

Alfa

Per Sempre



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

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We have some rather amazing and very rare cars in our club. Many we hardly ever see. For example, at least two of the 13 Giocattolos ever made belong to club members. The Wilson's 1949 6C Golden Arrow is probably a little more well known among club members, and it's one of two in Australia, and one of just 6 left world-wide. I know of a 1950's Giulietta SS in the club, which is a car most have not seen in the metal. And of course, there's my SZ - one of 13 in the country, and the only one ever to be in Queensland.

I'm sure there are many others, hidden away here and there. I understand any reluctance that owners might have in bringing them out into the light regularly. And in the end, if you didn't buy the car for you, who did you buy it for? Owners are entitled to their seclusion, if they so wish. However, I would like to suggest a way that owners of some very special Alfas can share them with the rest of the club and others without the car even leaving its garage.

I created the AROCA QLD YouTube channel last year to attempt to hold club nights virtually during the pandemic. It wasn't a great success, as hardly anyone tuned in. But at least we could get the information out there for anyone who wanted it while we couldn't meet. Now that's probably all over, I've been wondering what to do with the channel. YouTube has a habit of deleting channels that aren't used for a while, so I have two suggestions: 1/ I film those special Alfas out there that we hardly ever see (assuming the owners will volunteer to do so, of course), and 2/ If you have an interesting car, or even if it's a more 'common' Alfa (as if any Alfa is 'common!'), film yourself showing us your car, and I'll put it up on the

channel. Or, I can come to you and help you do it. Let's all show that Alfisti spirit by showing other members (and anyone else watching on YouTube) why we love our cars. And I hope owners of rarer Alfas will let us see their hidden away gems! Needless to say, all privacy will be respected. It's all about the cars, as it should be.

I mentioned last month that we should look to run another survey, so that the committee is better informed about what members want. But the issue was mainly cost, as there seem to be no free survey websites out there anymore, and the paid ones are rather expensive for our little old club! Fortunately, we have Darryl Green back on the committee, who seems to have come up with a way we can do it for free, while doing our best to maintain anonymity. Thanks to Darryl about that, and the committee will consider it further at the next meeting. So look out for it in the new year.

And speaking of new years, it's not quite time for me to say Merry Christmas as yet, but it's getting close! I hope you've received your invite to the Christmas Party on December 5th at Mate's Restaurant, Wynnum. We've been there 3 years in a row, and it never disappoints. And I doubt we'll find another place that delivers such good value for money. So if you haven't yet RSVP-ed, go to the club website now, click the banner for the Christmas party, fill in the form (including dietary requirements, if needed), and pay \$35 a head into the club bank account. We'll have the usual trophy presentations and raffles, and if you have anything that you'd like to donate to the raffles, please contact Dan on social@arocaqld.com. Come along, meet up with friends, enjoy a good meal, and talk about the year that was.

It's been a bit of a hodge-podge of a column so far, and I still have to do some more. So let's look at Alfa in the news. I found an article by Thanos Pappas (I hope he doesn't have a jewell-encrusted gauntlet...) on the carscoops.com website, dated October 31st 2021. It's about the Tonale (no, it's not pronounced toe nail...), due to be revealed mid next year, and go on sale in 2023 (in time for our Alfesta). It's meant to be a baby Stelvio, and apparently it'll be a hybrid. Stellantis have previously announced that Alfa will eventually go all-electric, so I guess this is a step on the way.

The Tonale was revealed as a concept two years ago, so four years will pass by the time it's in production. I hope the looks don't date... The interior seems to feature a large infotainment screen, so presumably a lot of the static controls will be accessed through the software via that (presumably) touchscreen. Slightly worrying is the engine cover shown has the word "Jeep" on it. Hopefully that's just to enable this prototype to move about, and something better will be there for production. That's probably a good bet, given the Tonale is based on the Jeep Compass platform. They probably haven't yet figured out how to get the transmission they want on the platform as yet. Alfa's French (but Italian citizen) CEO says he wants the Tonale to have better performance than the Jeep counterparts, further making the bet look good. Another good announcement by other Alfa officials is that the Tonale will have Alfa suspension, that won't be available on the Jeeps and presumably Peugeots, making the Tonale more of a "driver's car". We can only hope.

Thanos goes on to say that the Tonale's market segment is already rather crowded with established models like the X1, X2, Audi Q3, Merc GLA, Lexus NX and Volvo XC40. The Tonale will have to be something very special to even make a dent in that market. Let's hope Stellantis have learned from the marketing mistakes it's predecessor made with the Giulia - a superior product that was never sold to the people it needed to win over. I don't think the Tonale is for me, as I barely fit in a Stelvio, let alone a smaller vehicle! But I hope it can carve out a spot in that market. It's an interesting design that deserves a shot.

And seeing as I mentioned Alfesta 2023 above, we need to get moving on organising that. If you want a say in what happens, or just want to help out the club bringing another outstanding Alfesta to Queensland, let me know on president@arocaqld.com. We really need to make a decision about where it's going to be by the end of January, so there will probably be at least 3 meetings before then. Let me know asap, even if you just want to be informed, and I'll let you know what's happening.

Ciao for now,

John Anderson

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Notizia

Alfa Romeo launches “Near-Life Experience”, its first worldwide advertising campaign



Monday, 25 October 2021 - Alfa Romeo launched its first global communications campaign in the United States.

Premiered on the brand's social media channels, the advert aired on the U.S. TV networks on Sunday, October 24th during the Formula 1 Grand Prix, held in Austin, Texas on the renowned Circuit of The Americas (COTA).

The campaign is an interpretation of Alfa Romeo's means of communication; it draws inspiration from new values and a new concept of belonging to the brand, which goes way beyond the cars' technical specifications. Driving an Alfa Romeo is a unique sensory experience, intended to imbue the driver with profound emotions.

The communications no longer focus on performance alone: sport remains in the brand's DNA, but what matters are the emotions inspired by driving an Alfa Romeo. Visceral sensations, unique in their intensity, typical ones in people who love life and a daring approach to it and all long-standing values at Alfa Romeo.



https://youtu.be/QZCwKBI_zA4

Olivier Francois, Global Chief Marketing Officer, Stellantis:

"The significance of launching our 'Near Life Experience' campaign for Alfa Romeo during this weekend's US Grand Prix is by design. It pays tribute to the brand's rich racing heritage that goes back as early as 1910 and to the start of Formula 1 in 1950, when Alfa Romeo was not only present, we were champions the first year, taking

first place with Giuseppe Farina and the Alfetta 158. 'Near Life Experience' honors a rich automotive pedigree that continues to evolve, and delivers on its exceptional promise to Alfa Romeo drivers on the road every day."

Jean Philippe Imparato, Alfa Romeo CEO:

"For Alfa Romeo, the 'Near-Life Experience' campaign is a very big step toward its future as a premium global brand. While remaining true to the brand's DNA – the epitome of Italian noble sportiness since 1910, this video speaks of its daring attitude and its unique ability to provide its customers with a visceral experience. This is the first time we're using a single language all over the world, a direct message to everyone who shares Alfa Romeo's values."

A global campaign, speaking of the inclusive power of a brand that can inspire universal emotions, shared the whole world over. Driving an Alfa Romeo therefore becomes an everyday all-pervading experience, in the city or beyond, just for fun or simply to get around on an everyday basis.

The engaging campaign was developed by TRG (The Richards Group), an independent agency in Dallas, and was directed by Salomon Ligthelm, a well-known director who has been working for years with some of the biggest celebrities on the international music scene, and with some of the biggest premium brands in automotive and beyond. The Director of Photography was Daniel Bouquet, who previously worked on Sound of Metal, a movie nominated for the 2021 Oscars. The soundtrack consists of Flavio Ibba's arrangement of Vltava (The Moldau) from Smetana's Má vlast (My Country).



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Long time Member | Bella Delonghi



Hi my name is “Bella”, a long-time member of the Club.

I was introduced to the Club by Jude Vaughan in October 2009, at the Festival of Italian Motorsport, and was warmly welcomed by members. I have had different bubbly friends, over the years, who join me at Club Nights & Club Events mainly, “Aero” & “Al”.

Stanthorpe, Beaudesert, Girraween and the Sunshine Coast are places I’ve travelled to, as well as many various venues around Brisbane. I attended most Club Nights whether home or away. Although I am not a life member, it was said that I added life to Club Nights. Especially when someone turns me “on”, and knows which of my “buttons” to push.

Although I do not own an Alfa, I have travelled thousands of kilometres in Alfas, which I feel is ample reason to be in the Club.

I am resting in semi-retirement at present, waiting to see what the future holds.



TOP | Bella & Friends

ABOVE | Bella on the open road

A Day in the Country | Tony Nelson



This event would not happen without the generosity of Neil and Jenny Summerson who offer their Peak Crossing property annually for this event.

COVID lockdowns unfortunately cancelled our traditional last Sunday in August date and there were concerns that by October, with the weather warming up, it might make conditions uncomfortable for us. However, we were blessed with a milder day and with the rain a few days beforehand, the paddock was greening up and dust levels were low.

Time passes so very quickly. How do I know?

I can still remember the first drive a group of E-type owners made 10 years ago when Neil and Jenny Summerson offered their Peak Crossing property as a breakfast venue.

From this came the annual multi marque charity event now known as A Day in the Country.

Neil went to his insurers and asked if his insurance would include cover for around 200 cars, some of eye

watering value and around 400 people to gather on the property on the last Sunday in August and raise some money for charity.

In a quote from “The Castle”, the person Neil was speaking to said “You have to be dreaming”.

At the next Fassifern Valley Rotary Club meeting, Neil was telling some Rotary members about the telephone exchange and a Rotary person said, if Rotary was the charity, then you would be covered by Rotary International insurance.

This started the journey to where we are today.

Neil and I are the organising committee. Our support are our wives Jenny and Gail and on the day, many friends assist us doing all the jobs needed, not to mention the musical and photographic talents.

We had 14 Alfa Romeo vehicles attend with 24 members and thanks to Rob and Shirley Grant for again assisting the members to display park.













We tried and were successful this year in limiting the number of vehicles that could display on the day, as the event was just getting too big.

We can now report 162 vehicles attending with values from \$1,000 to many millions and just under 300 people from 16 invited car clubs raised \$7,260 for the Fassifern Valley Rotary Club. This is to be used in the Fassifern Valley area to assist families financially affected by COVID.

Also \$1,850 was raised from a silent auction of a Crown wood stove that took 10 years to restore by Wasyl Malar Wasyl, a Vietnam veteran who felt sympathy with a Peak Crossing charity, 4 Aussie Heroes supported by this event a few years ago. He decided to assist this year by putting up his beloved wood stove for silent auction. 4 Aussie Heros is a private foundation assisting first responders with mental health issues.

Neil and I are not getting any younger and we have discussed that maybe this might be our last year of creating this event. Neil told the Fassifern Valley Rotary Club at the start not to put the takings from this day into their budget, but this year's president said in his thank you speech, that this event was the largest money maker their club had to support the local and other communities. Another past president said it is a lot of hard work with chook and meat tray raffles.

We usually start the planning of the next year's event in October by going to the coordinators of the various car clubs and asking them if they would like to attend this event. If so, can they go to their committee and ask for financial support to purchase prizes for our multi prize raffle. We thank the committee who have for many years generously financially supported us, covering the costs of two raffle prizes.

As always, we ask that those attending and other members never disclose the address where this event is held or the date, as the general public are not invited to this event. We also request that attending members do not show photos they have been provided on social media.

We have already created a monster and do not need to have to defend the gate to keep this event progressing as an exclusive gathering of like minded people wishing to enjoy the day.

It is never too early to register for the last Sunday in August 2022 event. If interested, please email your registration to eandfyperegister@gmail.com advising:

Manufacturer

Model

Year of manufacture

Body colour

Names of all participants

Registration number

Mobile telephone number

Suburb you will leave from



Simpson Desert Adventure | Laurie Jones

2021 Great Endeavour Rally

The Great Endeavour Rally to the Simpson Desert had been cancelled in August 2020 due to COVID, rescheduled to August 2021, postponed to October, then due to border closures it was rearranged to delete the planned overnight stops in Tibooburra, NSW and Innamincka, SA. On the plus side, by containing it within Queensland, it kept the iconic stops at Birdsville and 'Big Red' and incorporated an overnight camp at the Burke and Wills Dig Tree. Up until the day of departure it was still not guaranteed to happen due to the possibility of a snap lock-down in Brisbane, and all entrants were advised to have a COVID test on departure, which we had at the Toowoomba Hospital. Scrutineering was carried out at the Nindigully Pub, and we gathered at St George for the welcome dinner and start the next morning.

Day 1 St George to Hungerford 582 km.

A transport stage on bitumen took us to the lunch stop at Cunnamulla and the last mobile reception for five days. Four dirt stages in the afternoon took us through the Currawinya National Park to the abandoned Boorara woolshed and two large inland lakes. Dinner and camping were at Hungerford on the NSW border, where a locked gate at the end of the main street was monitored by cameras with dire warnings about entering Queensland. We had been to Hungerford previously and I remembered the sign on the bar which read 'There isn't a single mosquito in Hungerford – they're all married with large families.' The same could be said for the flies!





Day 2 Hungerford to Cameron Corner 400 km.

A day of all gravel roads, with no fuel until Cameron Corner – five stages through private property with lots of opening and closing gates, and a lunch stop at Bulloo Downs. Camping and refueling were at the Cameron Corner store, with the next retail fuel 640 kms and two days away, at Betoota, although provision had been made for a tanker refuel the next day. A violent sandstorm with lightning during the night destroyed several awnings and sent items into adjoining paddocks. We all visited the survey post marking the borders of Qld, NSW and SA, and amused ourselves breaking the law by walking around it.

Day 3 Cameron Corner to the Dig Tree 291 km.

This was a relatively short day designed to get us to the Cooper Creek campsite of Burke and Wills in early afternoon to enjoy the surroundings. We arrived in drizzling rain which made pitching the tent miserable, but we were in better shape than the original explorers. In 1860 a great expedition left Melbourne to walk to the Gulf of Carpentaria and established a depot camp on Cooper Creek. Burke, Wills, King and Grey set off for the Gulf, telling the rest of the party to wait three months for their return. After waiting for over four months, and believing the others dead, the depot party left the camp with instructions carved in a tree to dig for supplies. Just nine hours later, Burke, Wills and King staggered into camp to find it abandoned. King was saved by local Aborigines, but Burke and Wills died of starvation by Cooper Creek.

Day 4 Dig Tree to Betoota 350 km.

Our lunch and fuel stop was at Nulla Outstation, where the Betoota publican had arranged refueling from a small tanker. The roads to the overnight stop were private dirt tracks, and heavy rain started falling soon after lunch. The Quattro grew progressively more sluggish and eventually ground to a stop as the road turned to sticky red clay. As suspected, the wheel arches had completely clogged with mud, preventing steering and forward motion. The larger four-wheel drives also had problems, but as the Quattro had a heavy load, larger than standard wheels and high-profile tyres for ground clearance, there was very little clearance in the wheel arches. Other crews stopped to help in the heavy rain, digging out the mud with large screwdrivers, and we were advised to follow the wheel tracks of the other vehicles, to find dry ground under the mud. After travelling only a few metres it was obvious we were not able to continue under our own power, so we were connected by a stiff bar to a Landcruiser and towed for about 30 km. Before long the Landcruiser bogged and it was connected by a snatch-strap to another Landcruiser, and we were towed, or rather, dragged by both for another 30 km with the wheels hardly turning and the windscreen washers and wipers barely able to keep up with the mud thrown at us. Eventually we reached a maintained dirt road and some bitumen and managed to move under our own power by driving through every puddle we could find to dislodge the mud.

The planned afternoon stages were abandoned, and we arrived at Betoota in the rain, where the mud made camping impossible. After dinner we stacked all the tables and chairs in a corner of the hotel dining room, and all slept on the floor in swags and airbeds.



Day 5 Betoota to Birdsville 300 km.

The next morning, we had to wait for Council permission to access the closed roads, so a team of apprentice mechanics removed all our wheels and dug out mountains of mud which had set in the coil springs. The rain had stopped overnight so it was hoped the roads had dried out sufficiently to enable us to continue, but only ten kms out of Betoota we had a flat rear tyre, and only a few more kms on, the mud had built up as much as the day before. Fortunately, a tilt-tray tow-truck follows the course, along with a Medic and seven Army support vehicles, so the Quattro was loaded on the truck and we rode with some officials into Birdsville, where the car was unloaded and taken to the free bore-water truck wash. The high-pressure warm bore water cleaned most of the mud, and the locals thought that the roads would dry out quickly over a couple of days. The original rally plan was to continue the 40kms to 'Big Red' for an overnight camp, returning to Birdsville the next day for a rest day, but as the road was closed, the schedule was reversed, requiring quick re-booking of hotel rooms.

Day 6 Birdsville to 'Big Red' 210 km.

The morning transport stage was 80kms up the bitumen Boulia Road to the ruins of Carcoory Station, then 150kms of dirt stages to 'Big Red' sand dune. We were advised not to tackle the afternoon stages, as the Zero Car checking the route had encountered more mud. We drove up to check out the ruins, drove back to Birdsville for another car wash, then west on the bitumen to the sand dunes. We arrived at 'Big Red' with some of the control officials but before most of the competitors and checked the track to the top. It was steep, had deep sandy ruts, with a couple of large holes at a right-hand bend about three-quarters of the way up. The talk during the rally had been about how there was no way the little Alfa was getting to the top of 'Big Red', and I knew that the track would be impossible after forty large 4x4s had used it, so decided to go first. After a bit of a run-up, it got to the bumpy bend in second gear and began to bog down but had just enough momentum to change it back to first and plow on to the top. When the other competitors arrived, they needed some convincing that the Quattro had made it, but fortunately we had witnesses and photographs to prove it.

That evening the manager of Adria Downs explained the size of the property we were camped on, 3.5 million acres extending into South Australia, and producing organic beef for the domestic and overseas markets.

Day 7 'Big Red' to Devonport Downs 390 km.

The transport stages were a return to Birdsville, then back to Betoota. We weren't looking forward to returning on the 160 km stretch that we had come in on the back of the tow truck two days earlier but were assured that the road had dried out considerably. There were still

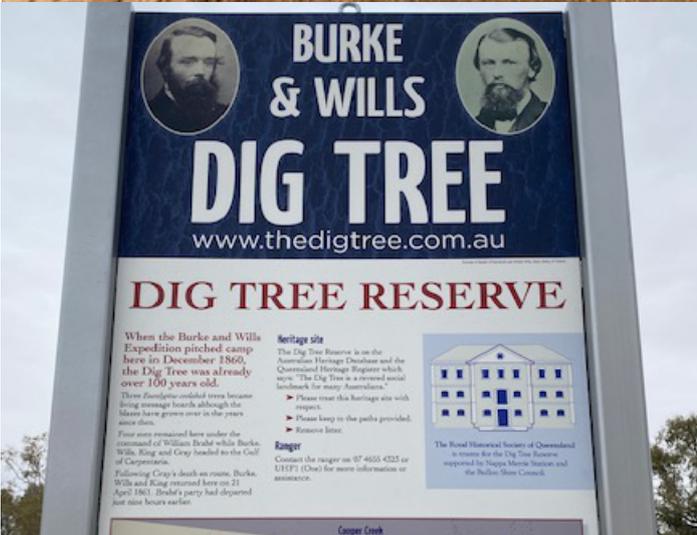
some large bog-holes that we had to plough through, but conditions had improved. However, many of the private roads were impassable, and the competitive stages were cancelled. The overnight stop and wonderful dinner were at Devonport Downs, another huge cattle property with very pleasant homestead surroundings.

While we were pitching our tent, a huge gust of wind caught the tent fly and knocked Mary-Alice to the ground, landing on her right shoulder. The Medic diagnosed soft tissue damage, and the pain meant that we needed to find sealed roads as soon as possible. A quick look at the map showed that we were in a huge desolate area bounded by Bedourie, Boulia, Winton, Longreach and Windorah, and the Rally Director advised that the shortest way to the bitumen Thomson Developmental Road was to stay with the rally until the next day's lunch stop at Jundah.

Day 8 Devonport Downs to Quilpie 619 km.

After 285 km of rough dirt, washouts and gates we reached Jundah and left the rally route, planning to meet up the next day at the finish line in Charleville. We were told to keep our Rallysafe unit on, so the officials could keep track of our progress. We first used Rallysafe a few years ago, in its early development, and they are now used world-wide, including the WRC. In addition to recording time, speed, and total and intermediate distances, they warn of other approaching competitors and have an SOS alert. Everyone's location can be monitored en-route by the Rally Director and at the home base in Tasmania, and if anyone is thought to be in trouble, a series of transmitted questions can be answered either yes or no to receive help.

We headed south on the bitumen from Jundah, stopping for an ice cream at Windorah, and were unable to restart the car without help from a battery pack at the local service station. Leaving Windorah in late afternoon and with almost 250 km to cover to Quilpie, we calculated the last hour would be in the dark, and around 80 km out of Quilpie the number of kangaroos at night were worrying. I decided to pull off the main road to a property access road to adjust a spotlight. I left the motor running and said, 'this will only take a few minutes - we'll be fine as long as it doesn't stall'. At that point the motor died and refused to restart. With the battery running low, we considered our options: flag down or radio a passing truck, pitch our tent in the paddock beside the car, or sleep in the car and hope someone came past in the morning. There was no passing traffic, and after a few unsuccessful attempts to push and clutch-start the car on a flat road, we were out of sight of the main road. We decided to sleep in the car, so unpacked behind the seats and reclined them as much as possible. We received a message on Rallysafe from the control officials who had noticed that we had stopped 80 km short of our destination, reading 'are you camping before Quilpie?' We answered yes, then I decided to have one more attempt at starting, and it fired into life. We hurriedly repacked the car, put the seatbacks upright and headed for Quilpie through plague proportion wallabies.

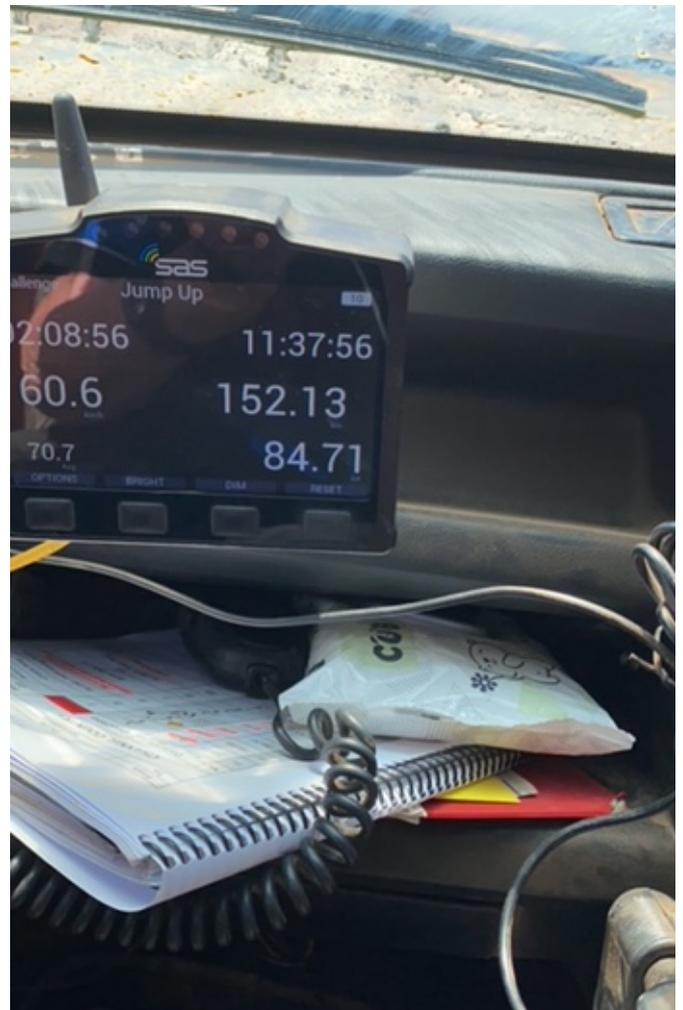




After a slow drive we arrived in Quilpie around 9.30 pm to find a No Vacancy sign on the only motel, and the caravan park and camping ground in darkness. Eventually, we found the showground lit up, carpark full and music blaring. When we told a local that we couldn't find anything open, she said, 'the whole town's here – you won't find a bed in Quilpie tonight, it's our annual ukulele festival!' She helpfully pointed us towards the football field with toilets and showers and we slept in the car, after a 600 km drive and no dinner.

Day 9 Quilpie to Charleville 210 km.

The next morning, we left early for an uneventful drive to Charleville, and waited for the rest of the field to cross the finishing line. We booked into a motel, unpacked the car and attended the farewell dinner at the RSL Club. The Quattro performed well on its 14th Great Endeavour Rally and impressed the other competitors. We travelled a total of 4600 km including 3300 km on the rally, and the road conditions were the worst we had encountered. The car needs a few cosmetic repairs – we lost a rear mudflap and one fog light, broke the tailgate latch, passenger door latch and front wheel arch lining, and have one flat spare tyre and scratches on the windscreen from wiping away mud. Apart from that, a very thorough wash should see it ready for next year – Maroochydore to Cairns. The rally raised over \$560,000 for the Endeavour Foundation. Thanks to our supporters, the organisers, checkpoint officials, tow truck, Medic, Australian Army and fellow competitors.



Mid Week Drive | Tony Nelson



You might remember from my last magazine piece that Mid Week Drivers supported me with their attendance at A Day in the Country 3rd October. Because of COVID uncertainty, I had only created two Mid Week Drives up to that date this year and at that event they advised they were keen for another MWD event this year.

For our last Mid Week Drive to Maleny, Garry and Sheridan Spowart had driven from Toowoomba to attend, so I was keen to select a venue closer to Toowoomba.

We have visited the Kingfisher Cafe at The Springs Garden World in Toowoomba twice before and always had good service.

There is a large, safe car park, attentive cafe staff and an excellent garden shop which never fails to see us leave with a few plants to try out. The cafe's new manager Sophie proved to be a winner.

The last time at this venue, I came back down Flagstaff Creek Road which I enjoyed, so wanted to share this drive in reverse at this event, instead of driving up the range.

I selected the Redbank Plains shopping centre as our gathering place and also offered Marburg as an alterna-

tive for north of Brisbane and Sunshine Coast members.

It has been many years since I have been to Marburg, in fact I know the date, as we passed through this township on Tuesday 19th of June, 2012 when I created my first Mid Week Drive for our club. Myself and Peter Mathews attended this first event and the event I am now reporting on. Cynthia and Doug Earl would also have been noted, but sadly they had to send an apology the evening before this October 20 event.

We left the main highway at Gatton and recent rain had made the countryside look magnificent.

Following the Gatton-Helidon Road and passing through Grantham, our thoughts went back to January 2011 when 12 locals lost their lives when a 3 metre wall of water rushed through their township.

I am not a techno, so had my Tom Tom set for our arrival address and did not have any by points. I missed a turn and ended up stopping the convoy just before the road was going to put us back onto the Warrego Highway at Helidon.

A conversation between myself and sweep car, again Tim Clarkson who also had our photographer again, member Alan Leahy with him, discussed our options. I always





invite participating members to bring a CB radio not for idle chatter, but for the safety of our group. Fortunately, this time not too many members had CB radios, so they patiently waited in their cars at the side of the road for me to lead on. The road we were on was just too busy to have 11 cars in the procession make a U turn, so I advised Tim that we would proceed onto the Warrego Highway through Withcott and up the steep range pass. All cars achieved the climb and the GPS showed us the way to the cafe once in Toowoomba.

Regulars will know that I do advise cafes that we attend the service we expect from them when bringing between 25 and 35 members for breakfast. This time with 9 member apologies, we had 15 cars and 25 members attend.

Sophie asked if I could get the members to pre-order their meals and drinks to achieve the best service. Having these details also made it easier for her to check off the members as they paid for their breakfasts at the end of the event.

We have created a great group of participating members and there is always plentiful conversation wherever seated on the two long tables.

If any other members wish to receive invitations to Mid Week Drive events, they can go to the club website under Calendar, scroll down to Mid Week Drives and complete the registration form.

We now look forward to Cynthia and Doug Earl's annual run on the 7th of November and the Christmas party at Mates on the 5th of December.

My thanks again to Tim Clarkson who again kept us safe as the sweep car and the photos you see in this piece created by Alan Leahy.



The Windmill Garage

Jorrit Kooistra
 📞 0401 318 421
 ✉️ thewindmillgarage@gmail.com

www.thewindmillgarage.com.au

ALFESTA

2022

port
macquarie
NEW SOUTH WALES



14 - 18 April 2022

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



Select and pay for your accommodation directly with the hotel

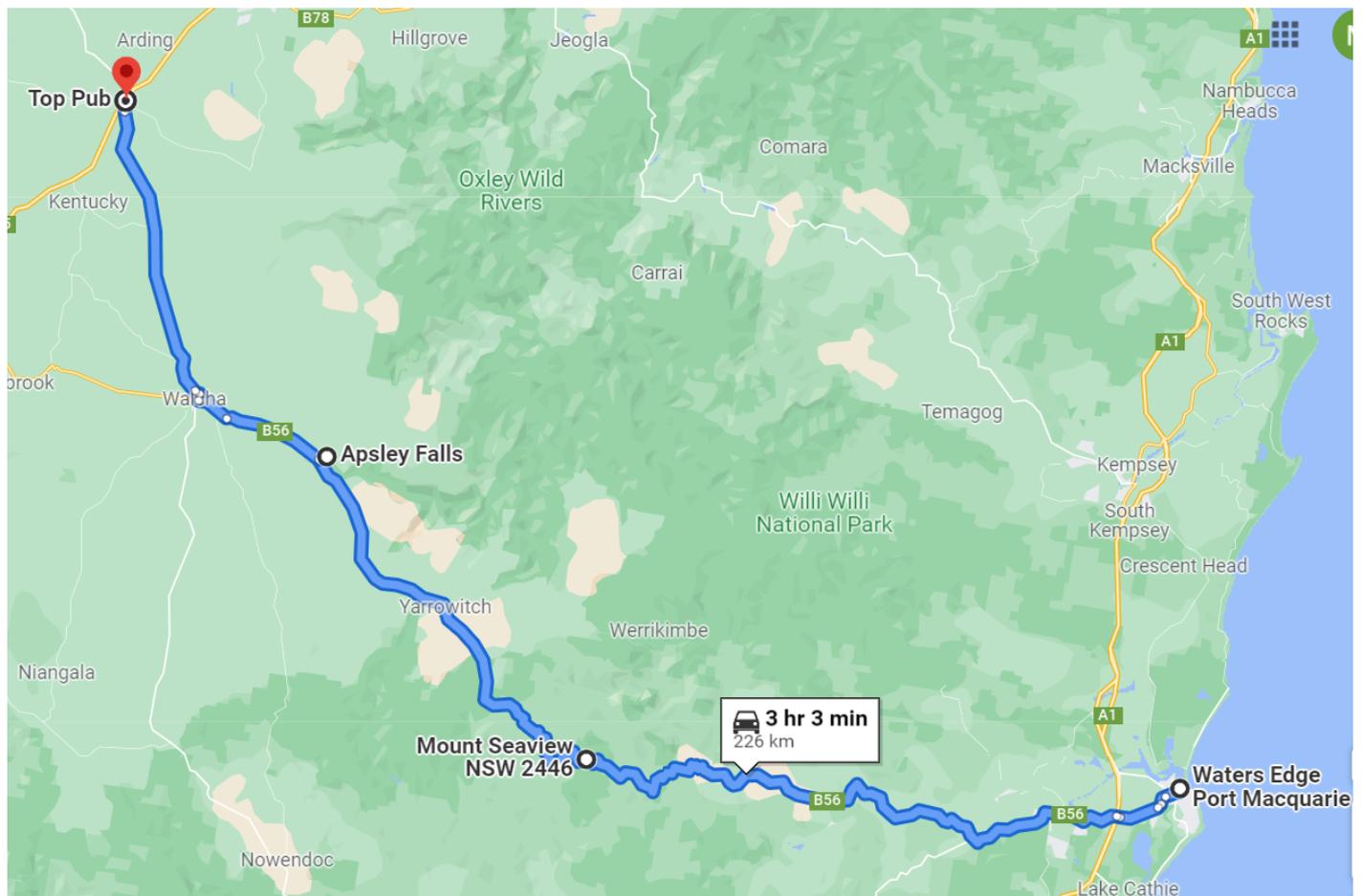


Select your Alfesta activity package via the website and pay directly to the club

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

Alfesta 2022

14-18 April – Port Macquarie | Martin Leaver



Day 1 Morning - Port Macquarie to Uralla

Alfesta is AROCA's national meeting, which after more than forty years has developed into a fun four night, three day social event format, that allows you to meet like-minded Alfisti from across the country and to explore attractions and roads that you may not know well. The last time AROCA NSW hosted Alfesta was when the Canberra Chapter invited everyone to the Nation's Capital in 2013, with Alfesta in Orange in 2009 being the time before that, so a return to NSW is well overdue.

For 2022, we are inviting you to Port Macquarie, a town of about 50,000 on the NSW Mid North Coast, and the Hastings River area. Alfesta will be based at the Waters Edge Boutique Hotel, which is right on the Hastings River and less than 1 km from the Port Macquarie town centre. As of late October we are now 80% booked, and there will be a maximum of 110 attendees.

To book your place, take visit the Alfesta website. All Alfa Romeos are welcome; whether you have a 101 Spider, or a 147 diesel, Alfesta is still a great event. Over the years, quite a few people have come even when they have been unable to bring their Alfa. If you are thinking about it, please book soon, as it will help the organising commit-

tee, and may mean you avoid the disappointment of missing out on a great event. As an incentive, if you pay for your activity package in full before 30 November, you will go into the draw to win \$450.

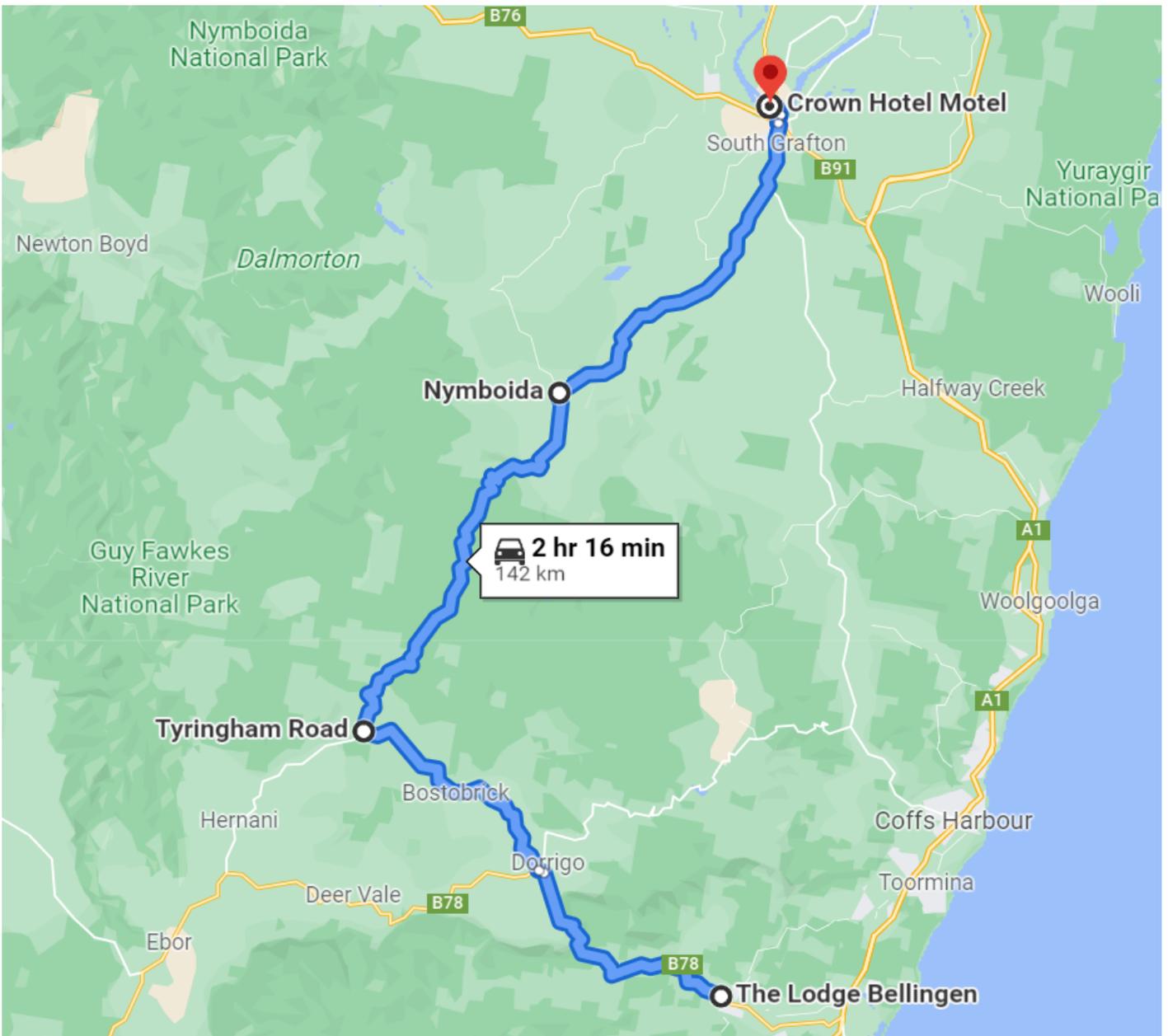
The event kicks off on Thursday 14 April, with registration, a gift pack for each attendee, and then meeting up with new and old friends. The Good Friday activities are still being finalised, but should include a cruise, with lunch, on the Hastings River. Saturday starts with the show 'n' shine in the Town Green, where you can have your car cleaning skills tested, wander around the shops, before exploring the Port Macquarie area with free time in the afternoon.

On Sunday morning will be the Ray Sharp Observation Run, a scenic drive to the west and south of Port Macquarie. Along the way, there are some optional questions to answer, as you follow the route. After lunch at the Long Point Winery, there will again be free time in the afternoon before the Alfesta gala dinner.

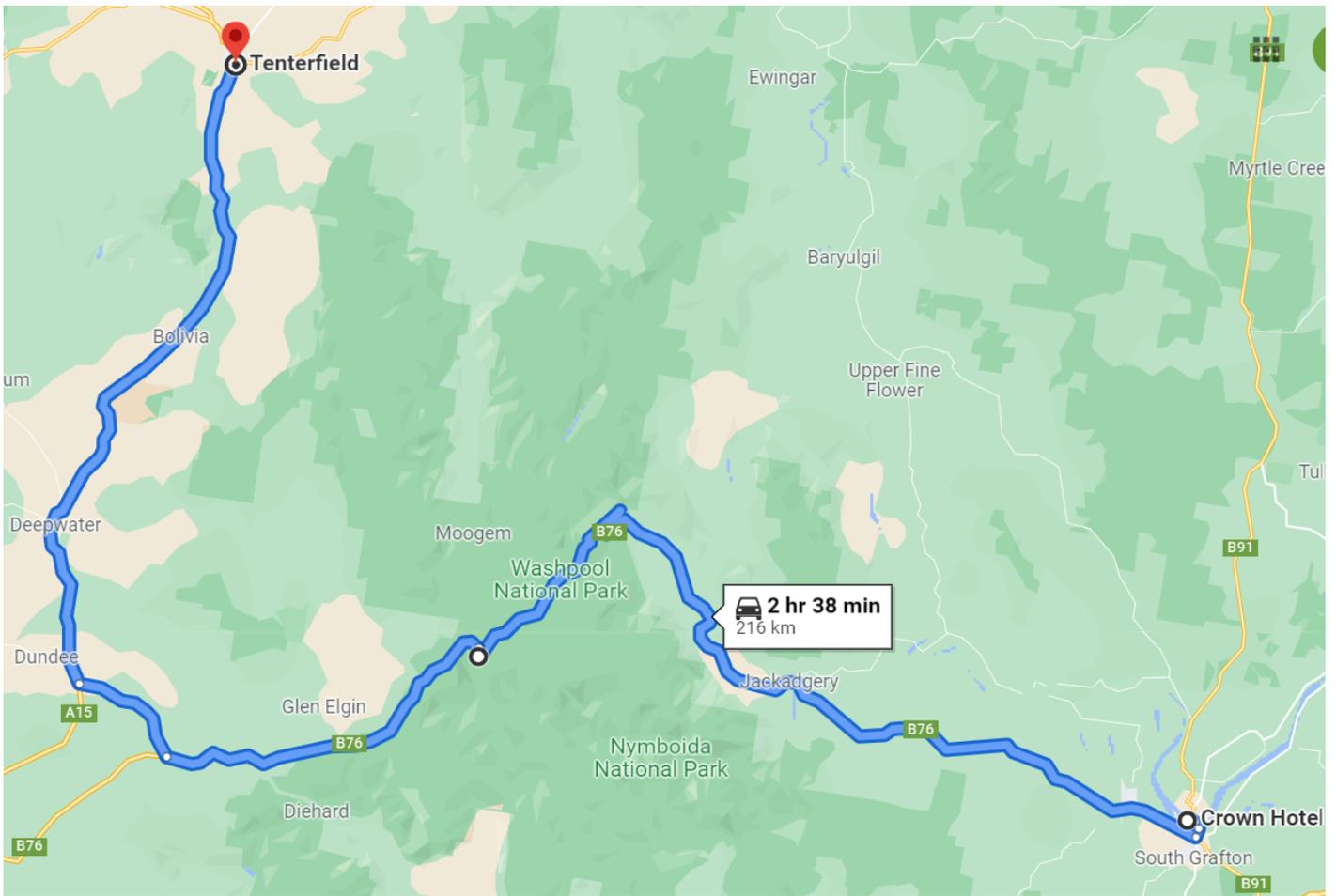
For those not taking part on the Post Alfesta Tour, Easter Monday will time to say our goodbyes.



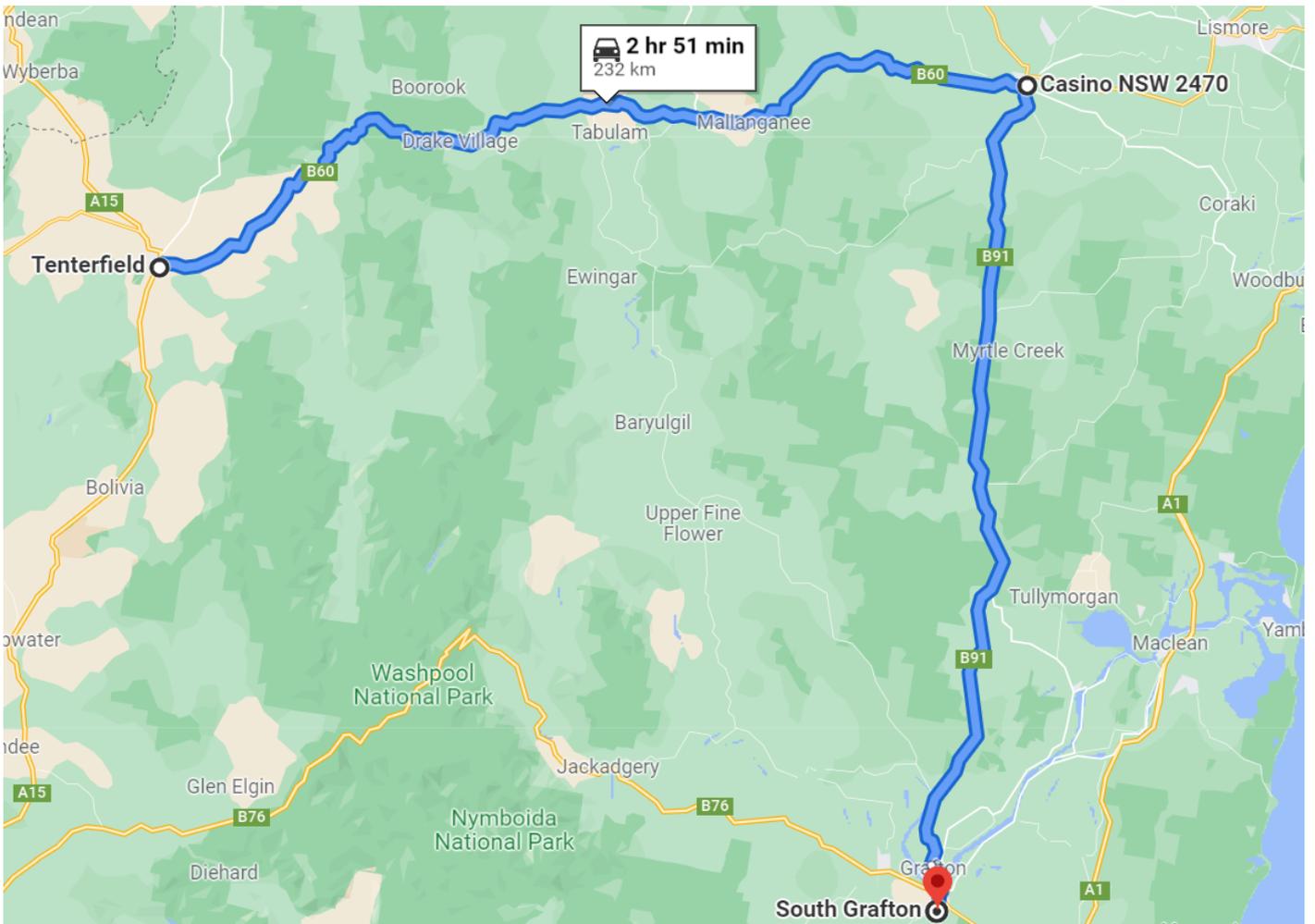
Day 1 afternoon - Uralla to Bellingen



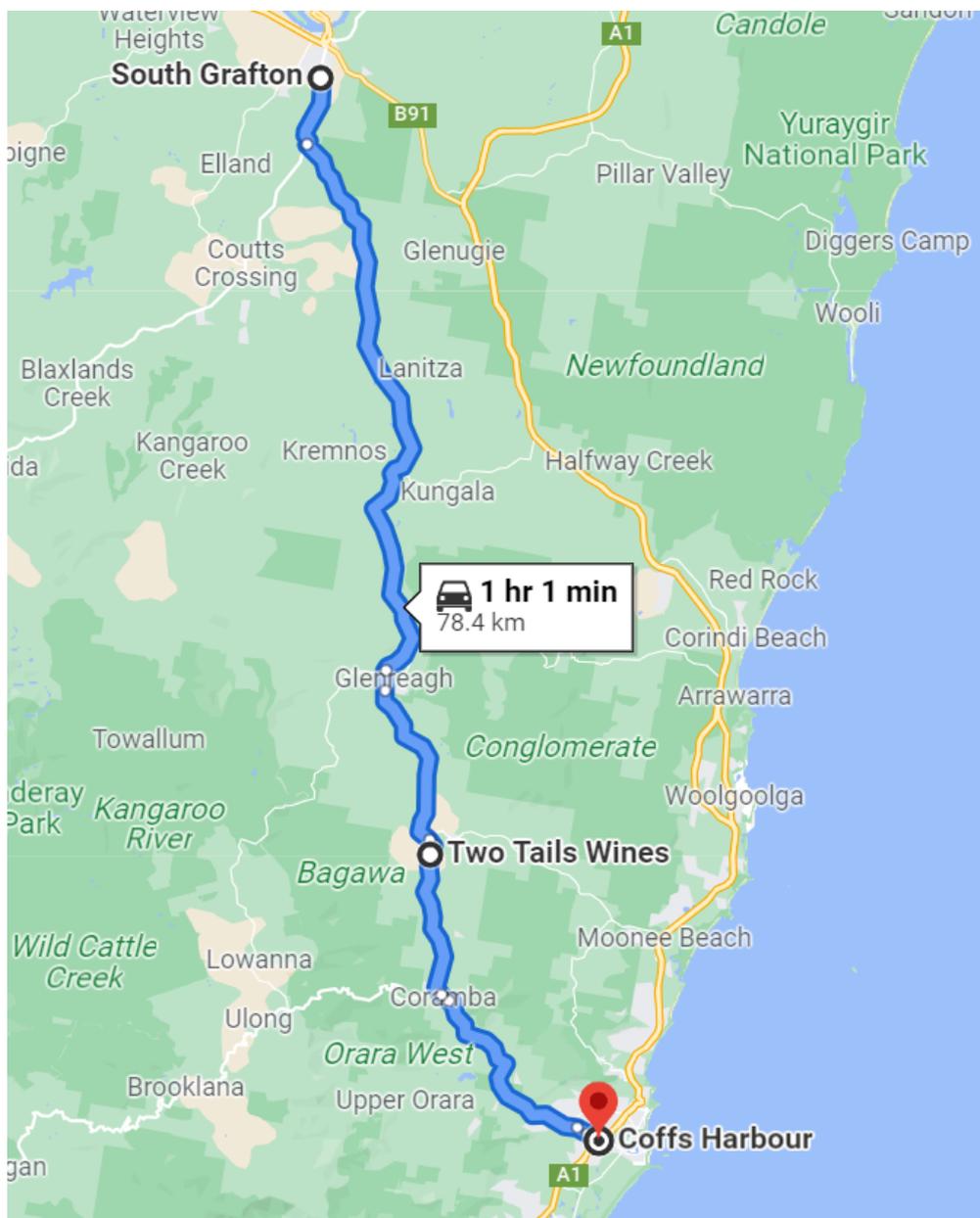
Day 2 Morning - Bellingen to Grafton



Day 2 Afternoon - Grafton to Tenterfield



Day 3 Morning - Tenterfield to South Grafton



Day 3 Afternoon- South Grafton to Coffs Harbour direct

Post Alfesta Tour

You're coming all this way to Alfesta in Port Macquarie, and there's a good chance quite a bit of it will be on the dual carriageway M1. To counterbalance that, how about taking in some of the best driving roads in the country with the Post-Alfesta Tour? Featuring three days criss-crossing the Great Dividing Range, you can drive these roads at your own pace. You don't have to be an Alfesta participant to join us on the tour, and you can drive as much of the tour route as you like.

The plan is to spend the first night at Bellingen, and the second night at Tenterfield. As Bellingen is only 90 minutes from Port Macquarie on the direct route, there is option to spend your Easter Monday as a tourist day and joining us for dinner, which is booked in for the

Federal Hotel, with your own choice from the menu. The nature of the tour is that you can pick your own accommodation to suit your tastes, and order what appeals off the menu.

The tour route is to take the Oxley Highway up to Uralla, south of Armidale for lunch, and then the Waterfall Way back to Bellingen on the first day for a drive of 400 km. The Oxley Highway was cut by landslides caused by heavy rain in March, but is now open for through traffic, although work continues, which may slow our trip a little. The eastern half of the Oxley Highway is one of the more famous driving roads in the country. Peter Thoeming, in his Australian Motorcycle Atlas, reckons that this is his favourite road in the world. After lunch we will head east to Bellingen on the Waterfall Way, which is a great tourist route that heads through several national parks with lots of Waterfalls to look at. And it is a fun drive. For those who'd like a shorter drive and more time being a tourist, an option is to spend the night on 18 April in the Armidale area and re-join the rest of us for dinner on Tuesday night.

For those coming to dinner in Bellingen on Easter Monday, on Tuesday, we will head back up Waterfall Way to Dorrigo and

then take the Tyringham and Armidale Roads to Grafton, and then the Gwydir Highway across the Gibraltar Range to get to Tenterfield for our overnight stop, and dinner, at the Rosenhof restaurant, with a driving distance of 350 km.

The final day of the tour will take us east across the Great Dividing Range one more time, via the Bruxner Highway towards Casino. Queenslanders might depart for home around Woodenbong. For those heading south, we will continue to Coffs Harbour, which was one of the initial location ideas for Alfesta 2022 before we settled on Port Macquarie. The exact route for Day 3 is still to be confirmed. The attached maps show a relatively short route in the afternoon, which would give you some time to explore, or if you so desire, make a start on the next leg of your holiday drive.

Martin Leaver

Alfesta 2022 Convenor



We have new members from near and far this month

Anton and Amal Rocchi with their Red 2015 4C and Black 2003 156 GTA

Graeme and Karen Buchanan who drive a Metallic Black 2002 Spider

Chris Lawe Davies & Anita Bazzoni with a Black 2017 Giulia Veloce

and Shaun Quigley with a Rosso 2017 Giulia Veloce (pictured) replacing the black 159 he previously owned.

There is no exciting Alfa related news from the Greens. For a change it has been the Renault that has chosen to make things interesting by breaking down in the rain - and having no parts available in Australia and a likely 8+ week wait to get parts and repair under new-car war-

ranty. I don't think it is Renault specific - it seems manufacturers now expect that their cards are so perfectly designed and manufactured that nothing will fail - at least not while under warranty. So why carry parts other than maintenance items? May all your vehicles fulfil that expectation.

Maybe I should attach a quadrifoglio to the Renault for luck?

Karen & Darryl



October was a much quieter month on the competition front with just one event

Italian Challenge Sprint Series Round 7, Queensland Raceway – We had just five entrants for this Alfacomp round at Queensland Raceway. I managed to shave a couple of seconds off my previous effort with the Giulia on the Clubman circuit to get into the 62 second bracket. It's going to be a seriously quick car when I learn to drive it properly. Andrei finally won the 156 sprint battle against Jorrit but Jorrit turned the tables in regularity and it's very close between the two of them for the end of year result. Colin Densley made his second appearance for the year and had no problems, while Andrew Gillanders managed another personal best for the Clubman circuit.

QR Sports and Sedans Race Series Round 5, Queensland Raceway – The race meeting scheduled for October didn't include QR Sports and Sedans as a category so there were no Alfas running that weekend.

Other News – It was announced at the end of October that Tony Quinn would be taking over the running of Queensland Raceway from John Tetley in the near future, with John Tetley continuing to operate Lakeside Raceway. How this will affect us remains to be seen, but hopefully there will be no significant impact.

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

UPCOMING EVENTS

Mid-Week Sprint Round 5, November 11th, 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 5, October 14th, 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>

Italian Challenge Sprint Series Round 8, November 27th, 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>

See 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

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2021 ALFACOMP SPRINT #6-Open Sprint Queensland Raceway

DRIVER	ALFA	CC's	RUN1	RUN2	RUN3	REG PTS	REG	Spr					
Mark Jackson	Alfa Giulia QV	2900T	63.21	<u>62.76</u>	62.87	2.29	14	20		0.85	0.55	0.89	2.29
Andrei Vishnevskii	Alfa 156	1970	69.18	68.93	<u>68.70</u>	1.97	16	16		0.92	0.61	0.44	1.97
Jorrit Kooistra	Alfa 156	2000	<u>68.93</u>	69.00	68.96	1.64	20	14		0.63	0.52	0.49	1.64
Colin Densley	Alfetta GTV	2000	74.51	<u>74.10</u>	74.68	5.55	12	12		4.24	0.66	0.66	5.56
Andrew Gillanders	Alfa 147	1970	78.91	<u>78.41</u>	79.88	6.50	11	11		3.03	2.97	0.50	6.50
Fastest time <u>underlined</u>													

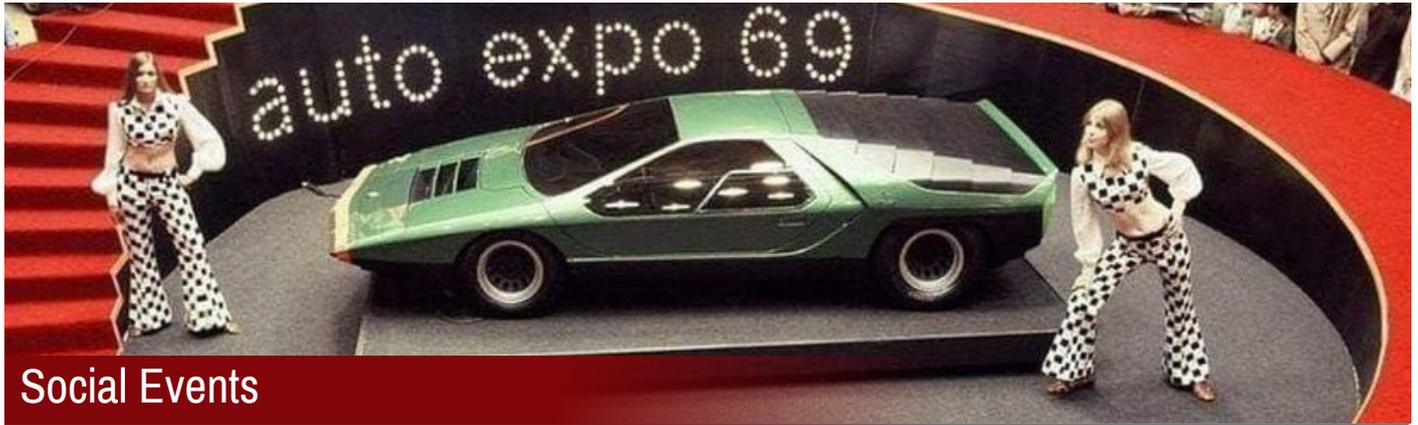
ALFACOMP 2021 POINTSCORE

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



S	MWR	Race	S/S	Spr	Reg	Spr	Reg	Total Events	Total Points	Best Events	Alfacomp Points	Sprint	Reg	S/S	Race
	1	2	4	6	6	7	7	17	290	10	192	116	94	72	8
0	8	<u>20</u>	0	0	0	<u>20</u>	14	14	187	10	148	87	100	0	0
0	0	0	10	8	10	<u>14</u>	<u>20</u>	18	223	10	144	86	100	37	0
0	0	<u>14</u>	0	0	0	0	0	10	132	10	132	46	32	54	0
0	0	0	0	0	0	0	0	8	94	8	94	32	43	19	0
0	0	0	0	0	0	<u>11</u>	<u>11</u>	8	85	8	85	39	46	0	0
0	0	0	<u>7</u>	<u>6</u>	0	0	0	6	70	6	70	33	37	0	0
<u>10</u>	0	0	0	0	0	0	0	6	67	6	67	27	20	0	0
0	0	<u>12</u>	0	0	0	0	0	4	66	4	66	0	0	66	0
0	0	<u>9</u>	0	0	0	0	0	5	52	5	52	22	21	9	0
0	0	<u>11</u>	0	0	0	0	0	4	44	4	44	0	0	44	0
0	0	<u>16</u>	0	0	0	0	0	3	44	3	44	0	0	44	0
0	0	0	<u>6</u>	<u>7</u>	<u>12</u>	<u>12</u>	<u>12</u>	4	37	4	37	18	19	0	0
0	0	0	0	0	0	0	0	2	34	2	34	20	14	0	0
0	0	0	0	0	0	0	0	2	22	2	22	0	0	22	0
0	<u>10</u>	0	0	0	0	0	0	2	20	2	20	0	0	0	20

Eventi



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 Vinyards 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 Alfas. 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, desert) 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]

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

Date/Venue

Details

Tue - Nov 9 - 2021 **Members' Club Night** - Please assemble from 6.30pm - we aim to start the Yeronga Services Club meeting by 7.30pm. Check the Club website and magazine for updates.

Classificato

WANTED

Garaging for my about-to-be-homeless
2004 Alfa Spider 3.2V6

We have just signed a contract for sale on our current property (and garaging) settling 20/12/2021, and we are planning to remain homeless, travelling overseas for months at a time next year, and possibly longer. I am seeking a trusty Alfisti with spare secure garaging who might be able to take care of the Spider while we are away, for an agreed rental compensation. Happy for the carer to give the car an occasional run to keep it happy. I would need access during periods of return to Brisbane. Contact: Charlie, 0419 676 150, cwbeckingsale@gmail.com

FOR SALE

Spider Hood & Hood frame



1994-2006 Spider 916 black electrically-operated hood and cover in good condition, no hood lining. 2nd hood came with car when purchased. | \$Best Offer | Contact: Graeme, 0417 633 734, bukey@tpg.com.au (Expires: Jan 26)

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, tribesa56@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.

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.

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