart from the Show 'n Shine, you'll get to see our Competition Alfas competing in the Supersprints, and at lunchtime, we will have Happy Laps on the circuit, where you drive sensibly at highway speeds and get a taste of what it's like to be on this historic track. You don't have to have your car judged in the Show 'n Shine - you can still enjoy the racing and the Happy Laps. Just make sure that you let Peter know that you want to be involved in the Happy Laps.

So to be in the Show 'n Shine, please have your car in place at Morgan Park by 10am for judging. Once you arrive, it should be obvious where all the Alfas are, so go there. There are two trophies on offer: Best Car, and People's Choice. Winners are announced around noon, and the Happy Laps will start around 1pm. For the Happy Laps, full length cotton shirts and pants are required with closed shoes. No helmets are required for Happy Laps. This shapes up as a great day out! So please register your interest soon with Peter Mathews at peter@workplaceedge.com.au, or phone 0408456632.

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On October 3rd will be the rescheduled "A Day in the Country" charity event. This event is hosted by the Fasifern 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 Summer-son who generously open their property for this annual prestigious event. Entry is restricted to 200 cars on a first come basis. Ten (10) spots have been allocated to the Alfa Romeo Owners Club. An early RSVP ensures you don't miss out on this great event. Once 200 cars have booked for the event, any additional RSVPs will be put on a waiting list. The Rotary Club food van will be serving refreshments and a BBQ lunch at reasonable prices. And, yes, the legendary lamingtons will again be available this year! 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. Please DO NOT just show up on the day, due to the limited numbers that we can have. Instead, RSVP to Tony Nelson (midweek-drives@arocaqld.com) with the following: your name and mobile number, names of all passengers, model and year of Alfa in which you will attend, vehicle colour, registration number, any significant history of your vehicle, and suburb from where you are departing on the day.

Looking further into the future, Doug and Cynthia Earl will once again round off our year with a drive on November 7th somewhere in the Gold Coast Hinterland. Details to come. And we will finish the year with our Christmas party, once again at Mates Restaurant at Wynnum. There will be the usual awards and raffle prizes,

good food and good company! If you have a (preferably Alfa- or motoring-related) prize that you'd like to donate for the raffle, please let me know on social@arocaqld.com.

Also, at this time of year, the committee starts to give thought to the sort of events that we want to run next year. If you would like to suggest or even run a drive or other event, please let me know on social@arocaqld.com.

See you at the next (permitted) event!

John Anderson

ALFESTA

2022

port
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We can't wait to see you next year in Port Macquarie on the mid north coast of New South Wales. Famous for pristine beaches, stunning rainforests, one of the best year-round climates and of course koalas, you're sure to enjoy this popular holiday destination with your fellow Alfisti.



Create an account on the Alfesta 2022 website and register your interest



Select and pay for your accommodation directly with the hotel



Select your Alfesta activity package via the website and pay directly to the club

Visit the Alfesta 2022 website at www.alfesta2022.net
Email any questions to us at admin@alfesta2022.net



*Benvenuti
a tutti*

Hello everyone,

This is my final report after 6 plus years in the job. I have enjoyed being able to contribute to the club, keeping Membership database up to date and welcoming new members plus being involved with a great group on the committee.

Mark the September AGM club night in your calendar as there are committee positions need to be voted on and or filled.

Last month we had 57 members with their renewals pending. 23 of those have now renewed with 6 more in the pipeline (waiting for payments to be confirmed by the Treasurer).

Welcome to

The Panianos Family
1968 white 1750 GTV,
1986 red Alfasud Sprint

Frank & Adriana Musumeci
1989 Red Spider Quadrifoglia

Albert and Rina Bignall
(returning past member from Innisfail)
4 Alfas

Ciao Colin



Italian Challenge Sprint Series Round 5, Queensland Raceway – We had a pretty good role up of eight starters for this event and again there weren't many reliability issues, although Serge Oberhauser had an intermittent miss in the GTV 6 and missed the last run of the day. Despite the miss, Serge managed second place in the sprint aspect of the competition just over a second behind. I had my first run in the Giulia QV, and it is an awesomely quick car in a straight line but is definitely due for some new tyres. Jorrit Kooistra won the 156 sprint battle against Andrei Vishnevskii, but Andrei turned the tables in the regularity aspect of the competition. Our most regular competitor this time out was Darryl Meehan, having only his second or third outing in the Alfetta GTV. Graeme Berry continues to get quicker in the

GT as he's getting used to it and Peter Salmon had his usual consistent performance, although got involved with some traffic in the first run which wrecked his regularity chances. It was great to see Andrew Gillanders out again in the 147, and he continues to get quicker with every outing. As usual, a fun afternoon of competition rounded out by a couple of drinks at the Yamanto Tavern.

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

See you at the track

Mark Jackson

GTMotors



Automotive Spray Painting, Custom Body Modifications, Automotive Repairs, Crash Repairs.

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UPCOMING EVENTS

Mid-Week Sprint Round 4, September 16th, Queensland Raceway - This is a Sprint/Regularity event starting from 12 noon. Pre-registration is recommended. For entry and payment go to <https://racers.world/login>

QR Sports and Sedans Race Series Round 4, September 19th, Lakeside Raceway - 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>

Supersprint B Series Round 4, September 25th/26th, Morgan Park, Warwick - This consists of 5 or 6 timed runs, this time on the Morgan Park "K" circuit. Pre-registration is mandatory for this series but as usual, spectators are welcome. We are also hoping to

have some "Happy Laps" for anyone interested at the completion of the sprints about lunch time on Sunday.

Italian Challenge Sprint Series Round 6, October 2nd, Lakeside Raceway - This is a Sprint/Regularity event starting from 12 noon. Pre-registration is recommended. For entry and payment go to <https://racers.world/login>

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

2021 ALFACOMP SPRINT #5-Open Sprint Que

	DRIVER	ALFA	CC's	RUN1	RUN2	RUN3
	Mark Jackson	Alfa Giulia QV	2900T	65.57	64.90	<u>64.70</u>
	Serge Oberhauser	Alfetta GTV6	3000	67.03	<u>66.19</u>	DNS
	Jorrit Kooistra	Alfa 156	2000	68.35	68.30	<u>68.04</u>
	Andrei Vishnevskii	Alfa 156	1970	69.63	69.74	<u>69.23</u>
	Graeme Berry	Alfa GT	3200	72.15	69.81	<u>69.55</u>
	Darryl Meehan	Alfetta GTV	2000	70.83	70.59	<u>70.47</u>
	Peter Salmon	Alfetta	2000	74.03	<u>72.01</u>	72.50
	Andrew Gillanders	Alfa 147	1970	80.90	79.00	<u>78.46</u>
	Fastest time <u>underlined</u>					

ALFACOMP 2021 POINTSCORE

	EVENT	S/S	Spr	Reg	Spr	Reg	S/S	Spr	Reg	Spr	Reg	R
		1	1	1	2	2	2	3	3	4	4	
1	Mark Jackson	<u>20</u>	<u>16</u>	<u>16</u>	<u>20</u>	<u>16</u>	<u>16</u>	<u>20</u>	16	<u>20</u>	<u>20</u>	
2	Andrei Vishnevskii	8	<u>12</u>	<u>12</u>	<u>14</u>	<u>20</u>	10	<u>12</u>	<u>12</u>	<u>12</u>	<u>14</u>	
3	Jorritt Kooistra	0	<u>10</u>	<u>11</u>	<u>11</u>	<u>11</u>	0	<u>14</u>	<u>20</u>	<u>14</u>	<u>16</u>	
4	Serge Oberhauser	<u>12</u>	<u>14</u>	<u>10</u>	<u>16</u>	<u>14</u>	<u>14</u>	0	0	0	0	
5	Peter Salmon	<u>9</u>	<u>11</u>	<u>20</u>	<u>12</u>	<u>12</u>	0	0	0	0	0	
6	Andrew Gillanders	0	0	0	0	0	0	<u>10</u>	<u>14</u>	<u>10</u>	<u>11</u>	
7	Darryl Meehan	0	0	0	0	0	0	<u>16</u>	<u>11</u>	0	0	
8	Ken Percival	<u>14</u>	0	0	0	0	<u>20</u>	0	0	0	0	
9	Mike Halasz	0	0	0	0	0	0	<u>11</u>	<u>10</u>	<u>16</u>	<u>10</u>	
10	Graeme Berry	0	0	0	0	0	0	0	0	<u>11</u>	<u>12</u>	
11	Joel O'Farrell	0	<u>20</u>	<u>14</u>	0	0	0	0	0	0	0	
12	Charles Webb	<u>10</u>	0	0	0	0	<u>12</u>	0	0	0	0	
13	Alan Broadhurst	<u>16</u>	0	0	0	0	0	0	0	0	0	
14	Jenny Webb	<u>11</u>	0	0	0	0	<u>11</u>	0	0	0	0	
15	Rob Robson	0	0	0	0	0	0	0	0	0	0	

Queensland Raceway							
REG PTS	REG	Spr					
6.58	12			2.91	2.44	1.23	6.58
22.74	8			2.74	10.00	10.00	22.74
6.44	14			3.24	2.70	0.50	6.44
5.03	16			3.12	0.67	1.24	5.03
10.70	9			6.85	2.65	1.20	10.70
3.92	20			1.65	0.96	1.31	3.92
7.59	11			5.41	1.32	0.86	7.59
8.82	10			1.75	3.94	3.13	8.82

Race	S/S	Spr	Reg	Total Events	Total Points	Best Events	Alfacomp Points	Sprint	Reg	S/S	Race
1	3	5	5	13	228	10	184	96	80	52	0
0	16	<u>20</u>	12	13	163	10	136	62	74	27	0
0	9	<u>12</u>	<u>16</u>	10	135	10	135	63	72	0	0
0	0	<u>14</u>	<u>14</u>	9	118	9	118	46	32	40	0
0	<u>14</u>	<u>16</u>	<u>8</u>	8	94	8	94	32	43	19	0
0	<u>10</u>	<u>9</u>	<u>11</u>	6	63	6	63	28	35	0	0
0	0	<u>8</u>	<u>10</u>	4	57	4	57	26	31	0	0
0	0	<u>10</u>	<u>20</u>	3	54	3	54	0	0	54	0
0	<u>20</u>	0	0	4	47	4	47	27	20	0	0
0	0	0	0	4	43	4	43	22	21	0	0
0	0	<u>11</u>	<u>9</u>	2	34	2	34	20	14	0	0
0	0	0	0	3	33	3	33	0	0	33	0
0	<u>11</u>	0	0	2	28	2	28	0	0	28	0
0	<u>12</u>	0	0	2	22	2	22	0	0	22	0
0	0	0	0	1	10	1	10	0	0	0	10
<u>10</u>	0	0	0								

Eventi

Social Events



Date/Venue	Details
Sun - Sep 12 - 2021 Caboolture to Palmwoods	Bellthorpe Run - My favourite run is back! Starting at the McDonald's BP Caboolture Northbound (10am for a 10:30 departure), we'll head up the Bellthorpe Switchback and run across the top of the range, with views over the Glass House Mountains to the sea, and end up at Rick's Garage at Palmwoods for lunch. For more details or to RSVP, contact social@arocaql.com .
Sat - Sep 25 - 2021 Toowoomba	STOP PRESS: Southern Downs Outing Day 1 is NOW ON in conjunction with Show N Shine Happy Laps! Contact Gary Spowart for more information. 0419 709 416
Sun - Sep 26 - 2021 Morgan Park, Warwick	Show n Shine and Happy Laps - Display cars to be in place by 10.00am at Morgan Park for Show n Shine judging. Prizes will be announced at around 12 Noon. There will be two trophies, Best Car, and People's Choice. This will be followed by Happy Laps at around 1.00pm. For the Happy Laps, full length cotton shirts and pants are required with closed shoes. No helmets are required for happy laps. This event will be run as a stand alone event if the Toowoomba/Warwick weekend does not proceed. This event is subject to COVID restrictions, and may be cancelled at short notice as a result. For those interested in entering, please register your interest with Peter Mathews at peter@workplaceedge.com.au , or phone 0408456632. [Download Entry Form]
Sun - Sep 26 - 2021 Warwick	Southern Downs Outing Day 2 - TBA - COVID cancelled our first attempt at this. Keep this as a 'save the date' for our next go! For more details or to RSVP, contact social@arocaql.com .
Sun - Oct 3 - 2021 Peak Crossing	A Day in the Country Car Show - *EVENT RESCHEDULED FROM AUGUST* 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. Entry is restricted to 200 cars on a first come basis. Ten (10) spots have been allocated to the Alfa Romeo Owners Club. An early RSVP ensures you don't miss out on this great event. Once 200 cars have booked for the event, any additional RSVPs will be put on a waiting list. The Rotary Club food van will be serving refreshments and a BBQ lunch at reasonable prices. And, yes, the legendary lamingtons will again be available this year! 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. RSVP to Tony Nelson (midweekdrives@arocaql.com) with the following: your name and mobile number, names of all passengers, model and year of Alfa in which you will attend, vehicle colour, registration number, any significant history of your vehicle, and suburb from where you are departing on the day. [Download Event Details]
Sun - Nov 7 - 2021 TBA	Earl's Run - Placeholder - Earl's run. For more details or to RSVP, contact social@arocaql.com .
Sun - Dec 5 - 2021 Mate's Restaurant, Wynnum	2021 Christmas Party - Come join us to review the year that was, and celebrate all the fun we had together. Details to come. For more details or to RSVP, contact social@arocaql.com .
Thu - Apr 14 - 2022 New South Wales	Alfesta 2022 - 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 2022 Website]

- Fri - Apr 15 - 2022
New South Wales **Alfesta 2022 - Day 1** - After breakfast, there will be the official Alfesta welcome and briefing before we set out on our first day of fun. [[➡ Alfesta 2022 Website](#)]
- Sat - Apr 16 - 2022
New South Wales **Alfesta 2022 - Day 2** - Breakfast and briefing before we throw ourselves into Alfesta fun again. [[➡ Alfesta 2022 Website](#)]
- Sun - Apr 17 - 2022
New South Wales **Alfesta 2022 - Day 3** - Breakfast and briefing before we begin our last full day of Alfesta 2022. The highlight will be this evening's formal dinner and presentations. [[➡ Alfesta 2022 Website](#)]
- Mon - Apr 18 - 2022
New South Wales **Alfesta 2022 - Day 4** - Our final breakfast together before Alfesta 2022 officially wraps up. [[➡ Alfesta 2022 Website](#)]



Competition Events

Date/Venue	Details
Thu - Sep 16 - 2021 Queensland Raceway, Willowbank	Mid Week Sprint Round 4 - This is a Sprint/Regularity event starting from 12 noon. Pre-registration is recommended. For entry and payment go to https://racers.world/login
Sun - Sep 19 - 2021 Lakeside Raceway, Dakabin	QR Sports and Sedans Race Series Round 4 - 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
Sat - Sep 25 - 2021 Morgan Park Warwick	Supersprint B Series Round 4 Day 1 - This consists of a number of timed runs of one of the various Morgan Park configurations. Pre-registration is mandatory for this series but as usual, spectators are welcome.
Sun - Sep 26 - 2021 Morgan Park Warwick	Supersprint B Series Round 4 Day 2 - This consists of a number of timed runs of one of the various Morgan Park configurations. Pre-registration is mandatory for this series but as usual, spectators are welcome.
Sat - Oct 2 - 2021 Lakeside Raceway, Dakabin	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
Sun - Oct 10 - 2021 Queensland Raceway, Willowbank	Italian Challenge Sprint Series Round 7 - This is a Sprint/Regularity event starting from 12 noon. Pre-registration is recommended. For entry and payment go to https://racers.world/login
Thu - Nov 11 - 2021 Queensland Raceway, Willowbank	Mid Week Sprint 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
Sun - Nov 14 - 2021 Lakeside Raceway, Dakabin	QR Sports and Sedans Race Series Round 5 - 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
Sat - Nov 27 - 2021 Lakeside Raceway, Dakabin	Italian Challenge Sprint Series Round 8 - This is a Sprint/Regularity event starting from 12 noon. Pre-registration is recommended. For entry and payment go to https://racers.world/login



Club Nights

Date/Venue	Details
Tue - Sep 14 - 2021 Yeronga Services Club	Members' Club Night - AGM - September Club Night and Annual General Meeting. [Download Notice of AGM Meeting and Proxy Voting Form ↓]
Tue - Oct 12 - 2021 Italian Bocce Club	Members' Club Night - Please assemble from 6.30pm - we aim to start the game by 7.30pm. Check the Club website and magazine for updates.
Tue - Nov 9 - 2021 Yeronga Services Club	Members' Club Night - Please assemble from 6.30pm - we aim to start the meeting by 7.30pm. Check the Club website and magazine for updates.

other Events

Date/Venue	Details
Sat - Sep 18 - 2021 Warwick	Queensland Motorists' Re-enactment Weekend - DAY 1 - Following the successful but restricted (under COVID) Warwick-based "Motorists' Day Re-enactment 2020", a major weekend event has been planned by the Warwick Chamber of Commerce Inc for 2021. Hosted by the Vintage Car Club of Queensland this is a celebration of Queensland's unique motoring history. In 1927, a legal precedent was set in Warwick that finally ended motorists being prosecuted under laws written for horse drawn vehicles and secured Warwick's place in Queensland motoring history! While the actual re-enactment relates to pre-1927 vehicles, later model vehicles can also attend the celebrations in Warwick. If you own a pre-1927 vehicle, or if it is later but the exterior is the same as 1926, you can join our re-enactment. Three different routes are available this year for the re-enactment. Saturday morning starting points are from Toowoomba, Gatton and Woodenbong converging into Warwick at midday, with the return on Sunday afternoon. Period attire is encouraged for everyone, particularly Saturday afternoon, when the streets are closed off for activities. A jazz band, a civic reception (for the 're-enactment' entrants), a "Roaring '20s Ball" and a Sunday morning visit to Morgan Park Racing are planned. Entry is free. Contact Gavin Mutton (VCCQ - event organiser - Mobile: 0415 551 487 - Email: vccq.secretary@gmail.com.)
Sat - Sep 18 - 2021 Redcliffe Showgrounds	Classic Car Show - Monthly classic, custom and hot rod car show presented by the Northern Districts Rod and Custom Club. Open to all pre-1986 vehicles. Display cars \$5. Public free. Entry from 4pm. Food and drinks available, Lucky Door prize draw at 6:30pm followed by a waterfront cruise. Contact Rob for more details: 0488 916 428
Sun - Sep 19 - 2021 Warwick	Queensland Motorists' Re-enactment Weekend - DAY 2 - Following the successful but restricted (under COVID) Warwick-based "Motorists' Day Re-enactment 2020", a major weekend event has been planned by the Warwick Chamber of Commerce Inc for 2021. Hosted by the Vintage Car Club of Queensland this is a celebration of Queensland's unique motoring history. In 1927, a legal precedent was set in Warwick that finally ended motorists being prosecuted under laws written for horse drawn vehicles and secured Warwick's place in Queensland motoring history! While the actual re-enactment relates to pre-1927 vehicles, later model vehicles can also attend the celebrations in Warwick. If you own a pre-1927 vehicle, or if it is later but the exterior is the same as 1926, you can join our re-enactment. Three different routes are available this year for the re-enactment. Saturday morning starting points are from Toowoomba, Gatton and Woodenbong converging into Warwick at midday, with the return on Sunday afternoon. Period attire is encouraged for everyone, particularly Saturday afternoon, when the streets are closed off for activities. A jazz band, a civic reception (for the 're-enactment' entrants), a "Roaring '20s Ball" and a Sunday morning visit to Morgan Park Racing are planned. Entry is free. Contact Gavin Mutton (VCCQ - event organiser - Mobile: 0415 551 487 - Email: vccq.secretary@gmail.com.)
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Classificato

WANTED

Giulia Super 105 1600

Wanting to purchase a 105 Giulia Super 1600 Year range 1966-1969, colour white. Must be in excellent condition | \$50,000 to \$60,000 | Contact: Paul, 0410485235, p.abbatangelo@hotmail.com (Expires: Oct 2)

FOR SALE



1ALFA Personalised Plates

Queensland personalised number plates that will be the icing on your car's cake. If ever there was a real stand out plate for Alfa lovers this is it! The number plate: 1 ALFA. The current plates are red and have been protected in a tamper-proof metal and Perspex licence plate frame. Because I own the letter combination for these plates, I can arrange to have them made in a different style and colour (like a Alfa green) - the price would then be \$2,500 to cover the cost of the new plates from PPQ. | \$2,000 | Contact: David, 0412500558, davidgsimpson1@gmail.com (Expires: Nov 1)

2lt Alfetta GTV Engine Head

Full head, reconditioned about 5000km ago. In very good condition - just bolt it on | Offers above \$650 | Contact: Stephen, 0734091138, tribesa56@gmail.com (Expires: Nov 4)

FREE Auto Italia magazines

I have heaps of Auto Italia magazines free to a good home pick up only Petrie. | \$Free | Contact: Tom, 0450020151, forjacks7@bigpond.com (Expires: Oct 3)



147 Monza

Immaculately cared for with no expense spared on servicing. Refurbished leather door trims. Always serviced by Automotion. Incredibly smooth engine with a great engine note for a driving soundtrack. Regretful sale. | \$9,500 | Contact: James, 0497085432, schofieldjames348@gmail.com (Expires: Oct 9)

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.

Positions Vacant

THIS IS YOUR OPPORTUNITY TO BE INVOLVED!

Membership Secretary

Feel like being more involved in the club?

Do you love meeting people?

Do you enjoy using your computer?

Do you like working from home?

Would you like to remove one old person from the Committee?

THIS JOB IS FOR YOU!

Due to retirement of our existing Membership Secretary, this position is becoming vacant at the end of this financial year.

We are seeking interested persons to contact the Committee with the view of nominating for this position at the AGM in September this year.

A basic knowledge of Excel spreadsheets and Word would be necessary.

This position will also give you the opportunity to join a dedicated group on the Committee plus have more input in the Club's activities.

Full training and mentoring will be available including written procedures for all processes.

Finale



Alfa is an Acronym

As for the company, Alfa is not a particular place, thing or even somebody's name, it's an acronym, standing for *Anonima Lombarda Fabbrica Automobili*. Basically, that means the Lombard Automobile Factory Company.



Romeo Saves the Day in 1915

So, where did Romeo come from? Well, in 1915 World War I, The Great War, the war to end all wars was raging on multiple fronts, locking European powers in a bloody, bankrupting fight to the death. Helping fuel this conflagration, automakers supplied guns, hardware and munitions to their respective nations, however, Alfa lacked the funds to switch over to wartime production, which is where Nicola Romeo enters the story. A prosperous engineer and entrepreneur from Naples, he acquired the firm, building aircraft engines and portable compressors, making a mint in the process. Naturally, as new owner, he had to add his name to the concern, and Alfa Romeo as we know it was born.

Ciao!

Next issue: October 2021

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