

Alfa
Per Sempre



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

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Yep. Still here. Let me explain.

I didn't want to stay on as President because I'd started a new relationship, and I wanted it to work. So I wanted to focus on that and give it every chance of working. Chances at happiness can be fleeting in this life, and you've got to take them. We'd found a house together, I have a job in my field, Alfas in the driveway, and for the first time in 5 years, life looked like it was finally coming together.

Unfortunately, the day after the last magazine was finalised, my partner told me that it wasn't going to work. She went to great lengths to explain that it was nothing that I had done or anything I am. I don't want to get into her personal details, but basically she needed to be back on the Gold Coast for family reasons, and being in Brisbane instead was stressing her out, and actually having an adverse psychological and physiological effect on her, which couldn't continue. How could I argue with that?

So 3 months after going through a traumatic move to get here, I was facing breaking the lease and moving again. At the same time at work, the supplier to my project started becoming "difficult", only adding to a situation

that I didn't want or ask for. So much for happiness, I guess. I can't really go through the stress of looking for another place and moving right now, so if anyone would like to share a rather nice house in Redland Bay with me, let me know.

Regardless, it meant the reason I didn't want to be President wasn't there anymore, and as no one else had stepped forward, and the constitution requires that we have a president, it was an easy decision. So here I am.

At the AGM, we welcomed some new members to the committee. Big welcome to Dan Truesdale, who was elected as the Social Convenor. Those who made it to Alfesta 2021 in South Australia can attest as to how sociable Dan was there, and I'm sure we can look forward to some new ideas for social events next year, courtesy of Dan. Another big welcome to the committee goes out to Andrei Vishnevskii, a long time competitor, who is now our Competition Convenor. It's always great to see new faces on the committee, as it necessarily gives a new perspective on the club and an injection of new ideas that will go into the committee's decisions henceforth. Welcome to you both, and we look forward to you adding your strength to the club.



We also welcomed back to the committee Karen and Darryl Green, who were elected as Membership secretaries. And by elected - I mean it! For the first time in a while, we had several candidates for that job, so we had to have an election which the Greens won. Darryl also put up his hand to take over the Social Media position, so our Facebook pages will now be under his guidance. And the other change to the committee after the AGM is the Vice President's position, which is now held by former President and more recently long-term Competiton Convenor, Mark Jackson. Congratulations to all the members of the new committee, and the club can look forward to the year ahead under their management.

Of course, many thanks to all those who served on last year's committee in another difficult year, and particular thanks to our two departing committee members: Colin Densley and Keith Faulkner. Both are Life Members, and have therefore made an outstanding contribution to the club over the years. Colin has been Membership Secretary (with occasional help from Jude Vaughan) for over 5 years, so if you've joined in that time, he was your first contact with the club. Apart from making sure that we kept good membership records and got magazines and new membership packs out when needed, Colin's many years in the club made him an excellent source of advice in committee discussions. Many thanks to Colin for all his efforts as Membership Secretary.

As at the end of the AGM, for the first time in over 25 years, our committee doesn't have Keith Faulkner on it. For the last 5 years, Keith has been the Vice President - that's all the years I've been President. So our 'team' in that sense has come to an end, which makes me sad. Like Colin, Keith's contributions to committee discussions come from long experience with the club, and are always valuable. I personally feel grateful for Keith's counsel over the past 5 years, and I hope that translates to you having a better club. I think it has. We will miss both Keith and Colin from the committee, but they are succeeded by equally awesome people, and I'm sure our club will continue to benefit from their membership, even if they're not on the committee.

Now that we're off and running with the new committee, first order of business is to start organising Alfesta 2023. We need to have the major details in place by about February, so that we can do a presentation at Alfesta 2022 in Port Macquarie. First choice is where it's going to be. I personally would like to think it'll be back in Toowoomba, but that's not up to me, and the pandemic has changed many things, so we need to make sure that we choose the best option for us for this time around - not just the option we chose for 2020. If you have ideas, let me know. Even more importantly, we need people to be on the organising committee, so for your chance to be on the team that makes Alfesta 2023 happen, send me an email on president@arocaqlld.com. Apart from picking the central venue, we need to organise two drives, several meals, a gala dinner, a welcome pack, a booklet, and a million other things that welcome Alfisti from other places and showcase why it's so good to live in Queensland! Lots of jobs to make it happen. So be a part of it and let me know, and we'll kick it off soon.

I also think it's time we did another survey. The last one was over 5 years ago, and it will be interesting to see the change in opinions over that time. We did try to do this about a year ago, but all the on-line survey companies now charge a fair bit of money to host a survey, whereas we more or less did it for free last time around. We might just need to bite the bullet and pay, as it's important information for the committee to know about, and guide their decisions to deliver a club that meets the needs of its members. It's also important for club members to have their say!

Ciao for now,

John Anderson

New car sales grow despite lockdowns and supply chain woes

Australians have purchased 83,312 new cars in September which is an increase of around 21 per cent on the same period last year.

These figures represent continuing demand for new vehicles across sectors despite lockdowns and the continued impact of the global microprocessor shortage.

Victoria recorded an increase of 96 per cent on vehicles sold during September 2020. The Northern Territory, Queensland, Tasmania, South Australia and Western Australia all recorded positive growth greater than 16 per cent. The ACT was down 35 per cent and New South Wales was down 8 per cent.

Federal Chamber of Automotive Industries Chief Executive Tony Weber said that the global microprocessor shortage, compounded by local Covid-19 restrictions, was continuing to impact across Australia.

“To see an increase of 21 per cent on 2020 figures is definitely encouraging news. For many manufacturers it is bittersweet with the knowledge of what could have been achieved in a normal trading environment.” Mr Weber said.

“These are challenging times, but automotive manufacturers are rising to meet them. Brands are working across their supply chains to deal with microprocessor

issues and consumers are embracing online purchasing through click and collect delivery options.

“In many respects these figures give the industry great encouragement and excitement for what will be possible in 2022 when lockdowns will hopefully be a thing of the past.”

“The Sports Utility Market is up by 25 per cent and the Light Commercial Market up 27 per cent. With over 150 models on offer in these segments, competition amongst brands is delivering the best technology and lowest prices for Australian families looking to break out of lockdown with a road trip.” Mr Weber added.

Toyota was market leader in September with 24 per cent of overall sales. Mazda, Ford and Hyundai followed with recordings of 8, 7 and 6.5 per cent respectively. The highest selling model was the Ford Ranger which recorded sales of 4,192. This was followed by the Toyota Hilux with 3,635 vehicles sold and the Toyota Corolla with 3,487.

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Counterfeit car part market flourishes amid pandemic

29th September 2021: 2020 saw over 1.7 million counterfeit parts confiscated by a single brand, raising concerns that the Australian motorist could be facing increasing risks on our roads.

In a recent statement Daimler head of Legal Product Intellectual Property Florian Adt said over 550 raids had shown an increase in the volume of seizures with online vendors of counterfeit parts tripling compared to pre-pandemic figures.

“...All in all, we were able to have 138,000 fake products removed from online platforms. This is around three times as many as during the same period before the pandemic.

FCAI Chief Executive Tony Weber says manufacturers are concerned many Australian motorists do not understand the risks that can come with using counterfeit parts.

“With over 1.7 million counterfeit parts confiscated by a single brand in 2020, automotive manufacturers worry that Australian motorists do not understand the safety risks associated with fake parts, nor the conditions under which they’re likely produced.

Car manufacturers spend years developing quality parts to the highest standards, in line with Australian design and safety rules. Data from trade association Unifab indicates that counterfeit parts achieve higher profit margins than illegal drugs.

“This indicates fake goods are being manufactured by organised crime syndicates, likely linked with human trafficking, and likely under poor working conditions.

Australian motorists cannot purchase counterfeit parts without putting themselves, their passengers and other road users at risk.”

This is why the Federal Chamber of Automotive Industries has launched Genuine is Best. The campaign works closely alongside industry and the Australian Border Force to train frontline officers in the recognition and seizure of counterfeit vehicle parts.

Counterfeit spark plugs capable of causing massive engine damage were among the most recent part added to the list of fakes encountered by Genuine is Best.

Other dangerous parts include counterfeit oil filters that do not filter oil, wheels that shatter in low-speed pothole impacts, brake components containing asbestos and in one case, brake pads made of compressed grass clippings.

Australian motorists who suspect they have been sold a counterfeit part should submit a report for investigation at <https://genuineisbest.com.au/report-suspicious-parts>



Women in Automotive to help accelerate women through a new government funded grant program



Women in Automotive (WinA) and the Victorian Automotive Chamber of Commerce (VACC) has today announced the launch of a new State Government funded grant program, titled Accelerating Women into Automotive, in a joint effort to increase the number of women commencing apprenticeships in the automotive industry.

With funding from Apprenticeships Victoria, Accelerating Women into Automotive forms part of the Victorian Government's new Women in Apprenticeships fund, which will support 615 women into apprenticeships and traineeships, under a \$5 million fund aimed at creating a pipeline of skilled workers to help build Victoria's future.

This innovative project is being led by WinA and VACC in order to create fulfilling career pathways for female apprentices and encourage women to take their first steps in embarking on a rewarding career in the industry, which has long been male-dominated.

With females only accounting for 6.3% of the commencements in the major automotive qualifications, the program also seeks to increase the talent pool of women at a time of acute skill shortages impacting the automotive industry.

The five-week program will place successful applicants into a short and intensive introduction to the automotive industry through customised training and work placement at a registered training organisation, with training covering everything from mechanics, to engineering, sales and repairs.

The program will utilise strategies that are aimed at breaking down barriers in order to attract and recruit women, such as designing integrated training to suit women, business education to help cultivate a supportive culture, employing facilitators who will work to attract new students and support them throughout the program, as well as employing workplace mentors to help transfer their skills and provide all-important industry knowledge.

Of the program announcement, VACC Lead, Strategy and Policy and WinA Manager, Dr Imogen Reid, said: "We're thrilled to announce the Accelerating Women into Automotive program. WinA exists to attract, recruit and retain women across all levels and sectors of automotive, so we hope this will encourage more women to join and change the gender perception that has long been associated with the industry."

"At the completion of the program, we hope participants will feel excited to join the industry and undertake their full apprenticeship. By providing the right training and employment opportunities, we aim to increase the completion rates of female apprentices in automotive."

She continued, "we know that organisations significantly benefit from improved gender diversity. We're excited by the opportunity this program presents – effectively breaking down barriers to entry for both women, and businesses who would like to employ more women."

Governed by a steering committee of industry leaders, WinA seeks to raise the profile and support women working in the automotive industry by providing resources, networking and scholarship opportunities. Having recently initiated an Automotive August membership drive to help build their community, WinA is firmly focused on the future and lifting female participation rates across all sectors of the industry.

To register for the program, or for more information, please contact the VACC Skills Development Centre on (03) 9829 1130 or visit: vacc.com.au/Programs/Accelerating-Women-into-Automotive-Program

For more information on Women in Automotive, or to become a member, head to: womeninautomotive.com.au/join-us

Maserati Mexico, the 55th anniversary of a pure Italian style icon



The 6th October in 1966 saw the opening of the 53rd edition of the “Mondial de l’automobile de Paris”, where the new Maserati Mexico - considered one of the finest Italian GT cars of all time – made its debut.

The Mexico, designed by Vignale, was an exquisite car with sleek and immaculate lines: it was an elegant 2+2 coupé in pure Maserati style, but with a powerful sporty heart. In fact, underneath its bonnet it concealed the road version of the racing engine derived from the 450 S.

It was the third Maserati model to use this propulsion unit, after the Quattroporte and the 5000 GT.

Among the hypotheses on how this car came to be named as the Central American country, it is said that a major Mexican customer had purchased a 5000 GT Allemano which formerly belonged to Mexican President Adolfo López Mateos in 1961, and brought it to Modena to be repaired after an accident. While visiting the historic Viale Ciro Menotti plant, the customer was apparently so impressed by the Vignale-designed prototype that he absolutely insisted on buying it, to the point

where the bodywork was transferred to the chassis of his 5000 GT. This series of coincidences is said to have led to the choice of the name “Mexico” for the future model.

Right from its launch, the car was equipped with a 4.2 L V8 of 260 HP and a top speed of 240 km/h and a 4.7 L V8 of 290 HP, able to propel it to a top speed of 255 km/h.

The Maserati Mexico impressed with both style and equipment, which included - as standard - leather seats, electric windows, wooden dashboard, air-conditioning and servo-assisted ventilated front disc brakes. Automatic transmission, power steering and radio were available as optionals. The interior was described as “an Italian-style lounge”, expressing Italian identity and Maserati’s trademark craftsmanship.

Today, just as 55 years ago, Maserati continues to build iconic cars that shape the history of motoring and set benchmarks for the luxury segment. The Mexico represented excellence, design and power, values still found in all Trident models.

A focus on consumers, choice and competition in franchising code submission

13 September 2021: The Federal Chamber of Automotive Industries (FCAI) has reiterated its call for Australian car buyers to be the focus for the Australian Government in any considerations to make further changes to automotive franchising.

The Chamber has made a submission to the Federal Department of Treasury in response to the release of a Government discussion paper into automotive franchising arrangements on 10 August 2021.

FCAI Chief Executive Tony Weber said the Government should not put the interests of one part of the automotive supply chain before those of its most important stakeholder – the Australian public.

“Australians have choice in how they buy clothes, electronics and even real estate and want the same choice when buying a new car. They also recognise that limiting these options destroys innovation and ultimately leads to higher prices,” Mr Weber said.

The FCAI’s evidence-based response to the automotive franchising discussion paper lodged today finds: A stand-alone code is not needed and if introduced would lead to significant costs to industry and ultimately the consumer. Changes made to the Code earlier this year in response to a large brand leaving the market and the early termination of dealer agreements have appropriately dealt with the consequences of this extraordinary event.

Further protections will limit the industry’s ability to evolve to meet changing consumer behaviours and expectations, further disadvantaging Australian car buyers. Pre-contractual arbitration will not help the new vehicle industry nor the consumer and will only diminish the gains made by the recently introduced changes to

the Code. “To consider further changes, without observing the impact of amendments introduced only months ago is premature and clearly not driven by any evidence of market failure,” Mr Weber said.

“As with any new regulatory arrangement, understanding its impact compared to its intent is vital to good governance. This has to be done before any further changes can even be contemplated. Mr Weber said retail innovation across the Australian economy is increasing every day.

“The consumer is gaining greater choice in how they purchase products and interact with the marketplace. We already see this in the used car sector. There should be no hinderance to providing this choice in the new car market.

“Despite this, the Government’s current direction will designate car dealers as a protected species, beyond the reach of change, and at the expense of the Australian motorist.” Mr Weber said.

“The Australian Government should not introduce any further regulation that will deny car buyers the choice in sales methods and competitive pricing they need and deserve.” Mr Weber added.

The submission is available on request.

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An amazing day at Morgan Park | Peter Mathews



I've always enjoyed Show 'n Shines – I guess it is the 'competition' for the petrol-head who doesn't want to race on the track.

We have had show 'n shines at Lakeside and Queensland Raceway but never at Morgan Park.

Why not combine a show 'n shine with happy laps at Morgan Park? I have never driven on Morgan Park, neither have many AROCA members, as I found out on the day!

For those who don't know, Morgan Park is owned and operated by run by the Warwick District Sporting Car Club Inc. Mark Jackson very kindly introduced me to Don Hughes who is the Event Coordinator. My sincere

thanks to Mark for his support of the idea and assistance along the way.

Don Hughes and his wonderful team at Morgan Park were a delight to work with.

I wasn't sure how the venue would work with such an event. Previous ones have had the Competition members separate from the show 'n shine people and it has been hard to mix on the day.

However Don Hughes and Mark placed us all together alongside the variety of motor homes and vans, and this set-up for the day worked really well. It enabled us all to mix and enjoy each other's company and to support Mark and the great band of competitors that continue the wonderful Alfa Romeo racing tradition. Watching



All the attendees

Mark Jackson's Giulia QV shoot around the track was a delight – we all decided he needs to take off some mufflers so we can hear that Ferrari V6 a little better. Mark assures me that the suggestion is well and truly in the pipeline!

Don Hughes had also arranged for the staff at the canteen/café to cater for us, and they provided excellent food and beverages.

One of the great attractions was the generosity of the Morgan Park team in not charging us any fee to enter, drive in happy laps or enter the show 'n shine. Our sincere thanks to Don and the team.

The highlight of the day was seeing Michael and Daniella Heeremans replica 6C 2600 which as the following

photos attest, is a true work of art, showcasing the wonderful imagination and skill of Michael who is a true artisan and talented Alfista.

Roger Brameld supported by Desiree was the show 'n shine Judge. Roger very much looked the part dressed in his 'Pebble Beach' concourse judge attire.

We had 14 entries and a couple of withdrawals before the event, so I wasn't sure how it would go. But I was thrilled to see another ten cars turn up to participate in both events.

I managed to catch up with some old friends such as John Ryan in his lovely GT, and Norm Ryan in his beautiful navy-blue Alfa Romeo GT Junior 1600.



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Some great examples of the marque including the 6C 2600





'Bella' – my new acquisition



What magnificent lines



Norm Ryan's lovely GT Junior 1600 and the beautiful Densley family Spider



John Ryan's hot GT



Peter Mathews presenting Michael with his trophies.

Bernie Campbell, Norm Ryan, Mike and Valda Halasz, Desiree Brameld and Ken Percival



Michael with his two trophies



Danny Newland's lovely Giulietta next to Charles Webb's pretty yellow GTV



Michael's magnificent supercharged 2600 6C engine



Roger and James Mathews

Theo Tavoularis brought his freshly painted and one owner from new Alfetta GTV6, so we both had fun putting the two Alfettas through their paces in happy laps.

Mike and Valda Halasz brought down their beautiful Alfetta GTV6 and Bernie Campbell had his Toyota Prado in Happy Laps reminiscing about how he used to fly around the track in his pretty GT Junior 1600!

The Green family brought their hot hatch Renault Meganne along, and Roger and Desiree showcased Desiree's new Mercedes Benz sports.

Danny Newland brought his Giulietta down and was telling us about the fun he had racing his formula Ford open wheeler in Tasmania the previous weekend.

Collin and Terry Densley and their daughter and son-in-law Courtney & Angelo Cotroneo made it a family affair with their pair of spiders!

Rob and Shirley Grant were there bright and early maintaining their amazing record of loyalty and attendance at nearly every event!

Martin Kelly and Rena were there in their new silver Stelvio Diesel looking very swish.

Garry and Mary-Anne Brown rounded off the collection of Alfias with their 147.

My thanks to the other members who I have not mentioned and to all the competition Alfisti who drove so professionally during their sprints and mixed so well with all the show 'n shine attendees.

The winner of the Best Car was Michael Heeremans with his 6C, closely followed by runner up, Norm Ryan with his lovely GT Junior.

Happy Laps was a real hoot for everyone, and it was great to see Michael stretching the legs of the 6C for the first time.

It also provided an opportunity for friends and family to drive on the track as passengers in a safe environment.

Don Hughes led the field in the pace car showing us all the correct lines. It is a most rewarding and interesting track with interesting S bends and hills which make it more challenging.

I had the delight of my son James driving my new acquisition, a 1973 Spider 2000 veloce, with my wife as passenger for the drive down to Warwick

The day was a great success and I have never received so many positive e-mails for an event.

For those who would like to join us for another show 'n shine and happy laps at Morgan Park, Don Hughes has very kindly agreed for us to run the same event next year in September. We will invite the Fiat and Lancia Clubs next year to make it even more interesting!

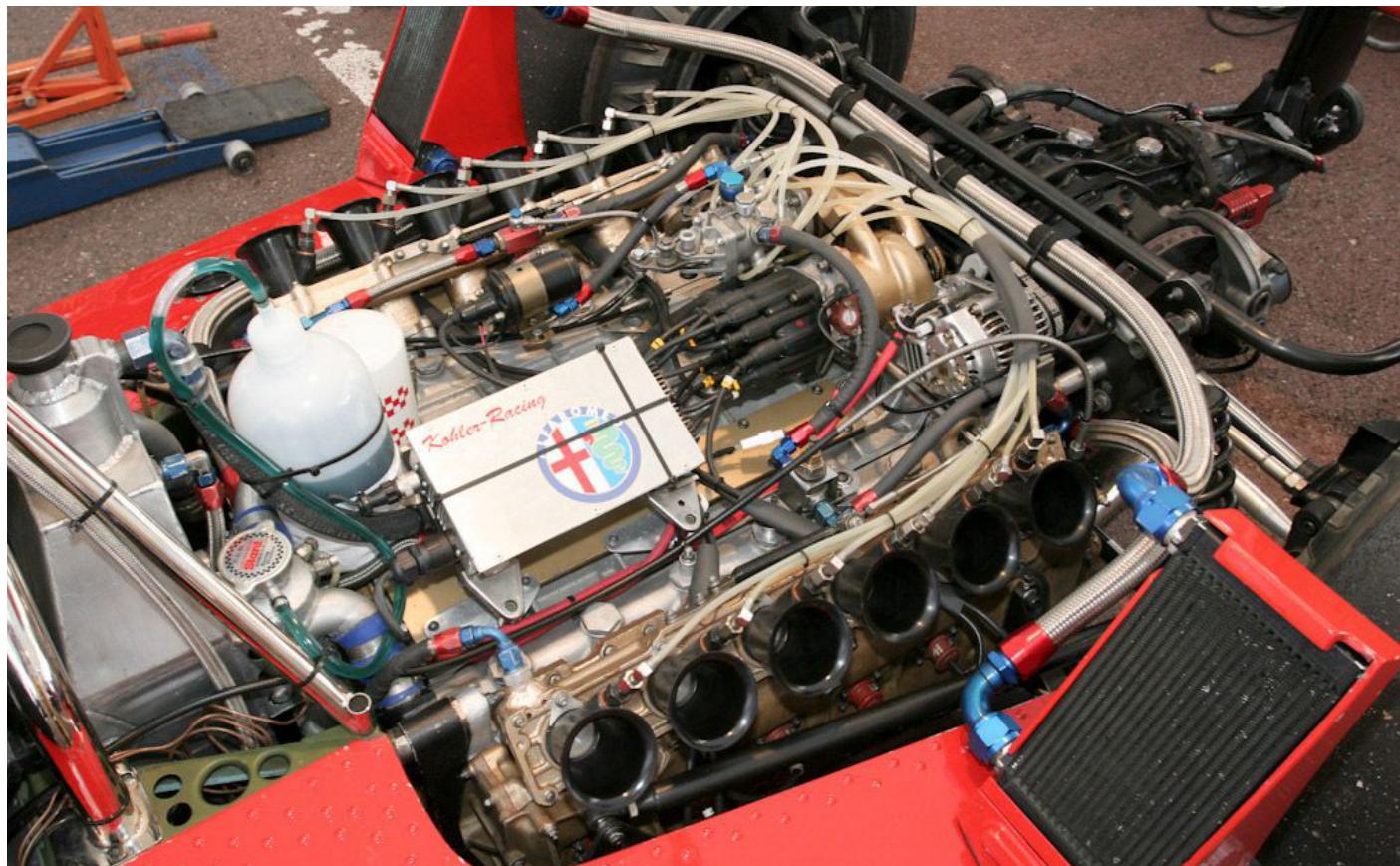
Ciao for now

Pete Mathews



ALFA BRABHAM (1977)

| Museo Storico Alfaromeo



The engine from the 33 World Champion for Alfa Romeo's return to Formula 1

Alfa Romeo's official participation in Formula 1 had ceased at the end of the 1951 season after the two World Championships won by Nino Farina and Juan Manuel Fangio in the Alfetta 158 and 159.

Years later there were to be a few occasional experiments with the V8 engine from the Tipo 33 installed in the McLaren M14D chassis in 1970 and in the March 711 the following year, with Andrea de Adamich above all taking them out onto the track. In neither case was the outcome sufficiently successful as to suggest that there would be a follow-up.

The chance to make a comeback to Formula 1 in style arose again in 1975, the season in which Autodelta finally managed to take the World Championship for Marques with the Tipo 33 TT12, winning seven races out of eight and demonstrating the undoubtedly qualities of power and reliability of their 12-cylinder boxer. An agreement was thus reached with the brilliant Brabham Martini Racing Team, then run by Bernie Ecclestone.









Alfa Romeo agreed to supply 12-cylinder engines from the 33, which made some modifications necessary as the engine was load-bearing in the monocoque BT 45.

The car designed by Gordon Murray was presented in a beautiful white livery with blue and red stripes and during the event favourable comparisons were made with Ricart's Tipo 512, the only Grand Prix Alfa Romeo to have had a centrally-mounted engine.

Marketing strategies later dictated a change to red and blue colours. Problems soon arose: the engine was powerful and reliable but still too heavy for Formula 1. Over the years the team took on a number of top-class drivers including Carlos Pace, John Watson and the World Champion Niki Lauda who won two races in 1978.

The first was in Sweden, where the car was disqualified because it had been fitted with a rather eccentric large fan designed to suck air from underneath the car to increase downforce, and the second was at the Dino Ferrari Grand Prix at Imola, a non-championship race.

In 1979, the BT48 was given a new 60°V12 engine that permitted an improved ground effects configuration because it was smaller. However, results were not forthcoming and while a completely new Alfa Romeo single-seater had already made an appearance on the track, the contract was terminated even before the season ended.





Still me - but just for one last time. If you haven't read Presidente as yet, that's probably something to make sure that you do. But to give Dan a chance to settle into his new role as our elected Social Convenor, I'm doing this one last Sociale.

And I'll start off by thanking Dan for standing for this job. Being Social Convenor is one of the best jobs on the Committee. You get to plan out other people's fun! Dan impressed many people at Alfesta 2021 earlier this year, and when he offered to be on the committee, he seemed like a good fit for this role. I'm looking forward to enjoying the runs and other events that he and others organise for us in the next year!

In past events, we've had a few through September and early October. Unfortunately, because of my situation, I was only able to attend one of them - the Bellthorpe Range run on September 12th. It was a great day for a drive, and more people than expected showed up, although we had the correct numbers for lunch. The 'memorable moment' was THE STICK! At the top of the Bellthorpe switchback, there was a Eucalyptus branch about a metre long, and maybe 3cm in diameter. It was fairly straight, so I thought the 10cm clearance of my Spider should miss it. WRONG! It didn't do any damage, but right behind me was a Giulia QV... and at lunch, it became apparent that pretty much everyone felt that stick go under their cars. With the windy conditions the day before, that part of the road was covered in debris, and there just hadn't been enough traffic to clear it as yet. I guess that's the cost of such a beautiful drive.

The other events were the Southern Downs Outing, which included a Show 'n Shine and happy laps at Morgan Park, Warwick on the last weekend of September. Like I said, I couldn't go, but I'm sure there will be an article on it elsewhere in this magazine, if only to show you pics of Michael Herreman's 6C replica! Sadly, I also couldn't go to the "Day in the Country" event at Peak Crossing on October 3rd, but I'm sure we also have plenty of pics in the mag for that. Or in next month's mag.

There's now just two events on our calendar for this year. On November 7th, Doug and Cynthia Earl will once again lead us on a drive in the Gold Coast hinterland as our final run of the year. Meet at the Old Tamborine School Park on the Waterford-Tamborine Road at 10 am for a 10.30am departure. We plan to travel south towards Beechmont. This will involve a decent hill climb onto the Beechmont plateau. From here we descend on a winding road towards Nerang and then via the Clagiraba Road to Canungra. In the town centre we turn left onto the Lamington National Park Road for our lunch destination O'Reilly's Canungra Valley Vineyards arriving around 12 noon. Parking can be a problem at this venue on Sundays so they are reserving parking for us on the lawn next to the gazebo with our vehicles facing the homestead so this will be a prominent place to display our Alfies. If you would like to attend this event please RSVP to social@arocaqld.com by Wednesday 3 November. If you prefer to drive direct to the restaurant please mention this in your RSVP.

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And the last event of the year is our Christmas party, once again at Mate's Restaurant and Bar, 70 Edith St Wynnum. This has proven to be such a great value-for-money venue, that I think we'll be here for a while! Come join us to review the year that was, and celebrate all the fun we had together. The format will be a sit-down three-course lunch (starters, main, desert) and includes barista coffee or tea. Cost is a very reasonable \$35 per person (adult or child). Drinks (wine, beer, soft drinks) can be purchased from the bar (at your own cost) RSVP/book by 1 December. The club website has a link to the online booking form, which you can use to RSVP, and which also has instructions to make your pre-payment. There will be the usual award presentations and raffles. If you have a (preferably Alfa-related) item that you'd like to donate for the raffle, please let Dan know on social@arocaql.com.

And that's a wrap! Dan will write the next one, telling us what he has in store for next year. Many thanks to everyone who organised an event this year. We will always appreciate your contribution to the club. If you'd like to organise an event for the club, let Dan know on social@arocaql.com.

See you at the next (permitted) event!

John Anderson



ALFESTA

2022

port
macquarie

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14 - 18 April 2022

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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

Membri | Karen & Darryl Green



Well, we are back, not that we actually went anywhere - or at least not as far or for as long as we had planned.

We tried our best to split the vote and so have some other volunteer take the win in an actually contested vote at the AGM (I know you weren't really trying, Hammer) but it's hard to take a step back when you are required by COVID rules to be seated (and have a drink).

Thanks to Colin for taking care of membership these last few years. We hope that your travel plans come to fruition, unlike ours.....

We would like to welcome some new members:

John & Connie Barberra with their Giulia QV and Alfetta GTV (the latter "awaiting restoration")

Jason Quinn has a 1600 GT Junior and is "... looking for some parts and guidance on his car.

He has owned it for a couple of years, it started life in Sydney then it was bought by a guy in Tassie, Jason bought the car when he was living in Tassie but has relocated back to Qld. It's a pretty good survivor car but he is hoping to restore it."

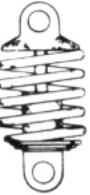
Karen & Darryl

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Ph: (07) 3205 3165 BRUCE DALZIEL



Competizione | Mark Jackson



September has been a very busy month on the competition front with four events contested.

Mid-Week Sprint Round 4, Queensland Raceway – Just a single Alfa Romeo entered for this event - Mike Halasz in the supercharged Alfetta GTV. It appeared Mike had a good day, getting down into the 66 second bracket on the Clubman circuit and a low 63's lap on the Sprint circuit.

QR Sports and Sedans Race Series Round 4, Lakeside Raceway – Again, not a lot of entries for this event – just Rob Robson and me. For this event we were running with the Production Utes and Hot Hatch categories and whereas usually there's a progressive grid, this time we started behind the Utes and in front of the Hatchies for every race. While

the Utes are quick in a straight line, they're not fast around corners, so we had a great time overtaking the same four or five Utes in each race. Rob did particularly well (thanks in part to some work done by George Brook on the Sunshine Coast) and finished second overall to one particularly quick Ute. Overall, it was a fun day of racing though my GTV suffered a little bit of damage after being rear-ended in one race and breaking the front splitter in another avoiding a spinning Ute.

Supersprint B Series Round 4, Morgan Park, Warwick – The following weekend we were back on the track at Morgan Park for the final Supersprint round of the year. We had seven starters for this weekend and no significant car issues at all. This was my first run in the Giulia at Warwick, and it was

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great to drive though very easy to get sideways. Alan Broadhurst had a good run in the GT and finished second for the weekend, while Serge Oberhauser appears to have solved the intermittent miss problem and just held off Ken Percival for third position. In KP's defence however, he was having wheel balance and tyre pressure issues for most of the weekend. Charles Webb was next with a trouble-free weekend up to the last run where he broke a wheel stud. Due to family commitments, Andrei Vishnevskii was only able to get there for the last two runs on Sunday morning, but still did well on a circuit he's still learning. Graeme Berry was having his first run at Warwick in the GT and got quicker with every run. Elsewhere in the magazine there will be a wrap-up of the Show n' Shine and Happy Laps that was also on Sunday, but it was great to see the support from the club, and I feel sure that this will become a regular event.

Italian Challenge Sprint Series Round 6, Lakeside Raceway - Just four Alfas and a Fiat showed up to sprint at Lakeside on Saturday. Jorrit was the quickest on the day, with Andrei being a second behind and Darryl finishing third despite only having one good run due to mechanical issues. Andrei took the win in regularity with Jorrit close behind in second place and Colin taking third place.

Gee you at the track

Mark Jackson

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

Resulti | Mark Jackson

2021 ALFACOMP SUPERSPRINT MP B SERIES RD 4 K CIRCUIT

Fastest time underlined

S/S=Supersprint Points

LAKESIDE OPEN SPRINT, OCTOBER 2ND 2021

ALFACOMP 2021 POINTSCORE

2021 ALFACOMP MID WEEK SPRINT #1- Queensland Raceway

DRIVER	ALFA	CC's	RUN1	RUN2	RUN3	REG PTS	REG	Spr				
Mike Halasz	Alfetta GTV	2000S	66.74	63.07	DNS	12.56	10	10				
Fastest time <u>underlined</u>												

2015 ITALIAN CHALLENGE RACE # 1 - Lakeside Raceway

DRIVER	CAR	Model	CC's	Qual	Race 1	Best Lap	Race 2	Best Lap	Race 3	Best Lap	Race 4	Best Lap
Alfacomp Race - Lakeside Raceway 19th September 2021												
1st	Rob Robson	Alfa Romeo	Alfetta GTV6	3000cc	62.60	5	63.85	2	63.43	2	63.22	2
2nd	Mark Jackson	Alfa Romeo	Alfetta GTV	1962cc	63.20	6	64.52	4	65.20	4	63.37	5

Darryl Meehan					Colin Densley					
1:11.0255	1:08.7515	68.7515	68.7500	2.2800		1:17.8238	1:15.0194	75.0194	75.0200	1.1100
1:11.9282	1:08.8877	68.8877	68.8900			1:15.5621	1:15.3620	75.3620	75.3600	
1:09.1653	1:09.1653	69.1653	69.1700			1:16.0941	1:15.5621	75.5621	75.5600	
1:08.7515	1:09.1694	69.1694	69.1700			1:16.1314	1:16.0941	76.0941	76.0900	
1:08.8877	1:11.0255	71.0255	71.0300			1:15.0194	1:16.1314	76.1314	76.1300	
1:09.1694	1:11.9282	71.9282	71.9300			1:15.3620	1:17.8238	77.8238	77.8200	
DNS				10		1:14.5223	1:13.2283	73.2283	73.2300	1.2900
						1:16.0424	1:13.4431	73.4431	73.4400	
						1:14.3451	1:13.6915	73.6915	73.6900	
						1:13.6915	1:14.3451	74.3451	74.3500	
						1:13.4431	1:14.5223	74.5223	74.5200	
DNS				10		1:13.2283	1:16.0424	76.0424	76.0400	
						1:20.7995	1:20.7995	80.7995	80.8000	
						1:14.8122	1:11.9466	71.9466	71.9500	0.8600
						1:12.8172	1:12.2608	72.2608	72.2600	
						1:11.9466	1:12.3873	72.3873	72.3900	
						1:12.3873	1:12.5621	72.5621	72.5600	
						1:12.8081	1:12.8081	72.8081	72.8100	
						1:12.2608	1:12.8172	72.8172	72.8200	
						1:12.5621	1:14.8122	74.8122	74.8100	
				22.2800						3.2600

Reg	MWS	MWR	Race	S/S	Spr	Reg	Total Events	Total Points	Best Events	Alfacomp Points	Sprint	Reg	S/S	Race
5	1	1	2	4	6	6								
2	0	0	8	20	0	0	15	256	10	188	96	80	72	8
6	0	0	0	10	8	10	16	191	10	136	70	84	37	0
4	0	0	0	0	10	8	12	153	10	135	73	80	0	0
3	0	0	0	14	0	0	10	132	10	132	46	32	54	0
1	0	0	0	0	0	0	8	94	8	94	32	43	19	0
0	0	0	0	0	7	6	6	70	6	70	33	37	0	0
10	10	0	0	0	0	0	6	67	6	67	27	20	0	0
0	0	0	0	12	0	0	4	66	4	66	0	0	66	0
0	0	0	0	0	0	0	6	63	6	63	28	35	0	0
0	0	0	0	9	0	0	5	52	5	52	22	21	9	0
0	0	0	0	11	0	0	4	44	4	44	0	0	44	0
0	0	0	0	16	0	0	3	44	3	44	0	0	44	0
0	0	0	0	0	0	0	2	34	2	34	20	14	0	0
0	0	0	0	0	0	0	2	22	2	22	0	0	22	0
0	0	0	10	0	0	0	2	20	2	20	0	0	0	20
0	0	0	0	0	6	7	2	13	2	13	6	7	0	0

Events

Social Events



Coming Social Events

Date/Venue	Details
Sun - Nov 7 - 2021 Tambourine-Canungra	Earl's Run - Meet at the Old Tamborine School Park on the Waterford-Tamborine Road at 10 am for a 10.30am departure. We plan to travel south towards Beechmont. This will involve a decent hill climb onto the Beechmont plateau. From here we descend on a winding road towards Nerang and then via the Clagiraba Road to Canungra. In the town centre we turn left onto the Lamington National Park Road for our lunch destination O'Reilly's Canungra Valley Vineyards arriving around 12 noon. Parking can be a problem at this venue on Sundays so they are reserving parking for us on the lawn next to the gazebo with our vehicles facing the homestead so this will be a prominent place to display our Alfias. If you would like to attend this event please RSVP to social@arocaqld.com by Wednesday 3 November. If you prefer to drive direct to the restaurant please mention this in your RSVP.
Sun - Dec 5 - 2021 Mates Restaurant and Bar, Wynnum	2021 Christmas Party - Come join us to review the year that was, and celebrate all the fun we had together. Mates Restaurant and Bar is located at 70 Edith Street, Wynnum. The format will be a sit-down three-course lunch (starters, main, dessert) and includes barista coffee or tea. [→ Download Menu Options] Cost is a very reasonable \$35 per person (adult or child). Drinks (wine, beer, soft drinks) can be purchased from the bar (at your own cost) RSVP/book by 1 December [→ Online Booking Form]. Contact social@arocaqld.com with any queries. Note that this will be the last Club activity for the year.
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]
Sun - May 22 - 2022 Belmont Rifle Range, Old Cleveland Road, Belmont	2022 Macleans Bridge Car Show - Hosted by the Triumph Sports Owners Association, this is possibly Queensland's biggest classic car event, typically involving around 400 cars from many different marques. Entry is \$15.00 per display car which included driver and all passengers. Visitors are \$10 per car, including all passengers. Eftpos facilities for credit card payments are available this year. Gates open for display cars at 7.30am, 9.00am for visitors, awards ceremony will be at midday. On site caterers have been organised and there will be three coffee vans from early morning for those of you desperate on your caffeine fix as soon as you arrive. Food vans will also be serving breakfast rolls from gate opening time in case you did not have time for breakfast prior to departure. To avoid the queues at the gates, especially with the requirement to provide contact details as part of COVID-19 precautions, we urge visitors to pre-register and pay for entry during the weeks prior to the event. Those who pre-

register will be sent a form to display on their dash as they drive in to the range and then proceed through the preregistered lane thus avoiding those waiting to pay at the gate. Pre-registration also gives the organisers an idea of how many cars are attending from specific clubs and ensure that there is sufficient parking allocated so the club members can park together. Pre-registration forms can be downloaded from the MacLean's Bridge website. This year the classes for judging the cars has changed and also note that only cars displaying a "field judging card" on their dash will be judged for an award. Cards will be handed out in the pack at the gate or can be downloaded from the website. Once again proceeds from this event are going to assist Orange Sky with washing and showering facilities for the homeless. [➡ [Macleans Bridge Website](#)]

Competition Events

Coming Competition Events

Date/Venue	Details
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

Coming Club Nights

Date/Venue	Details
Tue - Oct 12 - 2021 Italian Bocce Club	Members' Club Night (Bocce Challenge) - Please assemble from 5.30pm. We aim to start the first game as soon as we have enough people for the two teams, then serve dinner, then have time for two games after the meal. Check the Club website and magazine for updates. [➡ See the event webpage for locality map and score board]
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 - Oct 16 - 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
Sat - Nov 20 - 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
Sat - Dec 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



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Alfasud - Giveaway!

I've got an old Sud to give away; located at Emerald in CQ. I'm moving house in a couple of months so the car and parts will have to be scrapped if not collected. If you are interested in collecting it, please let me know and I will send some photos. There is spare doors, gearbox etc too. | Giveaway | Contact: John, 0418984215, sales@hoopersstore.com.au (Expires: Dec 21)

2004 Alfa Romeo 166

Late model Alfa 166 still running, selling unregistered but still drivable. 190,000kms. Good service history from Avanti, two sets of wheels, good lights, motor loves country trips, suspension hates country roads! Everything there for either refresh, donor car for another 166, transplant the 3.0 litre 24v engine to a race/road car. Car is in Brisbane. | \$2,750 | Contact: Wayne, 0418966702, thepmequation@bigpond.com (Expires: Dec 17)



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, tribsa56@gmail.com (Expires: Nov 4)

Alfa 156 Headlights

Early model Alfa 156 headlights in good vs great condition. Were working when removed from car. Sell or swap for later model plastic covered lights. Can deliver to suburban Brisbane. | \$75 | Contact: Wayne, 0418966702, thepmequation@bigpond.com (Expires: Dec 17)

105 series steel wheel

I was contacted some time ago by someone who wanted a 105 series steel wheel. I had to get it from my shed, which I've done, but I can't find the email where it was requested, so I don't know how to let them know! If that was you, please email me on president@arocaqld.com and we'll organise getting it to you. | \$Free | Contact: John, 0416171773, president@arocaqld.com (Expires: Nov 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.

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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.

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Alfa Romeo

Finale



At the beginning of the 1930s, Alfa Romeo produced its first series-made super sports racing car, the 8C 2300. The supercharged double overhead cam engine soon became a world beater. Alfa produced them in three forms; the Le Mans, the longer chassis version with the obligatory rear seat (which won that great race in 1931, 1932, 1933, 1934 and almost in 1935); the short chassis Mille Miglia Spider (repeated road race champion of contests throughout Europe); and the Grand Prix Monza, (dominant in open wheeled racing throughout the first half of the 1930s.)

Although the exact number on Monzas made is unclear, it is fewer than the number of so-called Monzas which exist. We know, however, from factory records, the factory made that few Monza chassis. The vast majority of these 8C 2300 Grand Prix cars were the product of the Scuderia Ferrari racing organization, often converted from two passenger spiders. There are specific details which make up the Monza, mainly chassis changes, specific racing wheels and certain mechanical modifications which evolved over its racing career.

At the start of the 1930 racing season the Alfa Romeo factory precipitously withdrew. Their financial position made racing incongruous as absorption into a state-owned conglomerate started a turmoil. This included administrative confiscation of the works race cars which had been remarkably successful until then. This did not

mean that they would stop making Monza race cars for others to enjoy. Their banner was taken up by the Scuderia Ferrari who seemed to find the resources to launch an extensive racing campaign throughout Europe and beyond. The customers for the new Monza's included the names such as Caracciola, Chiron, Sommer, Wimille, Nasturzio and Castelbarco.

The entire history of the Monza Alfa Romeo is legendary and its entries and successes are too many to mention. I would refer you to Simon Moore's epic three volume *The Legendary 2.3*, for a detailed car-by-car history of all the Monza's both factory and those produced by the Scuderia Ferrari.

However, in both the sports car arena (when Monzas were equipped with fenders, lights, and a spare tire), and their more common Grand Prix configuration, they were essentially the state-of-the-art being challenged by the Bugatti Type 51, and larger displacement Maserati Grand Prix cars. Their tractability, reliability, and endurance usually led them past these formidable competitors.

Ciao!
Next issue: November 2021

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