

Alfa

Per Sempre



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

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

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Annnddd... we're back!

Another year in which to enjoy our Alfas. And one that dawns with some hope that the burden we've all shared over the past 2 years might soon be over! Unfortunately many of us have or will become sick, but thankfully nowhere near as sick as previous variants, it seems. Our thoughts and prayers are with the families of those who have sadly died in the past couple of months. But on the other hand, I have known at least 6 people who got it, and all recovered after a very mild illness (comparitively). Hopefully we'll soon be able to interact with others with no more concern for catching a deadly disease than we otherwise would pre-COVID. And that means no more lockdowns, no more masks, and lots more enjoyment of life!

And if you think I'm being a little over the top... in the pandemic's darkest hours, I was very sombre and serious in my columns - people were dying, so that was appropriate. But with the prospect that it might well be over, then it's appropriate to be positive and cheerful! Hope you are too.

There's two things I want to talk about this month. First thing is Alfesta 2023. Alfesta 2022 in Port Macquarie is only 2 and a half months away now! At that Alfesta, the Queensland division will be giving a presentation to those present to excite them about coming to our Alfesta in 2023. The Alfesta 2023 has been going for a while now, and we've made a decision about where it will be held. I'll reveal that next month, as it hasn't been formally put to the Club committee as yet. But choosing a venue enables the Alfesta committee to get to work figuring out all the details. There are 11 meals for over 100 people to organise, a Friday activity, a Saturday Observation run, the Sunday Show 'n Shine, and the Sunday Gala Dinner to pay particular attention to, several fun activities on the side to think up, a welcome pack to plan and get prices for, sponsors to find, and so on. Meals are

already looking pretty good! I think we have the Friday activity and Saturday Observation run pretty much in hand, leaving a lot of work to do on the Show 'n Shine and Gala dinner - but it's early days yet!

Regarding the Show 'N Shine, we'd like two people to help out in particular - a Chief Marshall, who will run things on the day and make sure everything happens that's supposed to happen, and a Chief Judge, together with probably two other judges from the interstate attendees to ensure that the judging process happens to a high standard. While we have someone in mind for Chief Judge, we'd like to hear from anyone who would like to volunteer to be the Chief Marshall. If that's you, send me an email on president@arocaql.com, and we'll talk about it.

For the Gala dinner, while I've taken on the role of liaison with the hotel, meaning I will have a role in planning the dinner, I'd really like to hear from someone who'd like to plan and organise the dinner. The Alfesta committee will select meal choices and many aspects of the dinner, but ideally we would like to hear from someone interested in organising and running all the details of the night. If you've organised a wedding, then you probably know what needs to be done (although we're not as demanding as a young bride!). Again, if that's something you'd like to do, please let me know via email on president@arocaql.com.

The other thing that I wanted to talk about was the club's financial resources. Most years, we make a small profit, which is great - we don't want to be losing money! But we also don't want to be taking more in memberships from members than we need to. However, due to some rather profitable Alfestas and other events in the past, and the magic of compound interest, the club has amassed an amount in the 10's of thousands over the last 40+ years, that no one has really figured out what to do with. We've had it in term deposits so that it doesn't lose

it's value, and I think initially (at least), the thought was that it was there "for a rainy day", should the club ever need a chunk of money for some sort of emergency. But that situation has never arisen, and even if it did, I think we'd figure a way around it.

The important thing is that this money belongs to members of AROCA QLD, past and present - and therein lies the problem. As an incorporated club under Queensland Law, the money under the club's control must be used for the benefit of members. However, which members? As this has accumulated over 40+ years, are people who joined yesterday entitled to the same share of it as someone who is a founding member, or even someone who has been in the club for 5 years (say)? What about people who were members while some of these funds were accumulating, but have since left the club? What about people who are yet to join the club? If the solution is to distribute it, by what criteria do we determine who gets what, or whether or not they get anything at all?

As you can see, these are all valid questions. But coming up with a solution that satisfactorily answers most of them has proven impossible up to now. This has come up several times in the 8 years I've been on the committee, with the same result - we need a solution, but how do we determine it?

I think ultimately it's the job of the club committee to make a decision about what to do with these funds. That's the type of job they were elected to do. However, I think a decision such as this needs to be informed by

the membership more than most, given the amount of funds involved, and the questions (such as those above) about fairness that will inevitably be raised. I'm sure the committee will discuss this problem several times this year, and might even make a decision. I would like to think that, if they do, they do so confident that their decision reflects the overall will of the membership.

And to be so informed, the committee needs to hear from the membership. If you have views on what we should do with these funds, please send me an email on president@arocaqld.com and I will raise every view at the following committee meeting. I will respond to you with the result of the committee's discussion on your views. At some point, it might well become clear what the majority of the membership want the committee to do, and then they can make a decision. Or, it eventually becomes clear that making a decision that enough people will be happy with is an impossibility, and so nothing will change in that case. But, at least, we as a club have considered the issue well enough to make that judgement. Regardless of which way it goes, the committee needs to hear from you!

Ciao for now,

John Anderson

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Notizia

Brisbane to feature a new motor museum



For Australian classic and sports car enthusiasts, 2022-23 is shaping up to be an exciting time, introducing the “Brisbane Motor Museum”.

The Brisbane Motor Museum is well underway and promises to become a must do destination. Located on Nudgee Road, only 10 minutes north of the Brisbane Airport and Gateway Motorway. And only 20 minutes north of the Brisbane CBD. The Brisbane Motor Museum will feature 3 to 4 month rotating exhibits on all things motoring. Exhibits will include celebrated marques, car club milestones, themed exhibits, artworks and motoring materials and much more.

The museum boasts a generous space, featuring Club Rooms, Meeting Rooms, Motoring Library, Food & Drink Outlet, Under-cover Parking and of course the Museum itself.

To register your interest and to receive updates on the museum's progress, head over to www.brisbanemotormuseum.com.au and sign up for the free newsletter.



Museum Curator
Mark Buchanan
0421336091
info@brisbanemotormuseum.com.au

Alfa Romeo to formally unveil C42 F1 car after first pre-season test

Alfa Romeo will not formally launch its new Formula 1 car for the 2022 season until after the first pre-season test in Barcelona later this month.

The team announced on Wednesday that its new car, named the C42, will be officially launched on 27 February - two days after the opening test comes to an end.

According to Alfa Romeo, the C42 car “will be unveiled in its full livery through a digital launch, with images and videos released to the public and media” on the morning of 27 February.

It is anticipated that the team will run the C42 car in a special livery for the first pre-season test, which runs from 23-25 February at the Circuit de Barcelona-Catalunya in Spain.

Alfa Romeo heads into the 2022 season with an all-new line-up featuring former Mercedes driver Valtteri Bottas and Formula 2 graduate Guanyu Zhou.

Both drivers will get a chance to sample the car during the Barcelona running prior to its official launch, which will be followed by the second pre-season test in Bahrain on 10-12 March.

It makes Alfa Romeo the seventh team to officially confirm its launch plans ahead of the new season. Red Bull, Williams and Haas are the only outfits yet to announce when their new cars will be unveiled.

Bottas and Zhou replace outgoing duo Kimi Raikkonen and Antonio Giovinazzi for the 2022 season, and will look to breathe fresh life into the team's fortunes after it slipped to ninth in the constructors' championship last year.

The arrival of Zhou is set to bring additional financial backing to the Swiss-based team thanks to sponsorship from China, allowing it to run close to the budget cap. Team principal Frederic Vasseur told Motorsport.com in December he thought it would result in a “different mentality” for the squad moving forward.

The team has undergone a subtle name change for the new season, changing from Alfa Romeo Racing to Alfa Romeo F1 Team, and will continue to carry title sponsorship from Orlen, the backer of reserve driver Robert Kubica.

Alfa Romeo has previously conducted shakedown runs in February using a special Valentine's Day livery, as seen in both 2019 and 2020.





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Triumph Spitfire and MGB 60th Anniversary

2022 is the 60th anniversary of the launch of both the Triumph Spitfire and the MGB. The 2022 Macs Bridge Festival will be allocating separate parking areas for Triumph Spitfires and MGB's, and we will be presenting awards for the best of both models.

FURTHER INQUIRIES

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Murray Clark: murrayclark1@bigpond.com.au

Mike Kelly: 0407 158 887

Mike Taylor: 0418 983 098

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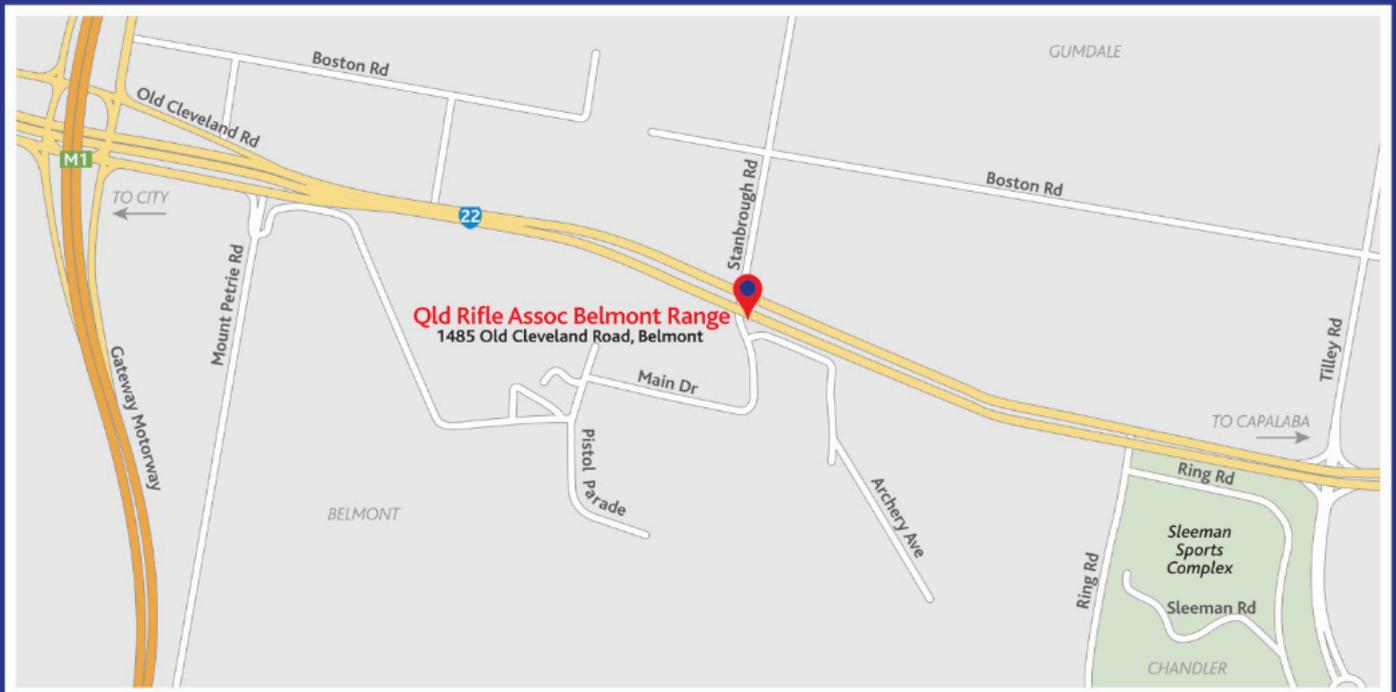


Or visit: TSOAQ.org.au and click on the Macleans Bridge page just under the logo.

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Sports & Classic Car Festival



DIRECTIONS

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FROM WEST: Head east along Old Cleveland Road. Travel past the entrance. A U-turn can be made at either Ring Road or at the lights at Tilley Road (recommended) and then travel west to the entrance after Ring Road, opposite Stanbrough Road.

Plenty of off-street parking available for visitors

Alfa Romeo Tonale to be revealed Feb 8th



Alfa Romeo's long-awaited Tonale compact crossover will be revealed on February 8, the Italian brand confirmed on Monday.

It was at the 2019 Geneva International Motor Show that Alfa Romeo first announced the Tonale and revealed a concept of the same name. Prototypes spotted since then suggest the production version's styling will be very close to that of the concept.

The first examples should reach dealerships in the second half of 2022, meaning we'll likely see the Tonale arrive as a 2023 model.



Alfa Romeo Tonale concept

Production will be handled at a plant of parent company Stellantis located in Pomigliano d'Arco, Italy. The plant is responsible for the Fiat Panda subcompact crossover, but the Tonale won't share the Panda's underpinnings. The plan is to use the platform found in Jeep's Compass and Renegade.

It's possible the Tonale will be offered exclusively with electrified powertrains. Alfa Romeo said the upcoming reveal of the Tonale is the start of a transformation for the brand, and we know the brand wants to be fully electric by as early as 2027. Alfa Romeo's first electric vehicle is due in 2024, and will most likely be a subcompact crossover.

Expect any electrified powertrain in the Tonale to be the same plug-in hybrid setup used in the related Compass and Renegade. It consists of a 1.3-liter inline-4 up front and an electric motor at the rear. Output ranges from 190 to 240 hp, and an 11.4-kilowatt-hour battery provides enough juice for an electric range of approximately 30 miles. It's possible extra performance will be extracted for the Tonale. Stay tuned.

Incredible Alfa 4C-Based Concept Greenlit For Production



The Abarth 1000 SP is a truly special heritage concept, and it's going to production.

In May this year, Fiat revealed a stunning concept called the Abarth 1000 SP (Sports Prototype). Based on the Alfa Romeo 4C Spider, the concept paid tribute to the eponymously-titled car that won the Nurburgring 500 km in 1966. The 4C underneath was clear to see, particularly in the rear haunches and the air intakes that we loved so much when we drove the 4C. But the Abarth-badged version had entirely new front and rear designs, new wheels, and, of course, Abarth scorpion badges to set it apart, while a rear-opening clamshell is unique to this car. Originally, it was said to be a one-off, but a new

report from Auto Italia Magazine claims that Fiat is putting the mid-engined sports car into production.

According to the British publication, it will be produced in limited numbers. The information comes courtesy of an interview with Roberto Giolito, head of FCA Heritage and the man behind the design of the special homage concept. Allegedly, each unit will cost in the region of £170,000 (\$228,000). As for production numbers, the report cites that an initial run of five has been greenlit, but we expect demand to far outweigh supply and hopefully mean more of them reach production.

Allegedly, the 4C was originally conceived back in 2009 when it was supposed to be a production Fiat sports car in the same vein as the 1000 SP, but was repurposed as



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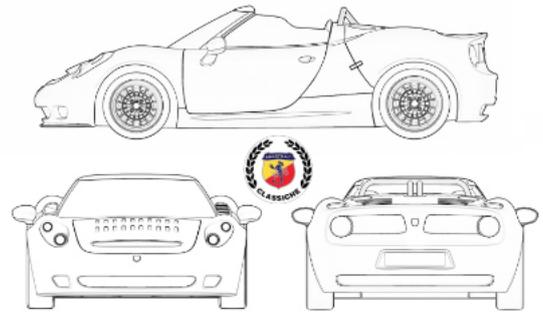
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an Alfa instead of an MX-5-based sports car that was touted for some time.

The technical specifications emulate those of the carbon fiber 4C Spider, with a mid-mounted 1.75-liter turbocharged four-cylinder producing 237 horsepower and 258 lb-ft of torque and driving the rear wheels via a six-speed dual-clutch automatic transmission. The 4C Spider weighed an impressive 2,487 lbs. With slightly less bodywork and no roof, at least not on the concept, the Abarth 1000 SP could weigh a few pounds less.

The 4C Spider was the last version of the 4C sports car sold in the US, but ended production after the 2020 model year, a year after the coupe stopped being sold stateside. The 1000 SP will be badged as an 'Abarth Classiche', with production slated to begin in 2022. There's no word yet on whether the 1000 SP will be sold in America, but given the Alfa Romeo Giulia GTA never made it here, we're doubtful this will either.



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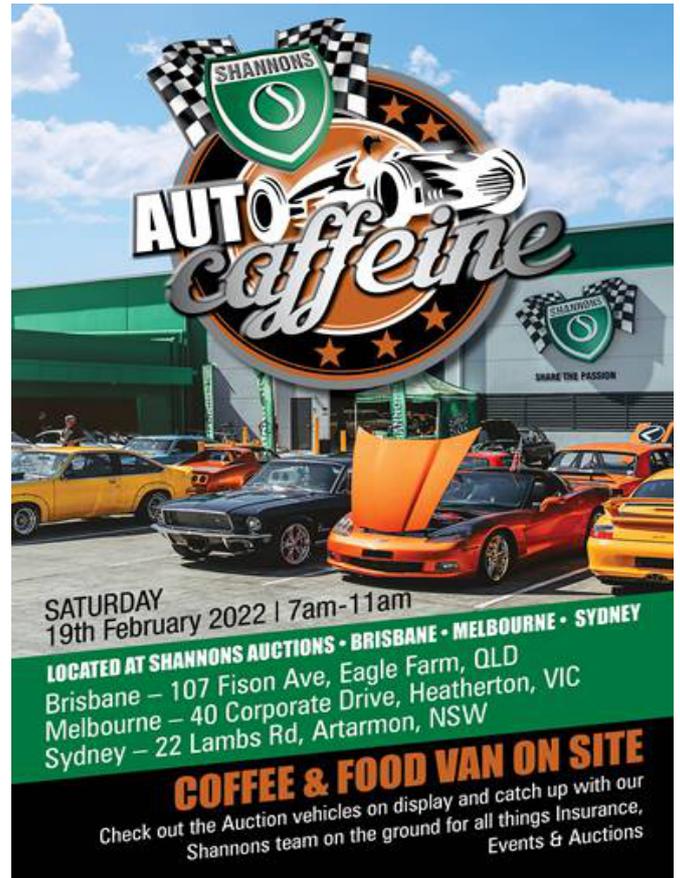


So, what does a Social Convenor organise when everyone has battened down the hatches and is staying home to avoid, as much as possible, this insidious Covid?! I took the advice of our learned President and thought it best to give social events in February a miss whilst the touted Qld 'Omicron wave is expected to peak'. Here's to lots of get-togethers and outings come the rest of 2022!

Looking into 2022 the year could include a run around the Somerset and Wivenhoe Dams in March, Alfesta of course in April, perhaps a run to Kilcoy and surrounds in May or June, and a "Southern Downs Outing" midyear. August last year there was a Toowoomba run which had to be cancelled due to a lockdown – hoping we can do it in 2022. Will there be a Stanthorpe weekend (ie. Wine-fest) this year? I'm sure there's never been a report so full of the word 'hopefully', but hopefully yes!

September will hopefully be the Bellthorpe Run (guaranteed to get the cobwebs out of your Alfa!) and the "Day in the Country" charity event at Peak Crossing. In November Doug and Cynthia Earl will, hopefully, once again lead us on a drive in the Gold Coast hinterland as our final run of the year, which takes us into Christmas 2022: may it be joyous and carefree ... and not tarnished by restrictions.

Our 26yo son has a 147 JTD Monza – it's the 1.9-litre turbodiesel with manual transmission – like the Brown's 147 but in nowhere as good condition. The Monza added a few extras such as 18-inch alloys, stability and traction control, cruise control, trip computer and better audio. This car is a true testament to the durability and quirks of this model – my son drives it so hard and yet the mechanicals are fine, but the roof and door fabric are all starting to peel away. But every time he's thinking of a



big 4WD ute someone will come up to him when he's parked and remark how good the 147s are and how good they look, and the 4WD upgrade gets delayed for a little while longer.

In our house our eldest daughter is due to be married on Friday 11th February. Like nearly everyone getting married (or planning a major event) over the last 2 years this wedding has been impacted by key people not being able to attend – in this case the groom's parents and family have not been able to come out from London which made the couple decide to get married now with immediate local family, and then hold a slap-bang Reception in the future when both families can be here. So ... it's not just the Alfa events being knocked around!

On a social note – for us at least – we've invested in a bench-top Espresso machine. Wow – so much to learn, and so many accessories available (yes, Jenny, we really do need the burl handled portafilter and the heavy weight tamper). In that I really feel that Italy, Alfa Romeos and espressos go hand-in-hand together please feel free to send me a snap of your cherished home espresso setup and our magazine editor may be able to show them in a future magazine. And anyone who has a stencil for the Alfa Romeo logo for chocolate on top of the milk froth, I'd love to duplicate it. Here's to all the home Baristas!

If you have any Social ideas, know of a good lunch venue you've found, or a road that you don't think the club has taken before, then please drop me a note on social@arocaqld.com. Until then – stay safe.

Dan Truesdale

ALFA ROMEO Alfasud Ti | AutoEvolution.com





Alfasud TI 1973 - 1977

Alfa Romeo introduced a sporty, two-door version for the Alfasud in 1973 and received the TI letters behind the name from Turismo Internazionale.

With an increased demand for sporty vehicles, Alfa Romeo decided to offer a new version of its four-door Alfasud. It used the same platform from the successful front-wheel-drive compact hatchback and developed the TI version.

While Giorgetto Giugiaro designed the Alfasud, the Alfasud Coupe was penned by the Austrian Rudolf Hruska. He followed the same lines as the four-door version. A raked windshield followed the flat hood and four rounded headlights and, above the rear seats, the roof descended into a sloped tailgate ended in a flat, vertical panel. The car was a 3-door vehicle, but it was still considered a coupe. Its chromed bumpers featured a rubber strip in the middle.

Despite its compact size, the Alfasud TI was able to fit four passengers onboard but with minimal room for the rear passengers. The basic trim level offered only a ventilation system with sliders and four vents. The instrument cluster featured five gauges for speed, revs, oil pressure, coolant temperature, and fuel level in front of the driver.

Under the hood, Alfa Romeo installed a choice of two engines paired to a four or five-speed manual. It was assembled at the company's Pomigliano d'Arco plant in southern Italy.



Alfasud Ti 1978 - 1980

In its attempt to stop the migration of the workforce from the South part of Italy to the North, the Italian Government pushed companies to build a new plant on the lower side of the peninsula. Alfa Romeo already had a factory in the North, and it said, "why not?". Soon, a small vehicle with front-wheel drive appeared from the fresh factory: the AlfaSud (Alfa from the South). It was featherweight, nimble, and fuel-efficient. Several production problems appeared and, after four years, the Italian carmaker brought an improved version.

It was hard to update the Giugiaro design of the AlfaSud and not ruin it. Somehow, the Alfa Romeo designers were able to do that. They changed the oval, horizontal headlights with four round lamps. A black, plastic grille

was extended between them. The previously used chromed bumper was axed, and a new one, with a wrap-around design, was installed. In the back, on the trunk lid, the engineers insisted on placing a small spoiler to balance the car at high speeds.

Inside, there was a slight redesign for the dashboard. The carmaker considered that smoking was a bad habit, and it shouldn't be encouraged. It moved the ashtray at a lower position and moved the ventilation controls upper on the center stack. That was the biggest modification of the interior.

The Italians kept the same 1.3-liter and 1.5-liter engines with flat-four configuration, but they were upgraded with new carburetors. Both versions were paired to a 5-speed manual.







Alfasud Ti 1980 - 1983

The 1980 Alfasud TI was the final upgrade for the front-wheel-drive sporty Alfa Romeo.

It was the only hatchback that could handle better than the already famed VW Golf GTI.

Alfa Romeo's most successful story was close to an end. Its TI version was improved and received a new design, a reworked engine, and, they said, better anti-rust treatment. The latter was much needed since it was the Achilles's heel for the sporty, three-door hatchback.

The chromed metallic bumper trend was already gone since the late '70s, but Alfa didn't care too much. Even though it revamped the car in 1978, it didn't change them until the 1980 refresh. Then, it applied the wrapped-around plastic bumpers both front and rear. For the 1.5-liter version, the carmaker installed a small wing on the tailgate.

Inside, plastic and rubber were clearly arranged to create an ergonomic cockpit. Its tachometer featured a yellow and a red-zone so the driver could know when to change the gears for maximum effect, and that's was between 5500 and 6500 rpm. In the back, the folding seatback was good to expand the trunk area.

Under the hood, Alfa Romeo used the same 1.3- and 1.5-liter engines from its predecessor, but the base version was enhanced, and it produced more power than before. Unfortunately, the 1.5-liter unit was out-powered by the Golf GTI by almost 20 hp, and that made the Italian hatchback slower by more than 1.5 seconds than the German hot-hatch. Its only advantage was the lower center of gravity due to the flat-four engine, and that made the TI better on cornering.



The 2022 racing season is almost upon us, let me explain what do we have planned. This year, just like the year before, the competition is split into three parts:

Sprints at Lakeside Park or Queensland Raceway. Here we race against the clock and the other with the best lap time wins. Any cars are allowed to run, road or race. Most novice friendly type of event.

Supersprints at Morgan Park Raceway. We race against the clock there as well, road cars are as fine as full on race cars, but it requires preregistration in October the year before.

Door to door racing at Lakeside Park or QR. This is for cars and drivers with full safety gear. We run together with QRSS group, as we, sadly, don't have the numbers for our own group yet.

As always, spectators are free and welcome. Please check the calendar on our website. Come and see our friendly competitors, cheer them up, or simply show off your Alfa.

26-27 Feb - Morgan Park - Supersprints

12 Mar - Lakeside - QRSS - Racing

19 Mar - Lakeside - Sprints

2 Apr - QR - Sprints

7-8 May - Morgan Park - Supersprints

28 May - QR - QRSS - Racing

4 June - QR - Sprints

25-26 June - QR - Two Days of Thunder - Racing

16-17 July - Morgan Park - Supersprints

21 Aug - Lakeside - Sprints

17 Sep - Lakeside - QRSS - Racing

24-25 Sep - Morgan Park - Supersprints

2 Oct - Lakeside - Sprints

15 Oct - QR - QRSS - Racing

5 Nov - QR - Sprints

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Driving on-board the 24 HP, from the origins to the first international victories (1906-1925)



Stories and characters from the early 20th century, centered around the first car: an elegant torpedo at speeds of a hundred kilometers per hour



Alfa_Romeo_20-30_ES

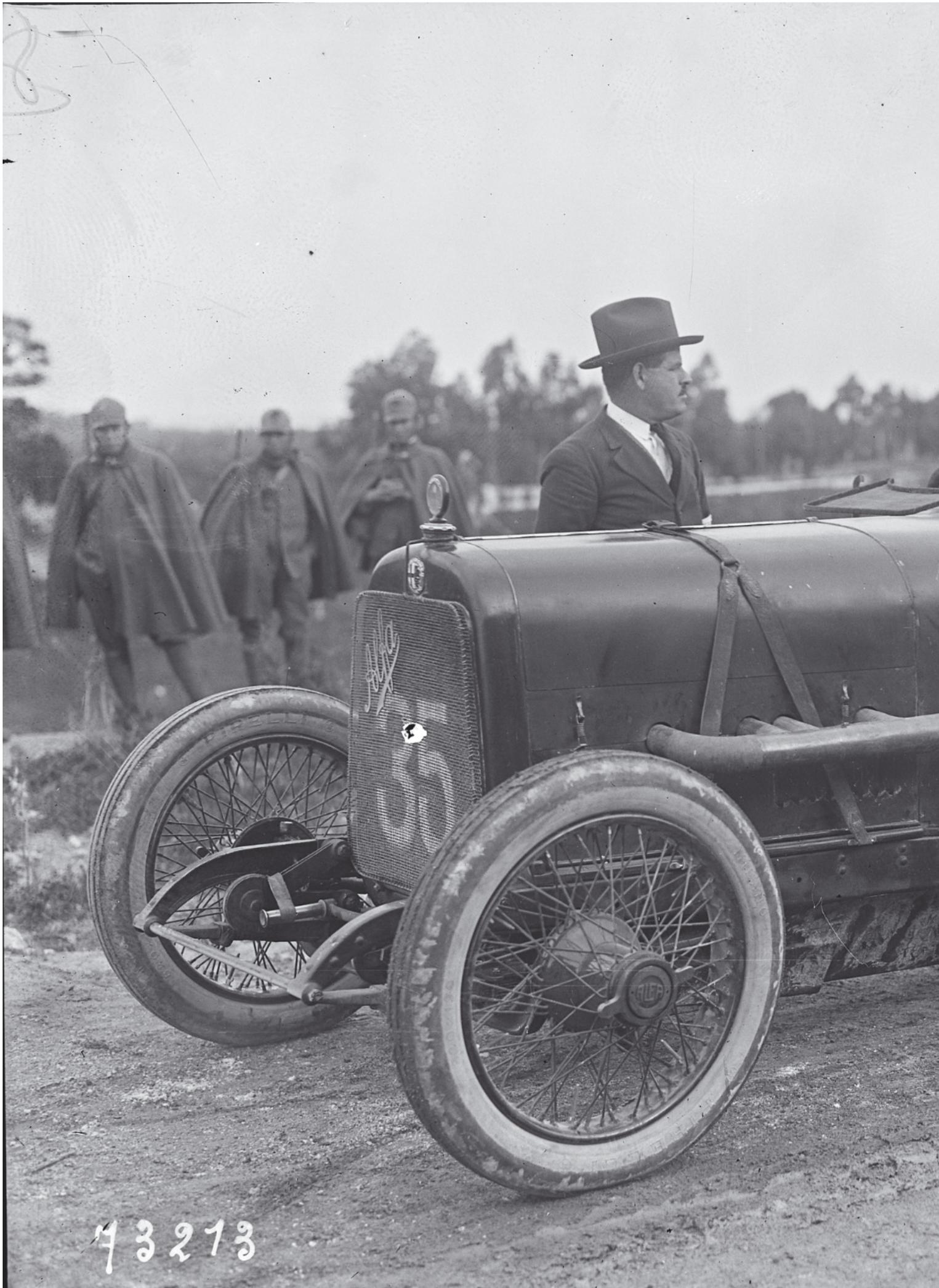
The Frenchman from Naples

Officially our story began on the 24th of June 1910, with the foundation of the A.L.F.A. (Anonima Lombarda Fabbrica Automobili). But we'll start a few years earlier, with a colourful character: a Frenchman with a handlebar mustache and an outstanding instinct for business.

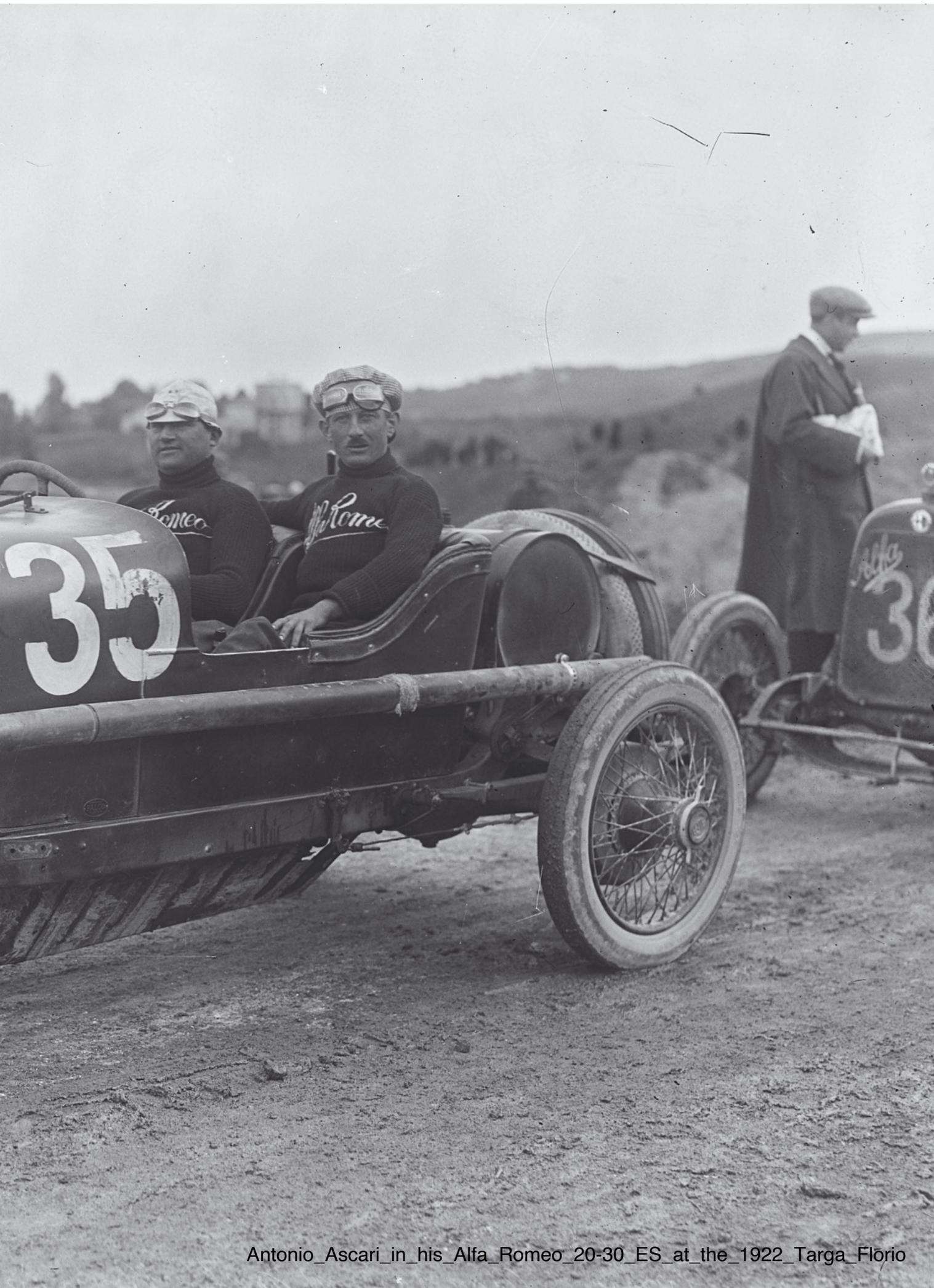
Pierre Alexandre Darracq began his career running a bicycle factory in Bordeaux, before falling in love with automobiles. So, he began producing motorcars in France and making a success of it. Then he decided to export them, opening branches in London and then Italy. In Italy he began operations in Naples in April 1906. But Naples was a long way from France and the journey was

complex and costly. So, by December he had transferred production to Milan, at number 95 in the Portello district.

But along with the logistical difficulties he realised that there were also market problems. Car sales in Italy were struggling: only a few thousand cars on the roads, and generally low average purchasing power didn't help. To make things worse, compared to France, prospective customers in Italy had different expectations: Darracq's cars were light and inexpensive, lacking power for Italian tastes. In late 1909, Darracq put his company into liquidation.



43213



Antonio Ascari in his Alfa Romeo 20-30 ES at the 1922 Targa Florio

The Cavalier from Milan

But someone else was convinced of the Portello factory's potential. Cavalier Ugo Stella, managing director under Darracq, moved quickly to find local funding and a guarantee from Milan's Agricultural Bank, then took over the factory and re-hired the over 200 people who worked there. An ambitious and definitely risky move... but Stella's was one of the many daring intuitions with which the Alfa Romeo Story would be paved. He knew his job well, had weighed up the risks and understood which cars his customers desired. Plus, he had an ace up his sleeve: he'd found the man to design it.

The surveyor from Piacenza

Giuseppe Merosi had been a quantity surveyor in Piacenza. But like many young men at the time, he'd been seized by a passion for motorcars and had worked in various roles in the sector.

In the autumn of 1909, Stella asked him to create two completely new cars in the power ranges of 12 and 24 HP: more powerful than the Darracq, suitable for the tastes of Italian customers and with a frame enabling the mounting of prestigious bodywork.

In his lodgings in Milan, at Via Cappuccio 17, the young engineering designer worked night and day, and on the 1st of January 1909 he signed the plans for the first car to the Technical Office.

The 24 HP

Perhaps for the only time in the history of motorcars, the vehicle model was created before the Brand that would sell it. The 24 HP had a monobloc engine (uncommon at the time), 4 cylinders, 4 liters of displacement and 42 horsepower, with a single cardan transmission for the rear wheels. It had a sturdy frame with side members and crosspieces in C-pressed sheet metal, enabling the coach builders Castagna, Schieppati, Sala and Bollani to develop torpedo and limousine versions for a highly demanding clientele. The 24 HP aimed high from the start: today we would call it a Premium model, costing about two years of an employee's wages.

It also went fast from the start, reaching 100 km/h, and was built with extraordinary care and precision. This meant that not only did it "go fast", it also delivered outstanding road performance. No wonder it was so well received. The first A.L.F.A. was already a true Alfa Romeo: elegant and sporty, technologically avant-garde and projecting unmistakable charisma. This would be the Brand's magic formula throughout its long history: an iconic enchantment that makes it unique in the annals of the motorcar.

Merosi realized that he was on the right track, and put his foot down on the accelerator. By 1911 he had developed the 24 HP Corsa: less weight, more power and more thrust... a bit like today's GTA. And with this model,

just a year after its foundation, A.L.F.A. entered the world of racing. The first victory came in the Parma-Poggio di Berceto race in 1913: the driver Nino Franchini came second overall and first in his category.

The 40/60 HP

For a fledgling Brand, racing was the best way to make its name. Well aware of this, Merosi decided to take the plunge and build a racing car with a new concept engine. By 1913 the 40/60 HP was ready.

Castagna, the coach builder, had been requested by Count Ricotti to model this A.L.F.A. chassis on the principles of a new science: aerodynamics. The result was the 40/60 HP Aerodynamic Ricotti Torpedo, a creation straight from a Jules Verne novel, capable of reaching a speed of 139 km/h.

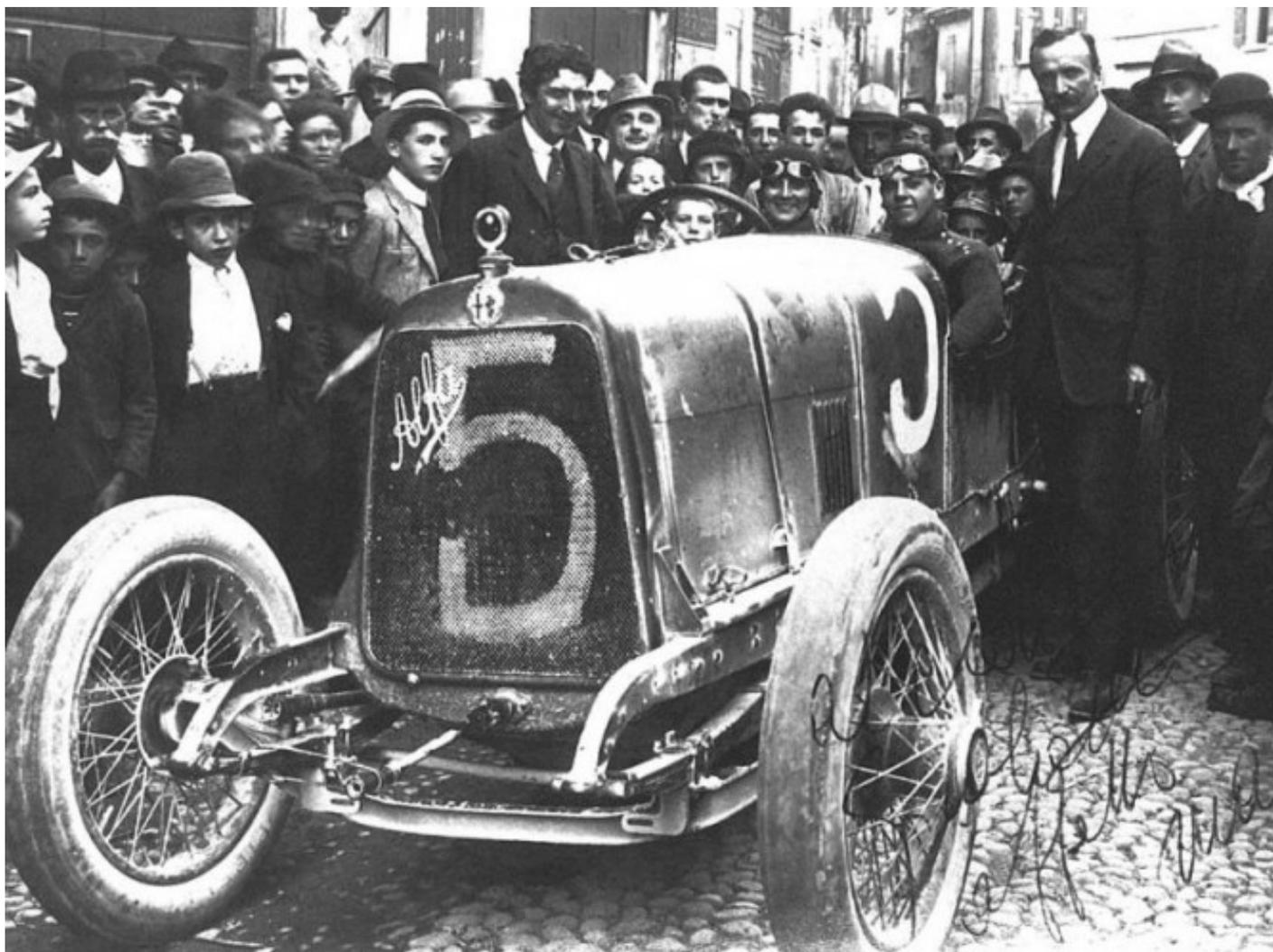
But the outbreak of the first World War changed the playing field for everyone, including A.L.F.A., which was called upon to contribute to military needs. But change means opportunity, and on 2 December 1915 the Limited partnership company named Engineer Nicola Romeo & Co took over the Portello factory, reconvert-ing it to manufacture ammunitions and aircraft engines. The original production department was flanked by a new smelting works and foundry, equipped with machine tools and equipment purchased directly in the United States. A few hundred employees soon rose to over 1,200.

The Engineering Senator

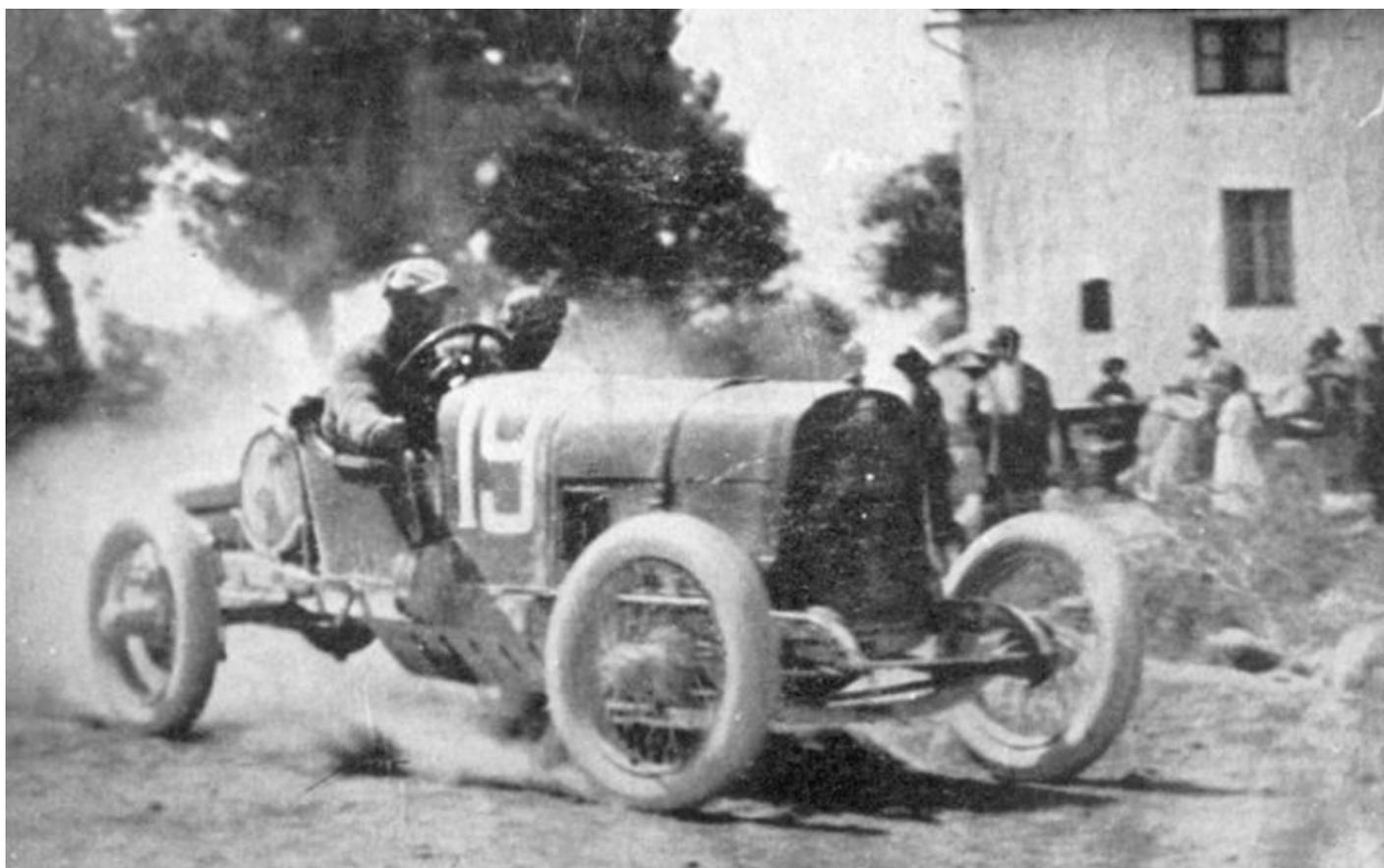
Nicola Romeo, a future Senator of the Kingdom of Italy, is another vital figure in our story. During the war he bought up major machinery engineering companies such as "Costruzioni Meccaniche di Saronno", the "Officine Meccaniche Tabanelli" in Rome and the "Officine Ferroviarie Meridionali" in Naples. He renamed his company, which became the "Engineer Nicola Romeo Anonymus Co." ... and when the Banca Italiana di Sconto asked for the liquidation of A.L.F.A., he was ready to buy it.

This led to a battle with the previous owners concerning the name, so Romeo decided to sell his products by combining Alfa with his surname Romeo. The first vehicles to bear the name of the new Brand were the 20-30 HP and its derivative the ES Sport. Cars that followed the path begun by Merosi before the war: elegant, fast and with an unmistakable personality.

In the post-war years, race drivers like Giuseppe Campari, Antonio Ascari, Ugo Sivocci and the young Enzo Ferrari made their way onto Europe's front pages. Mugello, Parma-Poggio di Berceto, Targa Florio, Aosta-Gran San Bernardo, Coppa delle Alpi: Alfa Romeo was always among the prizes. All that was missing was the first international triumph.



1921 GP Brescia Alfa Romeo 20-30 - Avanzo Ramponi Merosi



Alfa Romeo-20-30-hp-es



20-30 ES

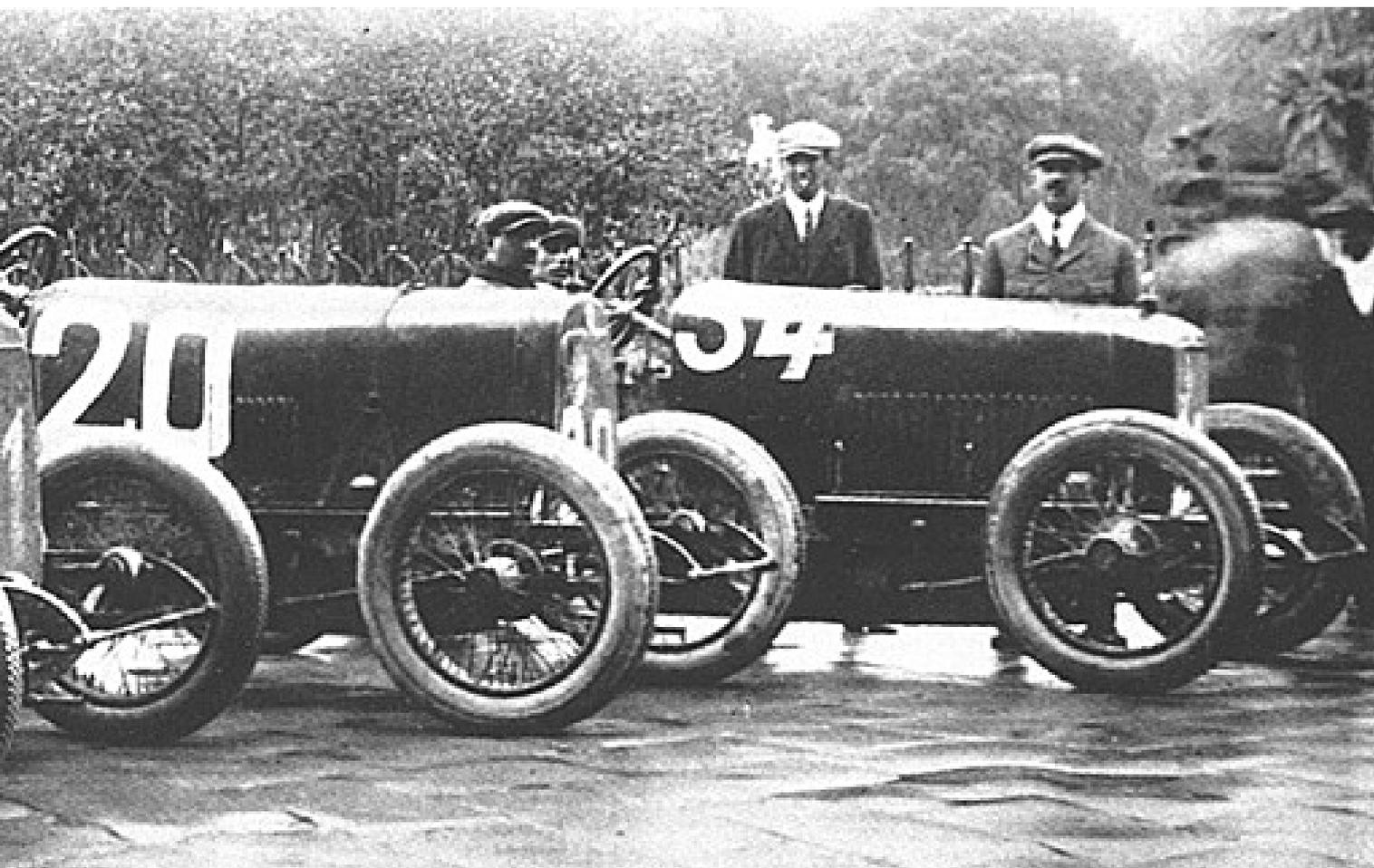




1921 targa florio - alfa-romeo team, ugo sivocci (20-30)



20-30-es-sport-1920-ferrari



Merosi's masterpiece

The Italian answer to the world's most elegant vehicles: thus wrote the British press of the new Alfa Romeo RL when it was presented at the London Motor Show in November 1921. The RL once again rewrote the rules of motoring. It was probably Merosi's masterpiece. A 3-liter engine, with 56 horsepower, a 6-cylinder monobloc with removable head, valves controlled by a rod and rocker arm system: the RL reached speeds of 110 km/h, but with impeccably precise control.

In 1923 Merosi produced two special Corsa racing versions from his top hat, their weight slimmed down to 980 kg. They were designed to win the famed Targa Florio race... and they did.

In April, Ugo Sivocci took his place on the starting line with a green quadrifoglio four-leaf clover painted on a white background at the side of his car. The good luck charm did its job: Sivocci triumphed in the 15th Targa Florio (the first of a long series), and the Quadrifoglio became part of the Brand's history.

The designer introduced by Ferrari

The time had come to separate mass-produced series from special Gran Prix racing cars. It was Enzo Ferrari who suggested the right man for the job: Vittorio Jano was a young engineering designer from Piedmont who had worked for FIAT and was a specialist on the archi-

ture of engines and frames.

He brought revolutionary ideas to Alfa Romeo, such as the forced induction of low displacement engines. Winning ideas: Jano's GP P2, with Ascari at the steering wheel, crushed all competitors on the Cremona circuit, at an average speed of over 158 km/h.

The P2's victories brought Alfa Romeo to the pinnacle of the world of motor racing. And in 1925 Alfa Romeo triumphed at the First Gran Prix World Championship, recognized and organized by the International Association of Recognized Automobile Clubs. To celebrate the victory, the Alfa Romeo logo was surrounded by a laurel wreath.

Classificato

WANTED

Nord oil filter

Wanting to convert cartridge type to spin on oil filter on a Nord motor. These adapters were popular in their day - does anyone have one and willing to part with it. | \$Negotiable | Contact: Martin, 0408453747, martin74gtv@gmail.com (Expires: Mar 22)

Alfetta GTV 2.0 Headlights

Need all four. Any condition. Only important thing is the light mounts must be in a sound condition. Please phone me to discuss if you have just one or more. | \$Seller to nominate | Contact: Mike, 0419444775, (Expires: Mar 15)

FOR SALE

105 Series Seats - Giveaway

105 seats front and rear from a 1975 GTV 2000 frames still covered but covers unusable also rear seat from a Mk1 1750 again covers unusable. | \$Free | Contact: Bruce, 0402917140, rigbybv@gmail.com (Expires: Mar 28)

1974 Alfa Romeo 2000 GT



Silver Coupe, Beige Interior, Manual. 4 cyl 2000 petrol. Original Upholstery. Current owner 45 years. Excellent condition. Mechanically perfect. | \$69,999 | Contact: Robert, 0418744866, lynnettecarswell@gmail.com (Expires: Mar 1)

1974 Alfa Romeo Spider Soft Top



1974 Alfa Romeo Spider Coupe. Silver, Black Soft Top (New Black Hood) Black Interior. Original Motor, 4cyl 2.0 Lit petrol. No oil leaks. In perfect condition. Ready to drive. | \$64,999 | Contact: Robert, 0418744866, lynnettecarswell@gmail.com (Expires: Mar 1)

Personalised Plates

Queensland Personalised Number Plates for 1978 Alfa GTV: 78-GTV | \$1,200 | Contact: Laury, 0407701385, benvegnu@live.com.au (Expires: Feb 23)



Alfasud and Sprint Parts

Alfasud and Sprint parts for sale: steering racks (x2); gearboxes (x2); gearbox support; driveshafts; heads (single carb); headers; radiator with fan; rear disc brake beam; complete glass for 2 door Sud (Series III); rear spoiler for Series III Sud Ti; airboxes - twin carb and single carb; heater unit and second fan motor; Sprint driver's side door (very clean and rust free); Sprint bonnet (very clean and rust free). Parts are used and will require rebuilding, but are all serviceable. Parts located in Toowoomba, Queensland, for pick up only. | \$Reasonable offers accepted | Contact: Andrew, 0406389636, andrew.hickey@usq.edu.au (Expires: Mar 26)

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@arocaql.com) to place these type of notices in the Club magazine.

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

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

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

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

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BRUCE DALZIEL



Tim Howell is joining the club with his 156 Race Car, and looks forward to participating in SuperSprints and perhaps Italian Challenge.

John Rostron & Peta Dennis are rejoining the club with their 1975 Alfetta and 1991 75 TS.

Karen & Darryl



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Eventi

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

Event Key:  Committee  Club Night  Social  Competition  Magazine  Other

Summary list of coming events

Date	Day	Type	Event	Venue
Feb 8 2022	Tue	 Members' Club Night	Yeronga Services Club	
Feb 26 2022	Sat	 Supersprint B Series Round 1 Day 1	Morgan Park, Warwick	
Feb 27 2022	Sun	 Supersprint B Series Round 1 Day 2	Morgan Park, Warwick	
Mar 2 2022	Wed	 Committee Meeting	Online	
Mar 8 2022	Tue	 Members' Club Night	Yeronga Services Club	
Mar 12 2022	Sat	 QR Sports and Sedans Race Series Round 1	Lakeside Park, Dakabin	
Mar 19 2022	Sat	 Italian Challenge Sprint Series Round 1	Lakeside Park, Dakabin	
Apr 2 2022	Sat	 Italian Challenge Sprint Series Round 2	Queensland Raceway, Willowbank	
Apr 6 2022	Wed	 Committee Meeting	Online	
Apr 14 2022	Thu	 Alfesta 2022 - Day 0	New South Wales	
Apr 15 2022	Fri	 Alfesta 2022 - Day 1	New South Wales	
Apr 16 2022	Sat	 Alfesta 2022 - Day 2	New South Wales	
Apr 17 2022	Sun	 Alfesta 2022 - Day 3	New South Wales	
Apr 18 2022	Mon	 Alfesta 2022 - Day 4	New South Wales	

Ciao!

Next issue: March 2022

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