

Alfa

Per Sempre



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

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It's September! And that means this is the last magazine before the AGM, where the club elects a new committee for next year. It also means that it's time for me to write my annual report as President.

But just before I do, I want to thank the staff and management of the new Alfa Romeo Brisbane dealership at Indooroopilly for their hospitality in allowing Peter Mathews, Mark Buchannan and I to join their team meeting earlier in August. Mark took some beautiful pics, which I hope make it into this mag. It was a great evening, and we left feeling that the dealership is very keen to work with the club to our mutual benefit. More on that in later months!

So now, on to my annual report for 2021/22.

Unfortunately this year was another one marred by COVID, and also bad weather. However, the Omicron variant made things a little different, being much more transmissible, but far less deadly. At Alfesta this year, most of us (including me) experienced both characteristics.

Competition had several events this year. Can you guess who won last year's Alfacomp? Yes, once again it was (now Vice-President) Mark Jackson! I'm hoping that Mark's repeated success only encourages other competitors to try harder so that they can eventually wrestle that trophy away from him. Although his new Giulia QV Racecar doesn't make that easier. Andrei Vishnevskii has done a wonderful job as Competition Secretary, and is full of ideas to make it even better in the future. He's also volunteered to create and maintain our club Instagram site, providing lots of pics of our competitors on the track. If you aren't following it yet, you should be! Many thanks for all your efforts Andrei. The club ran events at Lakeside, Queensland Raceway and Morgan Park at Warwick, comprising of races, Supersprints, sprints and regularity. Competition is a big part of Alfa Romeo's history, so it's great to see people out there enjoying their Alfas in this way. If you've ever been curious about getting on the track, the Sprint and Regularity categories are designed for you to use your road car. So contact Andrei and get out there and enjoy yourselves.

Many thanks to Clare Cappa who organised our Club Nights once again this year. Dinner beforehand at Yeronga RSL continues to be quite popular. We've had a couple of good speakers, and a trivia quiz that I did far too well in, so I've banned myself from future ones. I'm sure the part about club night that Clare enjoys the most is that she doesn't have to get pizzas. If you are a member but haven't yet made it to a club night, I encourage you to do so. Several new members have done so this year,

and kept coming back! After all, we all have Alfas in common, so we'll always have something to talk about! So come along to a club night organised by Clare, who we thank for all her hard work.

For social events, many thanks to Dan for putting his hand up to be Social Convenor this year. I thank him both as a member for the work he does to organise social events for us, and also personally, because it's meant that I no longer have to do that! We shouldn't thank you too hard - you're in charge of fun!

In November last year, Doug and Cynthia Earl organised a drive for us starting in Tambourine, and ending at O'Reilly's Canungra Valley Vineyards. A wonderful drive, very well attended, and a great lunch venue. Many thanks to Doug and Cynthia again, and we look forward to this year's drive.

The Christmas party was again at Mate's restaurant at Wynnum, and it was still such a good value venue, we're going back again this year.

The start of the 2022 social year was a bit quiet as we dealt with the 'second wave' of Omicron, and some really terrible weather that lead to floods and very poor condition roads - so not a lot happened before Alfesta. AROCA NSW put on a fantastic Alfesta at Port Macquarie - the closest non Queensland Alfesta we've ever had. It was run by two Queenslanders, so of course it was awesome! Everyone who attended enjoyed themselves, but towards the end my voice strangely got deeper and deeper... when I got home, I tested positive!

And then I found out that around half the attendees had done so as well! But not everyone - South Australian President Steve Weedon joined me for the observation run. I must have had it by then, but he escaped the lurgi unscathed. So the week after Alfesta was a bit of a challenge, but it took nothing away from the enjoyment of the weekend.

The trend of weather and illness combined to delay things for a while, until June 5th, when we received a personal invitation from the Mayor of Southern Downs Council - himself of Italian origin. He wanted an Italian Car display as part of the celebrations of 150 years of settlement in the region, of which Italians were a big part. A few stalwarts braved the winter temperatures, and it was a beautiful day for a long drive in the country, albeit on roads that hadn't been fully repaired as yet. The Mayor wants to do it again next year, so we'll definitely look at putting that on the calendar.

Club founders and Secretaries Rob and Shirl Grant once again organised a Birthday run for us, although due to continued illness after their bout of COVID, I took over the execution of it. Again, it was a beautiful winter's day for it, and we had a lovely drive through Laidley, Forest Hill, Heildon and on to Murphy's Creek, where we had a good lunch to celebrate the club's 47th birthday.

Once again, many thanks to Dan for stepping up and taking over the Social reins, and also many thanks to all those who organised one of the runs that members got to enjoy.

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Midweek drives were rare again due to the various COVID, weather, and road condition situations. The weather cancelled Mac's Bridge, as the Rifle Range had turned into a quagmire. Tony Nelson and Neil Summer-son have organised this year's "A Day in the Country", but due to the third wave of Omicron, it was postponed to October - so I can't tell you how wonderful it was just yet! I'm sure Tony will soon again be organising many interesting drives for the mid-weekers.

In general, many thanks to everyone who helped in any way with the club's activities this year. Only a few are mentioned so far. You don't have to be on the committee to help – some people simply put us in contact with someone who could contribute to the club. Or they help another member who is having trouble with their car. Or they recommend a particular mechanic to a member. That is what a club is all about. It is great that we're that sort of club. It is part of the value of being in the club. But I would especially thank those who have volunteered their time to be on the committee. They do the most to make the club work in a way that provides benefit to members, often in ways that most members never see, because the committee has done their job. All members should be grateful to those members who choose to serve on the committee, because they do the most to make the club what it is.

Once again, the club made a small surplus this membership/financial year. It's always a good thing to be in the black, rather than in the red, and many thanks to Treasurer (and Life Member) Garry Spowart for looking after the club's finances yet again – starting his 19th consecutive year in that job, no less. Garry retires as Treasurer at this AGM, but intends to continue on the committee as a Member at Large. Garry is already a Life Member, which he got because of his outstanding commitment to the club over such a long time. Enjoy your retirement from Treasurer Garry - you've earned it more than anyone I know. But we'll still get the benefit of your contribution to the club through your new role.

Other Committee members have a less visible role but are also essential to the running of the club. Many thanks to Rob and Shirl Grant for their contributions to the club in Rob's role as Secretary. They are also retiring from the Committee this AGM, and we are so grateful for their service in that role and all the other roles since the club began 47 years ago! But remember - now that they're off the committee, they're once again eligible for the Clubmanship award, which they won six years in a row between 2011 and 2016. So if you want that award, you're going to have to try a lot harder now!

Many thanks to Mark Buchanan for his contributions in the Editor's role, consistently producing a quality magazine every month. Mark not only does that for us, but also for the Mercedes club, so he gets plenty of practice! Many thanks Mark for bringing your skills and professionalism to our club magazine.

Also, Karen and Darryl Green have efficiently handled the membership side of things, despite being overseas for a lot of the year! Their travels included the Alfa Romeo museum in Arese, so they are

fully charged Alfisti. They do the important job of making sure that our membership is managed, new members are welcomed, etc, so they have clearly done a good job. Darryl also looked after the Facebook page for us, giving us updates and articles of interest, so many thanks for your efforts there Darryl.

Jude Vaughan has contributed to the club in various roles on the committee since she joined the club around 20 years ago, and in her current role looking after the advertising, she ensures that the club has an important revenue stream that helps to keep our membership fees low. This is despite now living in NSW, and planning to build a house! Many thanks for your continuing contribution Jude!

Doug Stonehouse not only acts as the Driver Standards Officer at our Competition events, but also helps putting together and posting our club magazine. Ken Percival helps people get their historic registration and has done for many years. Keith Faulkner has continued to keep our club website being the effective communication tool for the club that it is, so many thanks to Doug, Ken and Keith.

And next year, it's Queensland's turn to host Alfesta. It's been a long time since we've had one, and it's shaping up to be a really good event. So many thanks to all those who are on the organising committee for all your efforts.

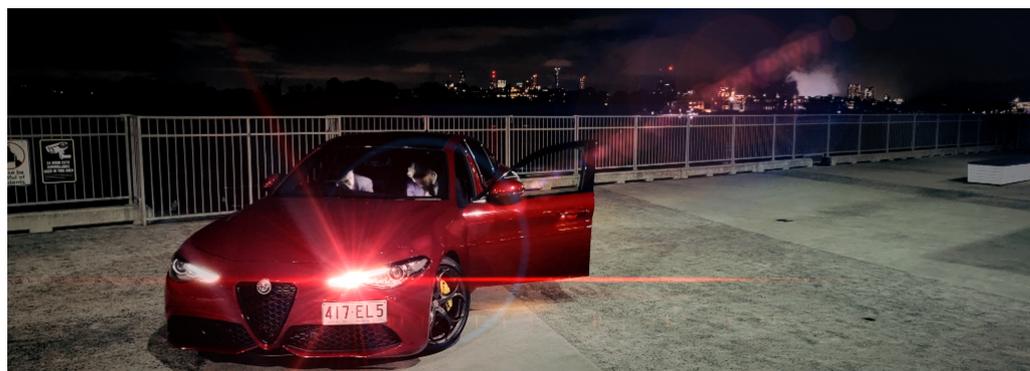
Finally, thank you once again for the opportunity to be President of the club. I did want to step down last year, partially because it's not my personal club, and hence I believe others need the opportunity to do different roles, including mine. But the main reason was my personal situation, which evaporated just before the AGM last year, hence removing that as a reason.

While I wanted to give someone else a go, I very much appreciate the opportunity that club members give me to continue to be the club President. It truly is a privilege to be in this role for a club full of so many wonderful Alfisti. I intend to continue for next year and deliver a wonderful Alfesta, and hopefully someone else will want a turn after that. But I don't take the role for granted - it's for the members to decide who is President, which is exactly why it's such a privilege.

I therefore strive to fulfil this role to the standard that members expect, and I hope that I and the rest of the new committee succeed to meet your expectations of what you want in the club.

Ciao for now,

John Anderson





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Notizia

Alfa Romeo to end Sauber F1 ties at the end of 2023



Alfa Romeo is to end its Formula 1 partnership with Sauber from the end of next season, the Italian manufacturer announced on Friday.

Just hours after German car manufacturer Audi confirmed its plans to enter F1 as an engine manufacturer from 2026, with a likely buy-in of Sauber, Alfa Romeo announced its exit.

Having only just reconfirmed an extension of its deal to be title sponsor of Sauber for 2023, with the tie-up having originally started in 2018, Alfa Romeo said it would part with the team at the end of next season.

"Alfa Romeo communicates that its partnership with Sauber Motorsport will end within the end of 2023," said a statement.

"Alfa Romeo announced its return in F1 in 2017 with a long term plan, and in July 2022 has announced the decision to continue its partnership with Sauber also for 2023, given to the promising results of the first half of the season, both in terms of performances, marketing and positive collaboration with the team.

"Since the economic and industrial turnaround of the brand will be achieved in 2022, Alfa Romeo will now evaluate among the many opportunities on the table, and decide which will be the best one to sustain the long term strategy and the positioning of the brand."

Speaking to Motorsport.com earlier this year, Alfa Romeo CEO Jean-Philippe Imparato said the tie-up with Sauber had been a huge success for his company in driving forward its profile.

And, well aware of the Sauber interest in Audi, he was serene about the squad choosing a different path.

"We will not change the business model of Alfa Romeo," he said. "If one day somebody takes a leap, whatever the leap, on anything, we will take the decision we have to make, but that's it.

"Really, it's no stress. I have so many spaces to play. When you are a brand like Alfa Romeo, we have existed for 112 years, the world is open for us.

"We are leaving a positive story in terms of a business. 2021 was profitable for Alfa Romeo for the first time in years.

"So really, there is no stress. I'm absolutely not scared, frightened, or even I would say concerned by any of the discussions that I've heard are animating the paddock.

"I'm serene enough to focus on the business each and every day."

It is unclear if Alfa Romeo's comments about pondering other options includes remaining involved in F1.

One possibility is that it could switch its allegiances to another team to take over the naming rights. The most obvious option would be Haas, which is powered by the same Ferrari customer engines as Sauber.

By: Jonathan Noble

Alfa Romeo Not Happy With Dodge Hornet "Compliance Car": Report

It's very simple - the Hornet could steal sales from the Tonale.



By: Angel Sergeev

The “quickest, fastest, most powerful compact utility vehicle under \$30,000” – this is how Dodge described the all-new Hornet when it released official information about it earlier this month. The American firm is especially proud of its first new model in a decade, though another member of the big Stellantis family is apparently not quite happy with the launch of the new product.

The Hornet is largely based on the Alfa Romeo Tonale and the two share many body, powertrain, suspension, and interior components. The crossover started as primarily an Alfa Romeo project and The Drive reports the Italian manufacturer isn't happy with the fact that Dodge got nearly all the job done and simply had to put a new badge and different bumpers to launch the Hornet and undercut the Tonale's price.

“Dodge took advantage of the [Tonale] to make a compliance car – their Aston Martin Cygnet moment, if you will. Suffice it to say internal politics won the day, and Dodge needed to up their CAFE numbers, so Hornet was born,” a source within Stellantis told the publication “on condition of anonymity.”

While almost identical, the two crossovers are positioned in different spectrums of the compact crossover segment. In general, the Hornet should undercut the Tonale by around \$10,000, which makes it even more dif-

ficult for Alfa Romeo to sell its new product in the United States. Some call the Tonale Alfa Romeo's most important new model in years as the Italian company has big hopes it will perform better than the Giulia and Stelvio in North America.

However, with the very similar looking and significantly cheaper Dodge alternative, it seems that Alfa Romeo's strategy could be in trouble, hence why the company is not really happy with the situation. Dodge, in turn, received nearly 14,000 preorders in just 24 hours after the crossover's full debut.

Reader response in the comments section of our Dodge Hornet debut article, however, suggests many Dodge fans are not satisfied with the Hornet either. Sharing its platform and hardware with the Alfa Romeo Tonale, it seems some folks feel the American automaker didn't do enough to differentiate the Hornet from its Italian sibling.

Source: *The Drive*

Alfa Romeo Confirms Very Expensive Sports Car Due First Half Of 2023

It'll likely be a concept, but a limited-run production version will follow.



By: Adrian Padeanu

Alfa Romeo had planned to bring back the GTV and 8C before company execs decided to redirect R&D funds to a volume product. The Tonale was born, with an even smaller crossover to follow in the coming years in both ICE and EV forms. Ok, but what about a sports car? Well, it's still happening. Those rumors about a dedicated performance machine have now been confirmed by the automaker's head honcho Jean-Philippe Iparato in an interview with Autocar.

"You will see something in that field in terms of sportiness in the first half of 2023. We use one word to define the brand and it's 'sportiness'." He went on to say it'll either be powered solely by a combustion engine or it's going to be a pure EV, meaning a hybrid has been ruled out. Whatever the case may be, the 55-year-old French executive pledges it'll be "very exciting, very selective and very expensive."

Iparato confirmed rumors about a retro-influenced design as the unnamed Alfa Romeo sports car will take after the T33 Stradale from the late 1960s. Initially, the plan was to give it an all-electric powertrain but the top brass told Autocar it could have a gasoline engine and go on sale much sooner. However, the reveal scheduled for 2023 won't be the actual production car as it's going to take the shape of a concept or an advanced design sketch.

If Alfa does decide to stick with ICE power, it likely means a twin-turbo 2.9-liter V6 engine borrowed from the Giulia and Stelvio Quadrifoglio models will be at the heart of the firm's flagship vehicle. In the Giulia GTA/GTAm hardcore duo, the six-cylinder mill is good for 533 hp and 443 lb-ft (600 Nm). It's unclear whether the gas engine can be upgraded furthermore for a sports car application.

Regardless, it would be the last application for the V6 since the next-gen Giulia has already been confirmed to be a pure EV. As a matter of fact, Alfa Romeo will abandon ICEs in Enlarged Europe, North America, and China by 2027, per the most recent roadmap released by parent company Stellantis.

With a preview coming next year, the subsequent production version should arrive in 2024 or 2025. Expect low production numbers and a high price for what will certainly be an instant classic since it'll go down in history as the final ICE-powered Alfa Romeo sports car if the brand chooses to stick with the V6.

Note: Top image is our rendering of the Alfa Romeo GTV / Giulia Coupe that never happened.

Source: Autocar

A DAY IN THE COUNTRY

Sunday **NEW DATE** **October 23rd** **2022**

Rotary



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CHARITY DAY AT PEAK CROSSING

Alfa Romeo Owners Club of Queensland members (restricted to 20 cars only) are invited to an "Invitation Only" Multi Marque Charity Day on Sunday 28th August 2022 at Peak Crossing. This event is hosted by the Fassifern Valley Rotary Club and the Brisbane Register of the Jaguar Drivers Club (E+F Type Register) of Qld and held on the private property of Neil and Jenny Summerson who generously open their property for this annual prestigious event.

All funds raised go to The Rotary Club of Fassifern Valley.

Join with other car enthusiasts to enjoy a unique range of vehicles ranging from vintage cars to inspirational machines in a relaxed private country setting with no general public participation.

The Rotary Club food van will be serving refreshments and a bbq lunch at reasonable prices. Your support of their efforts is greatly appreciated. Yes, the legendary lamingtons will again feature this year!

A coffee van will also be available along with the usual multi prize raffles (donated by the attending car clubs) and great live music by Allan Hillless and Richard Waterson.

Entry is restricted to 200 cars on a first come basis. An early reply ensures you don't miss out on this great event. Once we achieve 200 cars, we will go to a dated waitlist, so we look forward to your acceptance as soon as possible.

Entry fee at the gate will be a donation of at least \$30 per car with a chance to win a gate prize worth \$350, donated by our hosts.

In your email reply to your club coordinator

Tony Nelson - midweekdrives@arocaqld.com

Please provide the following details:

- Mobile contact number on the day
- Manufacturer and model of vehicle in which you will attend
- Year of manufacture
- Body colour
- Registration number
- Names of all attendees
- Suburb you will leave from
- If the vehicle has a significant history, please give some details

Once your coordinator has confirmed by email you have successfully registered, expect an email around mid-August detailing address and timings etc.

This will be a COVID safe event following all Government requirements. More details will follow in the mid-August email.

Please help us keep this event, now in its 11th year, exclusive by not disclosing date or details.



ALFETTA SPORTIVA II number 114 | Peter Salmon



I recently sold one of my Alfetta Sportiva II models to fellow club member Simon Bailo who is planning on maintaining it as a streetcar. It was all getting too much for me, so it was better it found it's way into the hands of a younger more energetic person who could do it justice.

I had purchased it a few years back from Andrew Mathewson in Toowoomba who was previously a club member. In selling the car to me Andrew advised "Peter ... I've inherited my son's 82 Alfetta as I put it on its side. Some damage to front guard and door (I have perfect replacements) and rear back panel low down. Motor runs well but is overheating (assume some sort of head issue) Otherwise, this was a much better car. Son spent over \$4000 two years ago on paint and replacement of rusty doors etc. Regularly serviced with many new parts, exhaust, tyres etc. I'm wanting to end my Alfa addiction of 25 years"

So even though the car looks good in the following photo, there is panel damage on the far side.

There has been very little information available about the Sportiva as it was a local Australian model variation only. Professor Google has very little to say about but somewhere along the way I came across the comment that there were 500 Sportiva models produced.

In cleaning out my Sportiva information for Simon I came across another old roneoed page which I have OCR into the below article which may be of interest to readers.

ALFA ROMEO ALFETTA SPORTIVA MODELS

Over the last ten years, Alfa Romeo Australia has released limited editions, or SPECIAL versions of a particular model. This has caused numerous problems for the Dealer Network as it was generally assumed that these cars were separate models in their own right.

As far as the sale of these vehicles was concerned, they should be considered separate to the mainstream, having a certain exclusive appeal because of their rarity. However, because existing models within the Alfa Romeo family were used as the basis of the SPECIAL, no individual spare parts information is available. It is therefore necessary that the reader be familiar with the different components (sic), sometimes sourced from other vehicles, that went into building these cars.

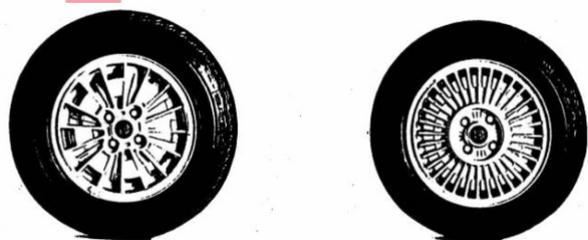
SPORTIVA ONE (1980-91) & SPORTIVA TWO (1962-1983)

The Sportiva cars were based on a design exercise originating in Great Britain, called "The Sports Sedan". Alfa Romeo Aust picked up the idea and added a few touches of our own, including a more traditional name. Two existing models were used as the basis for the conversion, Alfetta 2000 for the SPORTIVA ONE and Alfetta 2.0 lt "L" or Migliorata (late 1983/early 84) used for the SPORTIVA TWO.

External differences between the two cars included the bold body striping, either gold or navy blue with "SPORTIVA I" or "SPORTIVA II" decals on the rear quarter panels and boot lid. Head lights were also different, with the original Alfetta grille and oblong lights remaining for the SPORTIVA ONE, while the SPORTIVA TWO used the twin headlight assemblies and grille from the yet to be released MIGLIORATA, or ALFETTA ED. 82 as it is shown on the parts films.

Other differences were chrome wheel arch moulds for the SPORTIVA-TWO and a front spoiler moulded in fibreglass, usually painted the same colour as the body.

Internally, power front windows featured, (an after market UNIS brand, attached to the door trim and covered by a dark grey plastic oblong housing, below the armrest), and a leather sports steering wheel. If the car was a late model, (83 ->) it is a possible that a MIGLIORATA was used for the conversion. If so, the power window motor and regulator will be inside the door frame. Both SPORTIVA ONE and TWO can be identified by another method, an I.D. badge on the glove box lid with that cars personal edition number.



Above. The mag wheels fitted to the SPORTIVA models. ONE on the left and TWO on the right. The only other change made was to lower the car by 25cm, achieved by re-setting the front torsion bars and fitting shorter rear springs.

Important note: For all parts information, refer to the following:

SPORTIVA ONE = Alfetta 2000

SPORTIVA TWO = Alfetta 2.0 lt "L", or ALFETTA ED. 82 Migliorata).

lubrication and maintenance Australian ALFETTA 2000 models SUPPLEMENT TO THE INSTRUCTION BOOK

This supplement provides a schedule of the routine servicing and a detailed description of lubrication and maintenance operations, particularly those concerning the emission control related components or systems. The operations marked (E) on Lubrication and Maintenance Sched-

ule are essential in keeping the exhaust emissions within the limits specified by the air pollution regulations. For the chassis maintenance operations which do not affect emissions, only the mileage intervals at which every operation must be performed are given.

A label, giving the emission control specifications, is attached in the engine compartment. Here, the text of the label is repeated.



VEHICLE EMISSION CONTROL INFORMATION
ALFA ROMEO S.p.A. MILANO, ITALY
ENGINE DISPLACEMENT cc. 1962
ENGINE FAMILY IDENTIFICATION: 01623

ENGINE TUNE UP SPECIFICATIONS AND ADJUSTMENTS:
RECOMMENDED IDLE SPEED (HOT): 750 - 1050 RPM
RECOMMENDED FAST IDLE SPEED (HOT): 1700 - 2000 RPM
IDLE CARBON MONOXIDE SETTING: 3.5% MAX
BREAKER POINT GAP: 0.30 - 0.40 mm FOR BOSCH DISTRIBUTOR 0231178013
BREAKER POINT GAP: 0.42 - 0.48 mm FOR MARELLI DISTRIBUTOR S 145 CX
IGNITION TIMING: 7° BTDC (PULLEY MARK F) AT 800 - 900 RPM
IGNITION TIMING: 30° BTDC (PULLEY MARK M) AT 5100 RPM

VALVE CLEARANCE (COLD):
INLET VALVE: 0.475 - 0.500 mm
EXHAUST VALVE: 0.525 - 0.550 mm
ABOVE ADJUSTMENTS ARE TO BE PERFORMED AS SHOWN IN YOUR OWNER'S MANUAL.

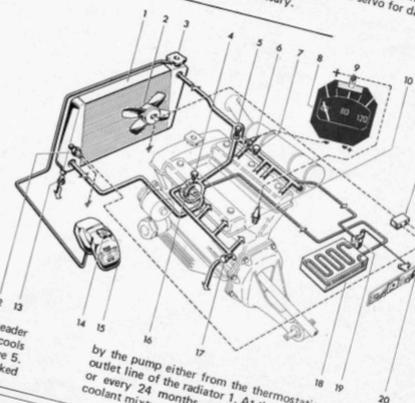
CONTENTS

- Lubrication
 - 2 - Lubrication schedule - Oil level checking
 - 3 - Oil change - Renewing oil filter - Checking and changing gearbox/differential oil
- Engine and chassis maintenance
 - 4 - Maintenance schedule
 - 5 - Cooling system
 - 6 - Draining and replenishing the system - Alternator and water pump driving belt
 - 7 - Fuel system
 - 8 - Ignition distributor - Ignition timing
 - 9 - Air filter element
 - 10 - Adjusting idle speed and idle carbon monoxide
 - 11 - Fast idle adjustment
 - 12 - Valve clearance - Crankcase ventilation system - Chain tension adjustment
 - 13 - Valve timing - Evaporative emission control system - Cylinder head nut tightening

ALFA ROMEO - Direzione Assistenza Tecnica - Centro Direzionale - 20020 ARESE (Milano)
DIASS - Pubbl. No. 2562 - 5/77 - 1500 - Printed in Italy
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Check oil and fuel system, cooling and vacuum circuits for leaks
It must be performed soon after driving the car. Check for oil, water or fuel leaks especially at connections of pipes

- Cooling system
 - 1 Radiator
 - 2 Electric fan
 - 3 Radiator filler cap
 - 4 Air bleed screw on pump
 - 5 Thermostatic valve
 - 6 Water thermometer sender
 - 7 Air bleed screw on manifold
 - 8 Coolant thermometer
 - 9 Coolant temperature warning light
 - 10 Thermal switch for coolant temperature warning light
 - 11 Electric fan relay
 - 12 Radiator fan thermal switch
 - 13 Tank filler plug
 - 14 Header tank
 - 15 Pump
 - 16 Heater tank
 - 17 Cylinder block drain plug
 - 18 Heater valve
 - 19 Temperature control lever



The cooling circuit is of the sealed type with a header tank. The coolant, kept in circulation by pump 16, cools down the engine then flows to the thermostatic valve 5. Hence, according to the temperature, the coolant is sucked

by the pump either from the thermostatic valve or the outlet line of the radiator 1. At the prescribed intervals, or every 24 months, whichever comes first, get the coolant mixture renewed.

Repairing Hail Damage | Laurie Jones



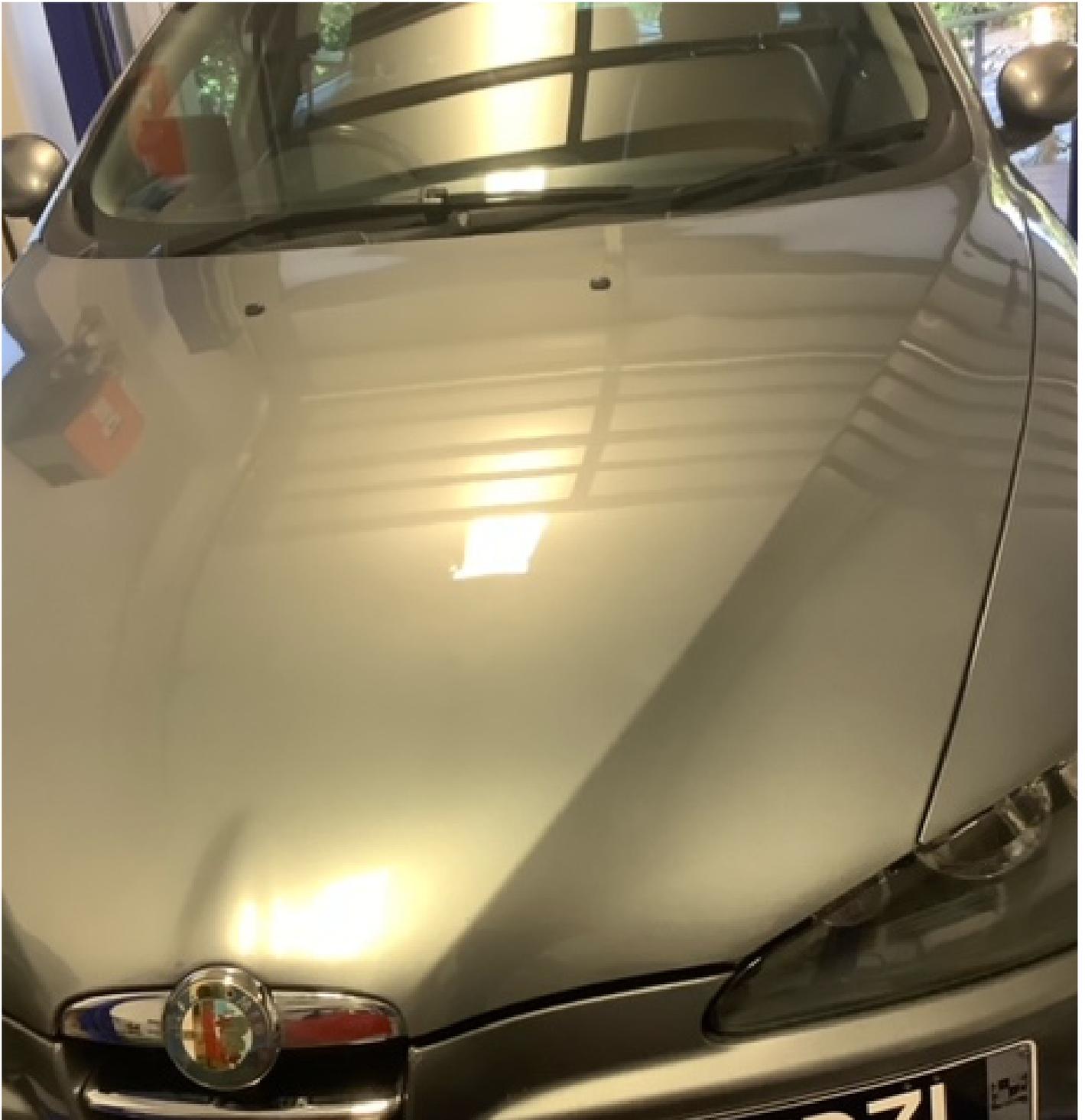
Our 147 has been looking sad for the past few years, having suffered hail damage on the return from an Alfa-club lunch at Mount Tamborine. Two large dents and four small ones on the bonnet, and eight small dents in the roof, fortunately none had broken the paintwork. I bought a dent removal kit on e-Bay for around \$55 quite a while ago but had never tackled the job until now.

I first unpacked the box containing a glue gun and glue sticks, an assortment of plastic tabs of various shapes and sizes, a hand lever to fit them, a spray bottle and plastic scraper. It also contained several punches, a small nylon hammer, and pullers, which I didn't need. The only item not included is alcohol for cleaning the area and softening the glue. The written instructions were basic but contained links to various helpful You-Tube instructional videos.

The process is to identify and clean the area around the dents, select a tab to suit the diameter or shape of the dent, apply hot glue to the plastic tab, set it over the dent and allow the glue to cool. Then fit the lever over the tab and pull gently up, lifting the metal until the glue gives way, either stuck to the tab or still on the paintwork. Spray alcohol on the glue to turn it into a jelly and remove with the plastic scraper.

Initial concerns were that the glue would pull of a paint layer, or that the metal would lift too far, turning the dent into a bump, however this was generally not an issue. The most difficult part is choosing the right size tab for the dent, and for the small dents it worked perfectly, lifting the metal flat with the surrounds before breaking the glue bond. The large dents needed a large diameter tab, and several attempts with increasingly smaller tabs until the centre of the dent flattened. Because it works on the



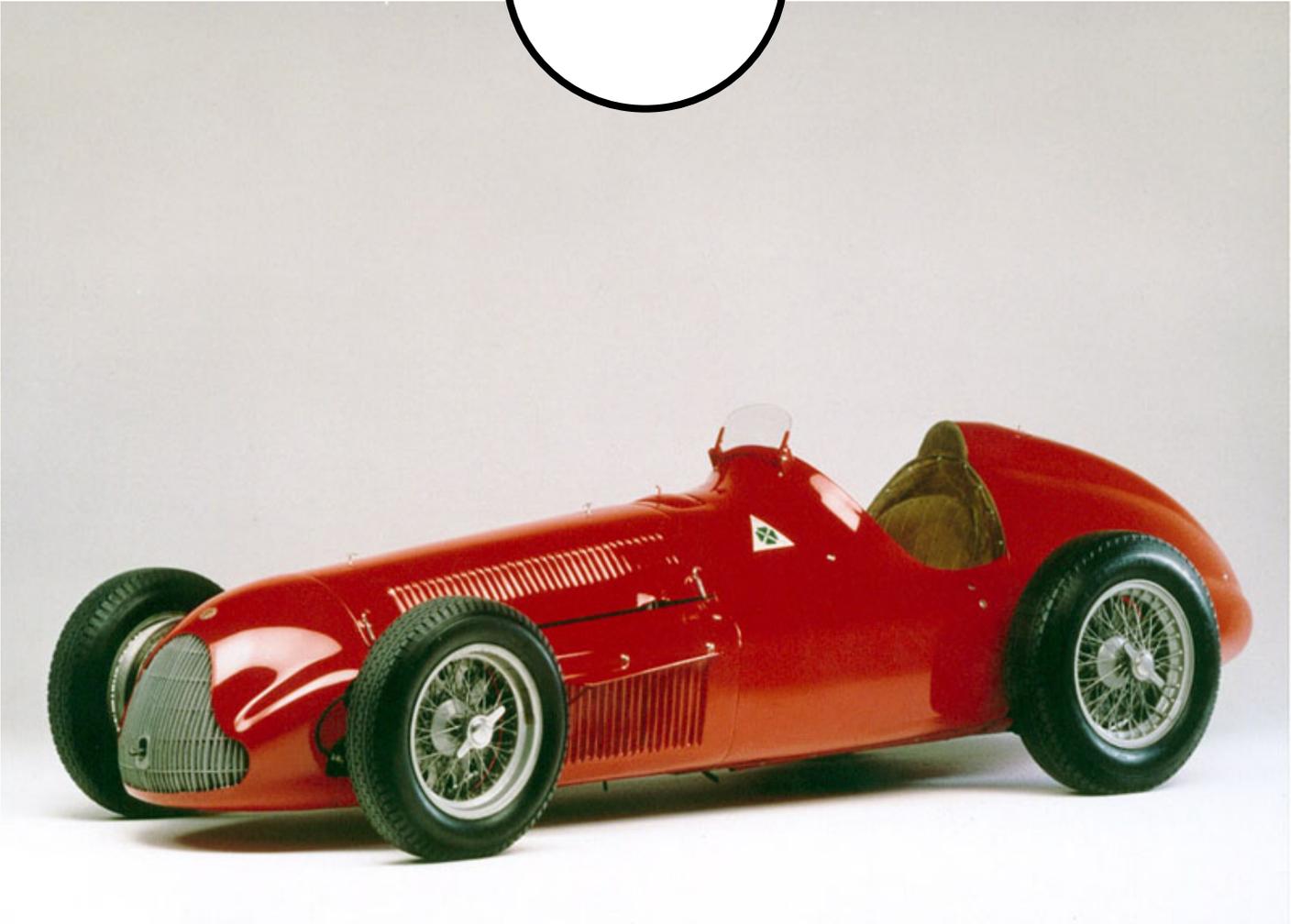


principle of lifting the metal to the limit of the glue bond, it is not suitable for dents on a seam or close to an edge. The only mistake with the whole job was trying to lift a dent on the edge of the roof near the tailgate. The lack of flexibility in the metal, combined with probably allowing the glue to set too long, resulted in pulling a small piece of paint off.

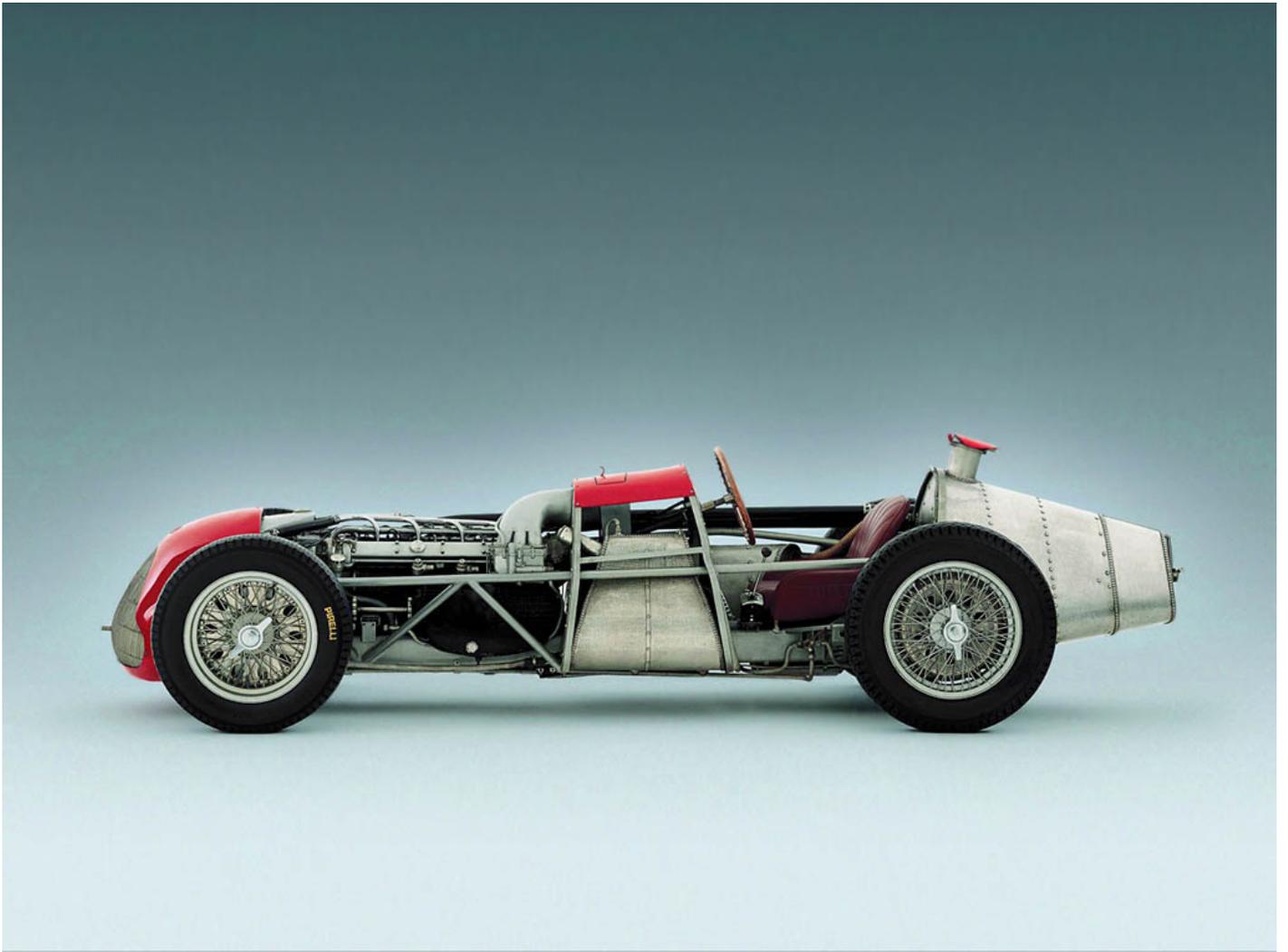
The entire job took one afternoon, and I'm happy with the result. Most of the small dents have disappeared to the point where I can't find them. Some of the others I can still pick out because I know where they are, but to the casual observer, the car looks much better. The job needs to be done in good lighting conditions, and the instructions recommended using the reflection of parallel lines on paper to check on the results, but I found that simply looking from various angles in different lighting conditions worked just as well.

Paintless dent removal specialists probably use the same process when access to the back of the panel isn't possible. No doubt their experience would result in a perfect job because I found that the results improved towards the end. I probably wouldn't tackle a DIY job on a concours car, but it's perfectly adequate to improve the appearance of a hail-damaged road car.

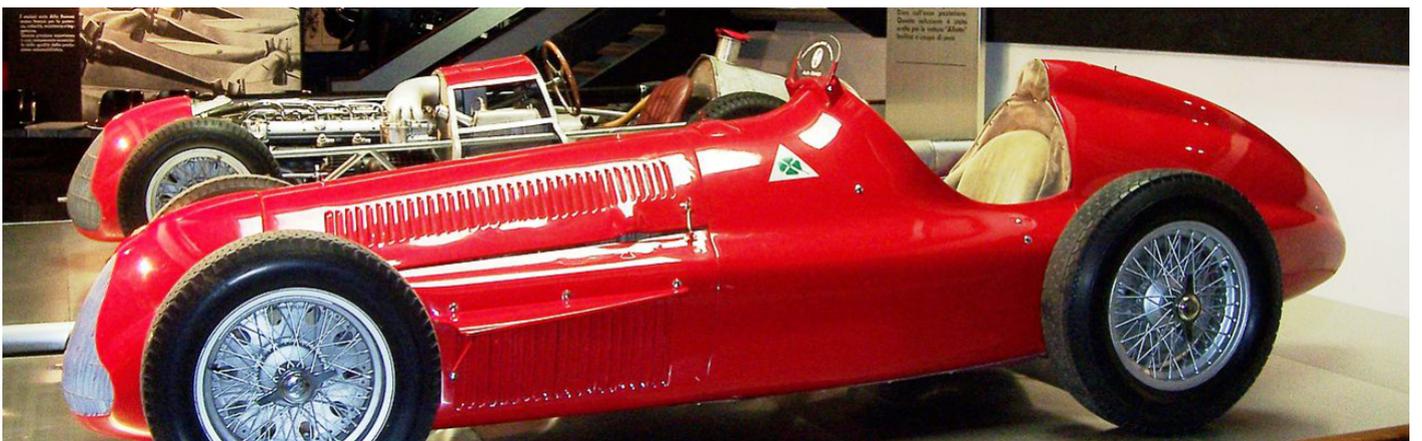
1951



Alfa Romeo 159 Alfetta



Alfa Romeo followed its Grand Prix Championship triumph of 1950 with a repeat performance in 1951 when the Argentinean driver Juan Manuel Fangio won the title after battling with Alberto Ascari in a Ferrari. The winning GP159 single seater was based on the previous year's 158, designed by Orazio Satta, but with modifications including De Dion type rear suspension, a lighter, reinforced tubular frame, increased braking power, modifications to the body and a new gearbox. Power output was increased to 425 bhp. Nicknamed the Alfetta (Little Alfa) because of its size, it was the most powerful 1500 ever made. Immediately thereafter, Alfa decided to withdraw from Grand Prix racing. It continued to compete in other races, however, and produced the lens-shaped 1900 Disco Volante with a top speed of 225 km/h for this purpose.







In Detail

engine	All Alloy Inline-8
aspiration	Natural
valvetrain	Carburetor
fuel feed	Twin Roots-Type Superchargers
displacement	1479 cc / 90.3 in ³
bore	58 mm / 2.28 in
stroke	70 mm / 2.76 in
compression	6.5:1
power	316.9 kw / 425 bhp @ 9300 rpm
specific output	287.36 bhp per litre
bhp/weight	598.59 bhp per tonne
driven wheels	RWD
front brakes	Lockheed Drums
rear brakes	Lockheed Drums
steering	Worm & Sector
f suspension	Trailing Links w/Transverse Leaf Springs, Friction Dampers
r suspension	Swing Axles w/Transverse Semi Elliptic Leaf Spring, Friction Dampers
curb weight	710 kg / 1565 lbs
transmission	4-Speed Manual
gear ratios	:1
top speed	~305 kph / 189.5 mph



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Hello members,

If you are reading this you must have renewed - thanks!

But you may not have received your new membership sticker to put on the back of your membership card.

For that I must apologise as various things have put me behind on a plan to send every member a membership badge (that includes partners) as they renew (or in the case of new members, join).

Anyway - rest assured - if you are receiving the magazine, you are a financial member and your badges are in the mail.

Welcome to the following new members:

Barb Young & Rob Kent
with their 1972 Spider Veloce
restoration project

Ryan Langham
with his 1969 1750 GTV

Karen & Darryl

IF YOU HAVEN'T RENEWED - AND A LOT OF YOU HAVEN'T - DO SO NOW by emailing membership@arocaql.com (no need to fill in a form - just let us know) and making an EFT or in person deposit to the club bank account.

This is the last email you will receive from AROCA QLD if you have not renewed.



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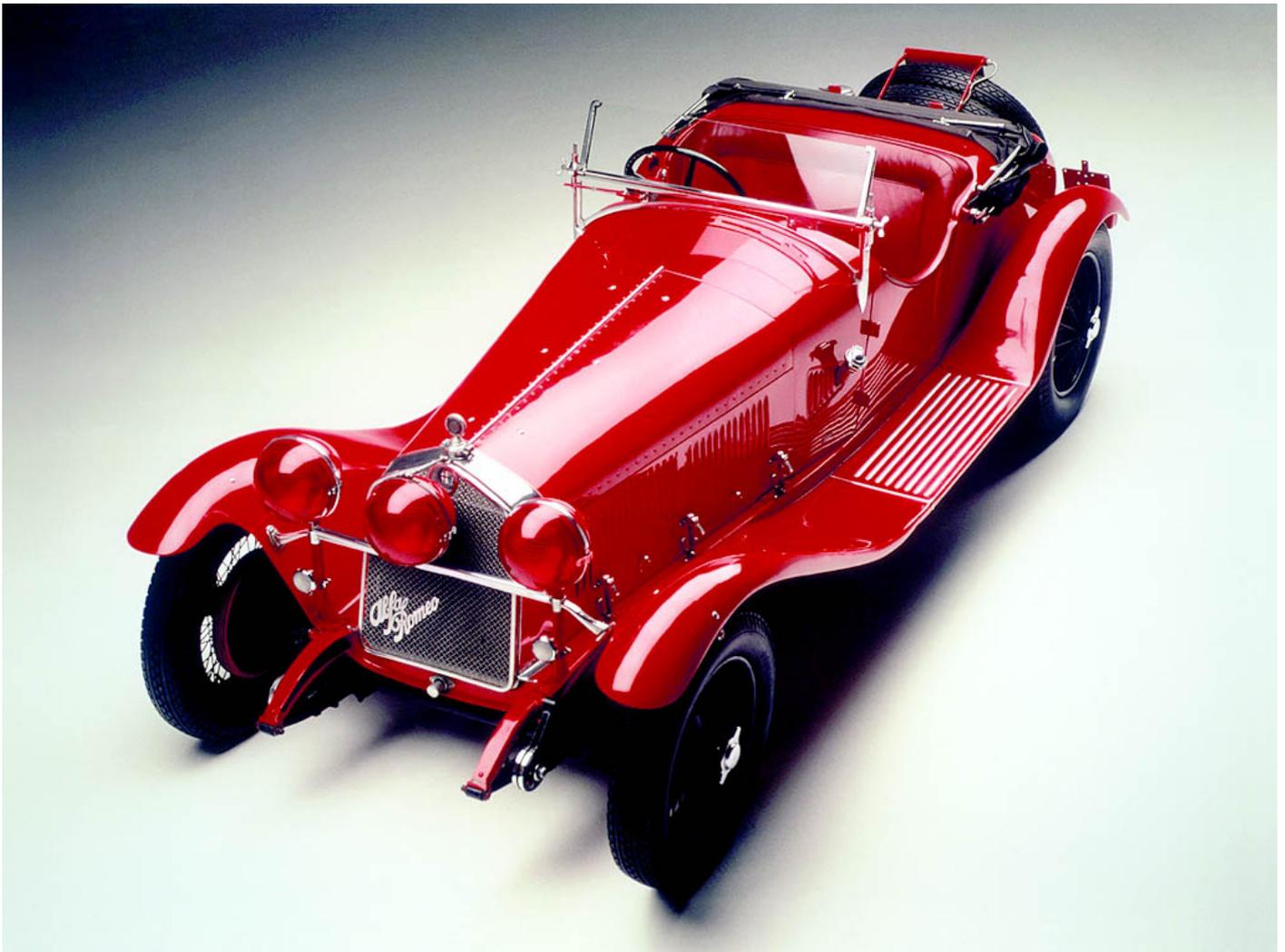
<https://www.alfesta2023.net>
email: admin@alfesta2023.net





1930 - 1932

Alfa Romeo 6C 1750 Gran Sport



In 1930, the Gran Sport was Alfa Romeo's fourth series 6C and their most capable sports-racing car. Fitted with competition bodywork, Tazio Nuvolari drove one to overall victory at the IV Coppa delle Mille Miglia and Giuseppe Campari repeated the feat in 1931 with his.

Like all of the 6C series, the Gran Sport benefited from Vittorio Jano's excellent engineering and design principles. It was an updated version of the 6C 1750 Super Sport from 1929 which had similar specification. New to the Gran Sport was shorter wheelbase that was reduced 50mm with shorter rear leaf springs. The slightly smaller fuel tank was repositioned behind the rear wheels and the battery box was moved from the fender to inside the cockpit behind the front seats.

One of the largest changes introduced with the 4th series Gran Sport was a modified Roots-type supercharger that operated at engine speed and with larger rotors. With no step gear, it ran slower and therefore spun the opposite direction which relocated the carburetor from the left to the right side of the manifold. I

With its supercharger, the 1750 Gran Sport was an invincible race car, one with ample torque for its small chassis. The supercharger was a necessary ingredient that allowed the 1750 to be light, yet powerful, a characteristic that contributed to less driver fatigue and less stress on individual components. It was somewhat rare on sports cars of the period but was proven effective with the 1929 Super Sport. For the Gran Sport the engines main bearings also increased in size. I

With its supercharger, the 1750 Gran Sport was an invincible race car, one with ample torque for its small chassis

The highly developed engine produced by Vittorio Jano sat in a chassis "similar to Ansaldo, Bianchi, Diatto and OM." These cars embodied the functional simplicity of sports cars in the period which used pressed steel frames, wire wheels, mechanical brakes and solid axles. I

At the 1930 Mille Miglia, Tazio Nuvolari 1750 would become known for an epic duel between Nuvolari and Varzi. In the last 600km, Nuvolari overtook Varzi in the early morning with his 1750's headlights switched off and continued on to win the race by finishing over 7 minutes ahead. After 16 hours of racing, they both had outpaced sole Mercedes-Benz SSK of Rudolf Caracciola and the three-liter OM.2

Later victories included the 1930 24 Hours of Spa, 1930 Tourist Trophy and numerous other Road Races and Hill-climbs.



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The 1750 was produced in six series and became more sophisticated from 1929 to 1933. In total, about 2500 cars were completed and they became the quintessential model for both the amateur and professional drivers. Available in several configurations, most cars were sold as rolling chassis and bodied by coachbuilders such as Zagato, Touring and James Young.

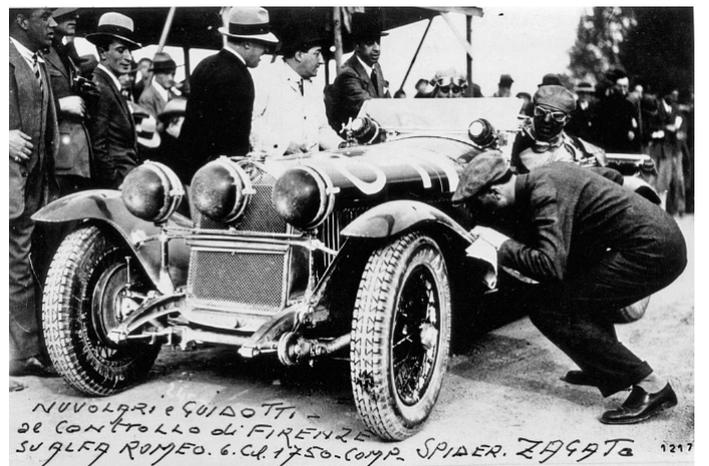
In total, over 250 Gran Sports were made and they provided launch points for several firms, including Zagato who bodied most of them, and Scuderia Ferrari, who bought and raced them. Several cars were fitted with experimental engines from the factory: some used a full eight main bearings instead of five and others were cast in aluminum with pressed-in steel cylinder liners. I

By 1931, the Gran Sport was replaced by the eight cylinder 8C 2300. Engines aside, both cars shared common design elements.

Sources & Further Reading

1. Fusi, Luigi & Royt Slater. The 6C 1750 Alfa Romeo. Macdonald: 1968.

2. Curami, Andrea. Alfa Romeo & Mille Miglia. Giorgio Nada Editore Srl: 2010.



In Detail

type	Racing Car	
production years	1930 – 1932	
released at	1929 Rome Automobile Show	
built at	Italy	
engineers	Vittorio Jano	
production	257	
engine	Inline-6	
position	Front Longitudinal	
aspiration	Roots-Type Supercharger	
block material	Cast Iron	
valvetrain	DOHC, 2 Valves / Cyl	
fuel feed	Memini Horizontal Carburetor	
displacement	1752 cc / 106.91 in ³	
bore	65 mm / 2.6 in	
stroke	88 mm / 3.5 in	
compression	5.0:1	
power	76.1 kw / 102 bhp @ 5000 rpm	
specific output	58.22 bhp per litre	
bhp/weight	108.51 bhp per tonne	
torque	171 nm / 126.1 ft lbs @ 2000 rpm	
redline	4500	
body / frame	Aluminum over Pressed Steel Frame	
driven wheels	RWD	
wheel type	Rudge Whitworth Center-Lock, Wire-Spoked	
front tires	28×5.25	
rear tires	28×5.25	
front rear brakes	Drums	
steering	Worm & Helical Gear	
f suspension	Solid Axle w/Semi Elliptic Leaf Springs, Friction Dampers	
r suspension	Live Axle w/Semi Elliptic Leaf Springs, Friction Dampers	
curb weight	940 kg / 2072 lbs	
front track	1379 mm / 54.3 in	
rear track	1379 mm / 54.3 in	
length	2743 mm / 108.0 in	
transmission	4-Speed Manual tran clutch	6inch Multiplate
top speed	~144.8 kph / 90 mph	
0 – 60 mph	~14.0 seconds	
fuel capacity	85 litres or 22.44 gal.	

1960

ALFA ROMEO

20000 PRAHO





Before the launch of the Alfa Romeo 2600, Carlo Felice Bianchi Anderloni of Carrozzeria Touring made this one-of-a-kind coupé. It complemented the Berlina and Spider versions of the Alfa Romeo 2000 which were already produced by Touring.

The Praho used the Series 102 platform which was released in 1958 as Alfa Romeo's larger car. New to the design was integrated twin front headlights which had become mainstream in American design and was a feature on some of the Vignale-bodied 2000s. To

retain a slender fender line, a crease was added just behind the headlight surround and this feature is unique to this car.

Using an entirely new body shell, the Praho was probably an attempt to secure production of the Alfa Romeo 2600 Coupé. The interior was intricately designed with a center binnacle that contained all the controls and instruments. Being a pillarless hardtop with slender posts, the interior was quite bright and made the overall design look quite light.



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In Detail

type	Concept / Prototype Car
built at	Italy
body stylist	Carlo Felice Bianchi Anderloni
coachbuilder	Touring
production	1
engine	Inline-4
position	Front, Longitudinal
aspiration	Natural
block material	Cast Iron
valvetrain	DOHC, 2 Valves per Cyl
fuel feed	Twin Solex Carburetors
displacement	1975 cc / 120.52 in ³
bore	84.5 mm / 3.3 in
stroke	88 mm / 3.5 in
power	85.8 kw / 115 bhp
specific output	58.23 bhp per litre
body / frame	Unitary Steel Monocoque
driven wheels	RWD

The car was originally displayed at the 1960 Turin Motor Show and remained a one-of. The prototype surfaced in 2001 and was restored afterward for a debut at the 2011 Concorso d'Eleganza Villa d'Este by owner Giovanni Anderloni, a son of the original owner.



Competizione | Andrei Vishnevskii

In August the competitors were back to Lakeside for sprints. The brilliant weather allowed for some good lap times. We had nine Alfa Romeos going for the win but Mark was yet again the fastest. This time he brought his 147 GTA. Serge was the second and Darryl finished third. Andrei took the win in regularity, followed by Serge and Mark. The competition is gaining momentum, we are now back to having our own group. 156 is

becoming more and more popular with the racing crowd as this time we had three of them competing.

Note to competitors: 2023 Morgan Park SuperSprint entries are open. Please join B series.

Pictures by Bryce Carrier / MTR Images



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Driver	Alfa	CC	Best lap	Sprint points	Reg. Run 1	Reg. Run 2	Reg. Run 3	Reg. Run 4	Total reg.	Reg. points
Mark Jackson	Alfa Romeo 147 GTA	3200	1:03.6942	20	2.84	1.37	3.72	1.60	9.54	14
Serge Oberhauser	Alfa Romeo GTV6	3000	1:04.1252	16	2.58	0.77	1.72	3.18	8.24	16
Darryl Meehan	Alfa Romeo GTV		1:04.9054	14	2.13	1.53	1.53	10.00	15.18	10
Phillip O'callaghan	Alfa Romeo Giulia Sprint	2000	1:05.7845	12	2.94	2.71	10.00	1.55	17.19	9
Andrei Vishnevskii	Alfa Romeo 156	2000	1:07.1478	11	3.94	0.63	0.48	0.33	5.38	20
Peter Salmon	Giulietta	1800T	1:07.9760	10	4.62	1.89	3.22	0.67	10.41	12
Graeme Berry	Alfa Romeo 156	2000	1:08.7961	9	4.34	0.90	1.81	10.00	17.04	11

Non-members in Alfa Romeo

Ferris Lee	Alfa Romeo GT	3200	1:05.8930		4.55	4.15	3.76	1.61	14.08	
Greg Simpson	Alfa Romeo 156	2000	1:10.5281		3.43	0.50	1.46	2.05	7.45	

Classificato

FOR SALE

1988 Alfa 33 1.5l

Colour: white, original paint; Koni shocks front and rear; 5x telegraph wheels with near new tyres; recent seals on cams and front of crank; sump gasket replaced; interior fair; electronic instruments function. Currently on club plates. | \$2,750 negotiable | Contact: Tim, 0403247601, twaldoc@gmail.com (Expires: Jun 17)



1968 GTV Coupe Series 1

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2001 TS Spider Project

Gold 2001 Twin Spark that has about 160,000km on the clock, is currently registered and to be able to be driven needs a leaking power steering hose replaced, a new idle control valve and a new window regulator. This car was my daily drive and is in pretty good condition, although does now have a couple of minor paint/cosmetic blemishes. I will consider all reasonable offers. | \$Negotiable | Contact: Paul, 0492943618, paulfmclean@gmail.com (Expires: Sep 5)



Spider Twin Spark Elegant Limited Edition

The Edizione Elegante 2002 was a limited edition and was only available in Grigio Chiaro Met. with two-tone interior upholstery in either, black-light grey or black-tango with matching side panels, it was equipped with 2.0 TS or 3.0 V6 24V. This car has the 2.00 litre Twin Spark engine with five speed manual with the striking tango + Black leather interior and electric soft top. 17in Phase 2 teledial wheels. The car is in show room condition, only having done 56,000km. New front and aft shocks, new muffler. Just serviced by DMM mechanical, timing belt replaced, water pump, drivers window regulator, coolant, oil change + filter. New battery. Registered till March 2023. Ready to enter any concourse. | \$23,000 | Contact: Graeme, 0417633734, bukey@tpg.com.au (Expires: Nov 15)

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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.

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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
Sep 11 2022	Sun		Bellthorpe run finishing at Rick's Garage	Rick's Garage
Sep 13 2022	Tue		Members' Club Night - AGM	Yeronga Services Club
Sep 24 2022	Sat		Supersprint B Series Round 4 Day 1	Morgan Park, Warwick
Sep 25 2022	Sun		Supersprint B Series Round 4 Day 2	Morgan Park, Warwick
Sep 25 2022	Sun		Morgan Park - Show 'n Shine & Happy Laps	Morgan Park
Oct 2 2022	Sun		Italian Challenge Sprint Series Round 5	Lakeside Park, Dakabin
Oct 5 2022	Wed		Committee Meeting	Online
Oct 7 2022	Fri		Stanthorpe Food and Wine Weekend	Stanthorpe
Oct 11 2022	Tue		Monthly Club Night	Newmarket Bocce Club
Oct 15 2022	Sat		QR Sports and Sedans Race Series Round 5	Queensland Raceway, Willowbank
Oct 16 2022	Sun		Winery day trip	Woongooroo Estate Winery
Oct 23 2022	Sun		A Day in the Country Car Show	Peak Crossing
Nov 2 2022	Wed		Committee Meeting	Online
Nov 5 2022	Sat		Italian Challenge Sprint Series Round 6	Queensland Raceway, Willowbank

Ciao!
Next issue: October 2022

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