

Alfa

Per Sempre



Alfa Romeo Club of Queensland

AROCAQLD.com



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

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Welcome to the new bi-monthly version of Per Sempre Alfa!

I explained the reasons behind the need for a bi-monthly magazine in my e-mail earlier in the year, so I won't go over that again. But many thanks to our Editor Mark Buchanan for agreeing to stay on and continue with the mag in this format. We're always looking for content, so if you want to write about your favourite Alfa, your fond memories of a trip in your Alfa, or anything Alfa-related, put pen to paper (or fingers to keyboard) and get it to our Editor on editor@arocaqld.com. Like the rest of the club, the magazine is by members for members, so the idea is for you to contribute as much as possible. Even your thoughts on an Alfa-related news item would be welcome. The Editor wants the problem of having too much content, so rise to that challenge, and send in your articles!

However, I have an apology. We were going to start the bi-monthly magazine with a February-March edition. However, with Alfesta 2023 looming, we were working Mark hard on putting together the Alfesta booklet and arranging other things, and with his duties as curator of the soon-to-be-opened Brisbane Motor Museum, it slipped. Please blame me for that. We saw Alfesta as a priority. Normal service will start with this edition.

Speaking of Alfesta, we had a great time over the Easter weekend in Toowoomba, with other Alfisti from all over Australia. There will no doubt be other articles in this edition, but let me thank the main Alfesta 2023 committee for all their efforts in making it happen: Clare Cappa, Peter Salmon, Geoff Newton, Danny Newland, and Dan Truesdale. These are the people that made Alfesta the enjoyable weekend that it was, and it wouldn't have happened without them volunteering their time, effort, and money to do that.

Also many thanks to those who also made a significant contribution - Peter Mathews (who arranged all our sponsorship), Jude Vaughan (who organised the welcome pack, including hand-sewing the 53 canvas carry bags), Rob and Shirl Grant (always an inspiration), Garry Spowart (our 'man on the ground' in Toowoomba, who directed us to the good bits), Steve and Di Jones (who organised everything to do with the Observation run), Brent Hampstead and Christina Warry and Rob and Nicholaine Cantle (who helped out immensely directing traffic at the Show n Shine), Barb Newland (who helped out Danny and the rest of us throughout the planning and the weekend), Roger Brammall (for being a Show n Shine judge), Mark Buchanan (for the booklet and other things) and probably many others that my memory fails me about just at the moment (I'm not very well as I write this - apologies). Thank you one and all. You all deserve a medal, so take a bow!

My highlight of the weekend was the Show n Shine. It was great to see so many Alfas (and a few ring ins) on parade. And it was all topped off with the great lunch (which was exceptional value for money) at the Cobb & Co museum. I've heard many say that the walk on Friday morning was a highlight - especially as we arranged for no one to be in town on Good Friday! Others say the drive on Saturday through the countryside to the zoo. Others say one of the other events of the weekend. It does seem that everyone found something to enjoy.

My best memory of the weekend was on the Saturday night at Muller Bros restaurant. The band was playing, and people were getting up to dance, and thoroughly enjoying themselves. It hit me then that this is why we put in the effort - to give so many a great weekend with their Alfas. And that seems to have been what happened.

At the gala dinner, apart from the usual awards, food, etc, something special happened. One of them I knew about. The other I did not.

The first was that our Vice-President, Mark Jackson awarded the National Coordinator and Immediate Past President of our club, Peter Mathews, a Life Membership for all the work that he's done for the club since being a member. Peter joined the club in July 2011, and has demonstrated consistently through that time a love for all things Alfa, having owned several in that time. He also has a dedication to contributing to the club in whatever way he can. Certainly, his efforts in securing sponsorship for both Alfesta 2020 and Alfesta 2023 were sincerely appreciated by the committee. Also, Peter was the com-

mittee head for Alfesta 2014, arranged our 40th anniversary dinner at the Brisbane Club, and has arranged many drives, show n shines, a concourse, happy laps, and dinners. Peter demonstrates the contribution to the club at Life Member standard over a prolonged period of time, which is why his Life Membership is thoroughly deserved. Many congratulations Peter, and thank you for all that you do for the club.

The second was that Jacko awarded another Life Membership - to myself! I'm certainly not going to toot my own horn. But I will note that I joined the club the February after Peter, and I recall that he was the first person that I can remember talking to in the club in person (after telephone conversations with Dennis Sando). We've been through a few things together in the years since, and it was special to me for Peter and I to share this moment in our club lives together. Thank you to the committee for their award. I thought Jacko was going to do something like give me a bottle of plonk for being the Alfesta 2023 Committee head. I truly was surprised!

Keith Faulkner says that a Life Member is an Ambassador for the club, and I intend on being just that.

Ciao for now,

John Anderson

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Valtteri Bottas picks up his Giulia GTAm



March 15, 2023 - The Alfa Romeo team welcomed F1 driver Valtteri Bottas to the Stellantis &You showroom in Turin to deliver his Alfa Romeo Giulia GTAm, purchased by the Finnish champion in distinctive Alfa Romeo Red. With the purchase of one of the 500 Giulia GTAs, the most powerful car ever realized by the Italian brand, Valtteri Bottas becomes a full member of the passionate Alfa Romeo "Tribe."

All the Brand's top representatives were present to celebrate the delivery of the car to the Finnish champion. After that, they welcomed Valtteri Bottas at the Alfa Romeo's Centro Stile and Head Quarter. His desire to become the owner of a "legendary car" for the Brand represents a manifestation of personal union with the Brand with which the driver shares ideals and values; a source of pride for those who have made noble Italian sportiness a founding value since 1910.

During the meeting, Valtteri and the team also had the chance to discuss upcoming projects in which the driver is personally involved.

Cristiano Fiorio, Alfa Romeo F1 Manager: "This is a special moment for Alfa Romeo. Valtteri Bottas is an excellent professional, a winner, and his long career in F1 studded with 10 winning grand prix is evidence of that. His desire to join the inner and exclusive circle of Giulia GTA customers fills us with pride. In a world of business often driven by contractual obligations, today we are celebrating something different: Valtteri has shown us that sometimes passion drives our choices. Welcome Valtteri to the heart of our 'tribe'."

Valtteri Bottas, Alfa Romeo F1 Driver: "I'm clearly a life-long car enthusiast. But most of all I love the Alfa Romeo Brand. It is an honor for me to be an ambassador of the Brand and now to become a customer, owner of one of the 500 Giulia GTAs. It's a technically excellent vehicle, realized in collaboration with Sauber Engineering by leveraging the expertise and technical know-how that comes directly from Formula 1, but for us car and motorsport enthusiasts it represents so much more. It revives one of the legends of motorsport, the 1965 Giulia GTA, and perfectly embodies the Brand's DNA, passion for motorsport, driving pleasure, and a unique and distinctive styling appeal."

Alfa Romeo Giulia GTA:

The Alfa Romeo Giulia GTA has revived one of motor-ing's legends and a milestone in the Brand's history: the 1965 Giulia GTA. The ultimate expression of Alfa Romeo's unique ability to combine style and sportiness, this model represents an authentic return to Alfa Romeo's roots founded in the world of performance and grand touring.

The Giulia GTA is a high-performance vehicle based on a production model, the outstanding Giulia Quadrifoglio. Thanks to the extensive adoption of ultralight materials, the Giulia GTA benefits from a weight reduction of up to 100 kg compared to the Giulia Quadrifoglio and is equipped with an upgraded version of Alfa Romeo's 2.9 V6 Bi-Turbo 540-hp engine with a specific power output of 187 hp/liter.

Alfa Romeo engineers worked in order to improve aerodynamics and handling, but above all to reduce weight—the same guidelines followed for the 1965 Giulia GTA. To achieve these goals, there has been an extensive use of carbon fiber components and composite materials. Aerodynamics were specially designed to increase down-force. In these solutions is found the technical know-how that comes directly from Formula 1 thanks to the synergy with Sauber Engineering.

Alfa Romeo engineers were able to benefit from the expertise and facilities of Sauber Engineering. The Swiss company, with more than 50 years of experience in motorsport, 27 of which in F1, has gained in-depth know-how on aerodynamics thanks also to a proprietary wind tunnel that is among the most advanced in Europe. The Sauber team actively participated in the design, prototyping and manufacturing of the aerodynamic components of the new Giulia GTA.

GTA and Autodelta, a pairing packed with history and sporting successes

The initials GTA stand for "Gran Turismo Alleggerita" ("Gran Turismo Lite"), invented in 1965 for the Giulia Sprint GTA, a specific version derived from the Sprint GT, set up for sports type-approval and unveiled at the Amsterdam Motor Show that year. The bodywork of the Giulia Sprint GT was replaced with an identical aluminum body, with a total weight of 745 kg compared to the 950 kg of the road-going version. A second variation concerned the 1570-cc twin cam engine which, in its road-going configuration with dual ignition, reached an impressive output of 115 hp. The Autodelta technicians, the first guise of Alfa Romeo's official "Racing Department", chose it as the benchmark vehicle for the Touring category, and developed it to achieve a maximum output of 170 hp. Success in competitions came very soon after: three consecutive "Challenge Europeo Marche", dozens of national championships and hundreds of single races all over the world. The return of image to the line-up also made its mark: indeed, the Giulia Sprint GTA epitomized the claim "a victory a day in your everyday car". Since



then, the GTA has become part of the collective unconscious, as an undisputed icon of Biscione sportsmanship, the power of its initials ending up persuading the public to identify Alfa Romeo sports cars in general simply by "GTA". A final word should go to the fact that, just like the GTA initials, the name "Autodelta" is similarly as iconic, the eponymous workshop located at the Balocco Proving Ground being the custodian of its cherished legacy.

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Alfa Romeo does it again

21 April 2023: Under a year ago, to be exact on June 24, 2022 (the brand's 112th anniversary), Valtteri Bottas – Alfa Romeo F1 Team driver – gave Milan a wake-up call by roaring his C42 through the still-deserted streets of the sleepy city. An utterly extravagant way for Alfa Romeo to celebrate its birthday.

It seems that this can no longer be considered a unique occurrence: Alfa Romeo is at it again on the Cassino-Pomigliano route, the ideal link between the brand's Italian plants.

Once again, the new single-seater driven by China's Zhou Guanyu has been picked up in a very different habitat from the usual, draining tarmac of circuits all over the world.

Regardless of the reasons for taking part in this initiative, the Chinese driver picks up no points, but will be back challenging his fierce opponents in the next Grand Prix in Baku, Azerbaijan, to show off his ability. Even so, it's definitely a singular, daring, typically Alfa Romeo way to amaze its tribe of enthusiasts.

Queensland takes strong steps on electric vehicle affordability

21 April 2023: The FCAI welcomes today's announcement from the Queensland Government that will improve the ability of Queenslanders to access electric vehicles and continue the pathway to emissions reduction from the transport sector.

The Queensland Government has doubled the incentives for zero-emission vehicles for eligible buyers from \$3,000 to \$6,000 and increased the 'dutiable value' from \$58,000 to \$68,000 in a move that recognises that affordability and accessibility are key factors in the uptake of new zero-emission technology.

FCAI Chief Executive Tony Weber acknowledged today's announcement as an extension of the Queensland Government's existing electric vehicle strategy that includes commitments across a range of areas including fleet purchases and significant investment in recharging infrastructure.

"By increasing consumer incentives, the Queensland Government has acknowledged that affordability is the greatest barrier to EV uptake.

"It is a step that is consistent with the issues raised in the Fuel Efficiency Standard discussion paper released by the Federal Government earlier this week and provides an opportunity for even more Queensland businesses and families to consider an electric vehicle as their preferred choice for work and recreation.

"The FCAI will continue to work alongside the Queensland Government – and Governments across the country – to achieve the primary policy objective of vehicle emissions reduction and increase the range of zero and low emission vehicles on our roads," Mr Weber said.

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The New Giulia and Stelvio “Quadrifoglio 100th Anniversario”. A legend since 1923



14 April 2023: Alfa Romeo pays tribute to the legend of the Quadrifoglio with 100 exclusive units and commemorates them in the place where the vehicle's story began: Sicily, at the sites of the Targa Florio.

On April 15, 2023, 100 years will have passed since an indelible symbol of Alfa Romeo, the Quadrifoglio, made its debut on the racing version of the RL during the XIV edition of the Targa Florio.

On this special anniversary, Alfa Romeo is introducing the new Giulia and Stelvio Quadrifoglio with the exclusive commemorative “Quadrifoglio 100th Anniversario” edition. Limited to just 100 units both for the Giulia and Stelvio, the Anniversary Edition is the result of one hundred years of research into technical excellence which has been applied to racing and production vehicles. Its iconic nature, technical purity and technology have been combined to place it at the top of its respective segments, with best-in-class handling and power-to-weight ratio, creating a direct and immersive one-of-a-kind Alfa Romeo driving experience. Lots of new features: celebratory badges, exclusive characterization, and lots of technology thanks to the new adaptive full-LED matrix headlamps and the new fully digital instrument cluster embellished with the historic 'telescope' design.

To celebrate one century of pure sportiness, the Quadrifoglio is heading back to its native land of Sicily, as Alfa Romeo has chosen the island to be the backdrop for a commemorative photo shoot which, in addition to

recounting tradition, highlights Italian “Great Beauty” and “Made in Italy”. After one hundred years, the Quadrifoglio journey has not ended, as it continues to be reinvented and projected into a bright future which pays homage to the successes of the past.

The origins of a legend

A symbol of Italian noble sportiness, the legendary Quadrifoglio has always been synonymous with the brand's highest-performing creations. This not only holds true for its racing models, but for its most powerful and exclusive road vehicles as well. On the occasion of its one-hundredth anniversary, it is being introduced in a commemorative version. Reinterpreted in a modern key, the Centro Stile Alfa Romeo has projected its historical logo into the brand's future while preserving its solidity and elegance. Plus, its color point has been given a contemporary chromatic update and recalls the brand's glorious vehicles and celebrated racing victories which are now part of the collective imagination.

The Quadrifoglio has been part of Alfa Romeo's racing and industrial history since the very beginning. It all started on April 15, 1923 on the occasion of the XIV edition of one of the oldest automobile races in the world, the Targa Florio—the prestigious event which, at the beginning of the 20th century, transformed Sicily once a year into the most famous European “salon”. Intense and incredibly challenging, the race was one of the most important milestones of its time for drivers and



shaft, bonnet, spoiler, and skirts. On the Giulia, active aerodynamics remains with the carbon front splitter: when activated it controls the quality of airflow passing under the vehicle, increasing stability and performance. Finally, the Akrapovich exhaust system gives the exhaust an unmistakable sound.

Strong personality on the exteriors where Giulia and Stelvio renew their look in continuity with the family feeling of the range characterized by the '3+3' headlights, with new adaptive Full-LED Matrix headlights that offer an anti-glare and adaptive driving beam for optimal lighting in all conditions, guaranteeing energy savings, a high improvement in safety and less eye fatigue. Burnished 5-hole

could thrust particular car models and entire brands onto the market. That's why, in 1923, Alfa Romeo put enormous importance on the Sicilian race, developing a specific version of its RL and recruiting talented drivers.

In the end, Ugo Sivocci, an important driver of his time, brought home the win thanks to his skills and a series of fortunate events which would make the choice of the Quadrifoglio (a four-leaf clover) even more meaningful as an emblem of sportiness on the hoods of race cars. With this victory, Alfa Romeo was catapulted onto the Mount Olympus of car manufacturers, inexorably linking the symbol of the Quadrifoglio to the brand's legendary vehicles and setting the stage for an extensive series of brave achievements by unforgettable drivers. From the first Grand Prix championship in 1925, and moving on to the Mille Miglia, the Targa Florio and "24-hour Le Mans", the brand dominated the international racing scene from then on. However, the lucky symbol soon began to stand out on exclusive road vehicles as well. In fact, the glazed Quadrifoglio badge would make its first appearance on a road vehicle with the Giulia Sprint GT Veloce and launch a tradition which continues until today. These are the brand's most powerful versions in their ranges and have been designed for a public of car-enthusiasts who are passionate about sporty driving.

A 100-unit, limited-edition jam-packed with exclusive content: technology, greater power with 520 HP, and superior technical refinement thanks to the limited slip-differential

The Giulia and Stelvio "Quadrifoglio 100th Anniversario" editions are the result of one-hundred years of research into technical excellence which has been applied to racing and production vehicles. The V6 engine has been enhanced to 520 HP (for Europe, the UK and China) and is combined with the mechanical self-locking differential, a feature that makes its debut on this special launch series. This is an important technical device that, thanks to specific tuning derived from the Giulia GTA's design experience, contributes to improving the car's behavior and traction, optimizing torque transfer, and increasing stability, agility, and speed in bends.

Best in class driving dynamics, the result of surprising lightness, due to the use of ultra-light materials such as aluminum for the engine and carbon fiber for the drive

19" sports alloy wheels for the Giulia, and 21" for the Stelvio with new, exclusive gold brake calipers. The same precious hue distinguishes the emblem celebrating 100 years of the Quadrifoglio, positioned on the mudguard of both cars. To add even more sportiness, for both Giulia and Stelvio, the grille and mirror caps are in visible carbon. Three liveries are available: Rosso Etna, Verde Montreal, and Nero Vulcano.

The same sporty feel can be found in the interiors where there is an exclusive combination of black and Alcantara leather which is enhanced by new and exclusive in sight golden stitching and an innovative 3D finish in real carbon for the instrument panel, the central tunnel, and the door panels. On the dashboard, there is a special stitching of the number "100" next to a golden Quadrifoglio. The steering wheel is upholstered in leather and Alcantara with black stitching and carbon fiber inserts.

Whether it is the exclusive look, technology or onboard connectivity, all of the features are at the service of a trademark Alfa-Romeo driving experience. This can be seen in the new instrument panel which includes the historic "telescopic" design and debuts a completely digital 12.3" TFT screen where you can access all of the vehicle's information and the parameters related to the autonomous driving technologies. In addition to the three layouts available on the entire Alfa Romeo layout (Evolved, Relax and Heritage), the exclusive 'Race' configuration makes its debut on the Quadrifoglio.

The 'Race' layout gathers in the central screen the fundamental information that every rider wants to have under control: rev counter, speedometer and shift light for manual driving. The layout can be customized by placing additional information, including instant performance ones, in the side dials.

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A Day in the Country

Sunday 26th February, 2023 | Tony Nelson



With raging COVID and very wet weather, it took us three attempts to secure a day to create this event.

The seeds of this event were sown in June 2011 when Neil and Jenny Summerson invited the members of the then E-type Register to finish a morning drive at their Peak Crossing property and they provided brunch.

This all happened in the backyard behind the house.

Attending this Sunday 26th February, 2023 event were some of the members who attended the June 2011 event and have annually supported this event.

As some members know, for the past 11 years I have also created Mid Week Drives for our club and we were also invited in January 2019 to enjoy breakfast at the property while donating \$515.00 to Multiple Sclerosis Charity in memory of past member John Fenwick.

Neil and Jenny have involved themselves in the Peak Crossing community with an association with the local Fassifern Valley Rotary Club. This little club fights way above its weight in the care for the community and surroundings.

Neil suggested if I would be interested in the coordination of car clubs we were involved in and inviting them to meet on the property with financial proceeds going to a good cause. Neil contacted the insurer of their property to see if he would have coverage for a group of 220 vehicles and 400 people to meet and enjoy each other's company. His reply was a quote from The Castle, "You have got to be dreaming." Mentioning this at a Rotary meeting, he was advised if the proceeds of the day went to the Rotary Club, then their insurance would cover the event.

We agreed we would create an event where the general public were not invited and no prizes for the best car etc as each car owner had a passion for that car. Car Clubs welcomed this initiative and over the years we have had people attend with vehicles worth under \$1,000 to many millions of dollars to a very friendly group of car enthusiasts.

Keeping this event out of social media was hard to control and as well as asking attendees not to reveal the event date or address, it was also requested there was no social media. Even when pieces were done for club magazines the location was never revealed.





Neil and I as a committee of two, regularly met to organise all that would be needed to support a gathering. Decisions were made at the meeting or email or telephone and thus a trusting relationship was built.

Neither of us is getting any younger and the coordination of this event, as it got larger, took a lot of our time. We both travel a lot and this hindered organisation. We found out that 220 vehicles and over 350 people was just not workable and thus we restricted the number of vehicles each club was allowed to bring.

Our multi prize raffle grew to a point that each club donated at least \$50 to each raffle prize so selling raffle tickets was easy, as each prize was well worthwhile winning. As we increased the donation each vehicle would make when entering the property, Neil and Jenny donated a Gate Prize. For the past two years Motorama have donated a choice of one of two vehicles for a weekend as a gate prize, so you can see how the event grew larger.

The committee of the Brisbane Register of the Jaguar Drivers Club financially supported the cost of hiring the much necessary portable toilets and raffle prizes.

The Alfa Romeo Committee always contributed and for many years doubled the contribution to \$100 for which we were very thankful.

Jaguar Club member Allan Hilless and his guitar tutor Richard Waterson volunteered their musical talents and entertained us for many years, for which we are truly thankful.

The Rotary meal machine just got better each year, Jenny Summerson and her volunteers worked tirelessly on coordinating the raffle prizes and sales and at the end of each event we would just slump into a chair after a great but tiring day.

We also reintroduced many participants to locally made lamingtons to enjoy with their morning tea drink from the mobile coffee van or tea, water or soft drinks supplied by Rotary and Jenny Summerson.

Over 11 years, through the generosity of the car clubs, local farmers donating lettuce, tomatoes, meat works donating quality steaks, Rotary members donating from their own pockets to pick up the shortfall of expenses, all funds made on the day go to a charity selected by Rotary. This year the charities are mental health and homelessness in the Scenic Rim.

Even in this last event, we had a member who forgot to bring a chair, so offered Neil a \$50 hire cost for a spare chair for the day.

Our efforts over the 11 years generated over \$90,000 being used by this rotary club to assist others in need.. Although we had 170 vehicles registered on the day, we always expect 10% not to attend for various reasons. However, we can report with all the donations and donors wishing to remain anonymous, our taking from the day was \$8,500.

Memorable events:

The year when the charity was The Struggling Farmers was our largest amount donated. Rotary ensured that the money we made was not just handed out in cash to the farmers, so that the bottle shop was not the major benefactor. It was done by vouchers to the local butcher, baker, and independent grocery shops, so that the money actually stayed in the community and was not taken out by large corporate suppliers.

It was the only day in 11 years when it lightly rained. Obviously, we had many withdrawals but the people who did attend gave us one of our largest takes over the years of the events. One exhibitor who regularly brings 3 vehicles to the event and is presently creating a car museum contacted me, apologised for not attending because of the rain, but also asked for banking details so he could donate the entry fee for his 3 vehicles. Another person on the day wanted \$50 in raffle tickets. A book of tickets cost \$10 and he was told there were just 2 books left. His reply was "I will take the two books and the rest is a donation"

Every event has a use by date. Neil and I discussed how many more years we could keep creating this event. We were in agreement that 2023, this year, was the last event of this size we would create.

After finally making this decision, we found Red Tape had finally caught up with us and we could not obtain affordable public liability insurance cover anymore, so our decision to finish events of this size was confirmed.

We did not tell the registered members attending, as we feared if the word got out we would get an influx of registrations to a point we would not be able to fit the cars into the paddock.

Neil announced to the gathering just after the multi prize raffle was drawn, this was our last event.

We are grateful that you and the members liked our concept and supported it year in and out. The feedback we constantly got was how friendly everyone was.

I would like to thank Shirl and Rob Grant for volunteering at these events to arrive early and assist club members to display park their Alfa Romeos.

I would like to also thank AROCA club member Mike Robertson who was not only the coordinator of the Brisbane Club Motoring Group, but also for always turning up early to assist coordination and direction of all the attending car clubs to their display positions.

For those members who never attended, you really missed out on a very special group of cars and people who took our advice to leave their place in life at the gate and enjoy the company of like minded people without general public participation.



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There were many paths to Alfesta 2023 in Toowoomba. All have a different story. Here's mine. It's a little unique, as I was on the committee that organised it.

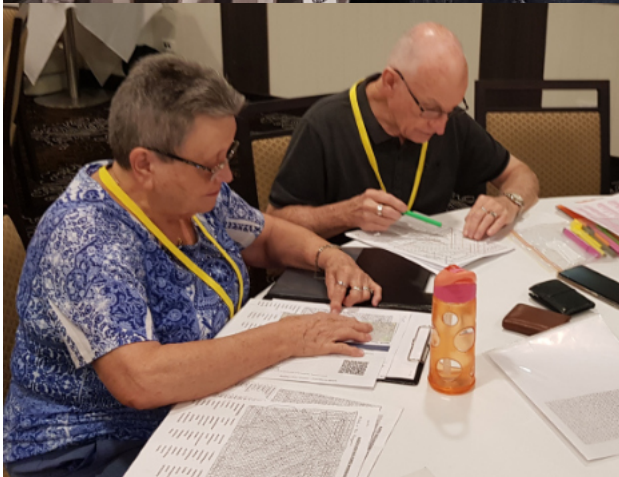
In that sense, the journey to Alfesta 2023 started back in 2018. At that time we started thinking of looking for places near to Brisbane that would work as a base for Alfesta 2020. We'd been to the Gold Coast for Alfesta 2014, so we looked at Kooralbyn (they'd just been taken over, so we weren't sure if they'd still be there), we looked at the Sunshine Coast (the highway was being upgraded and wasn't scheduled to finish until 2020 - sidenote: it's STILL not finished), we looked further afield (such as Warwick or Stanthorpe, but there wasn't suitable accommodation), and we looked at Toowoomba. With several members either from Toowoomba or having family in Toowoomba, plus the history, surrounding countryside, and facilities available there, it became a natural choice.

I think the Alfesta 2020 committee involved around 20 people, so it was great to see so many members wanting to make a contribution. Keith Faulkner (in particular) did so much, not only with the website, but in preparing chocolates and biscuits for the Gala Dinner, putting together prizes, and even organising slot cars! But everyone made a significant contribution, which is what made

it so disappointing when we had to make the decision to cancel due to COVID-19. That was right at the start of the Pandemic, and no one knew what was going to happen then.

The other states were supportive, given the situation. The 2021 slot was already taken by South Australia, and they were ready to go, so it wasn't just a matter of bumping the Queensland Alfesta a year. There was some talk of doing it in 2022, and NSW were happy for us to take that spot. But they had done some preliminary organisation, and it seemed unfair to make them do that again. So we went for 2023.

So for about 18 months beforehand, we had about 25 meetings to get everything organised. The first decision was to decide if we'd do it in Toowoomba, or somewhere else. We looked at Kooralbyn again, which was still in business, but while it was surrounded by the wonderful Scenic Rim, there weren't a lot of facilities around. They hadn't fixed the highway to the Sunshine Coast (grrrr!), and we got a great idea to do it in the Maleny area. Alas, there is no accommodation there that suit our needs. In the end, as we knew the venues in Toowoomba, and a lot of work had already been done, plus the appeal of the place, we went with Toowoomba.



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The next was to determine what had changed through the pandemic. It was rather crushing to many businesses, especially in country areas, as we knew from Stanthorpe. The cafe where we were going to have Friday lunch had closed, and the venue at the end of the observation run didn't want us this time around. Fortunately the other venues we had talked to for 2020 were there and happy to hear from us. But we replaced lunch on Friday with the Kingfisher Cafe (a favourite of Mid-Week drivers), and thanks to our 'man on the ground', we settled on ending the drive at the zoo. Both venues were great successes.

A million little decisions later, and Thursday the 6th of April arrived before we knew it. I'd taken that week off work so that I could deal with anything that needed to be dealt with before things got underway. That morning, the Prado was loaded up with all of the gift packs and anything else we'd need that I could fit in. In addition, the committee made a kind offer to pay to get my SZ up to Toowoomba for the Show n Shine, so that I would have an Alfa at Alfesta. I hadn't had time to get it registered partly because of what I needed to do for Alfesta. But I knew that would be very expensive for the club. So I made a few phone calls. The original plan that resulted was to borrow Simon Bailo's trailer, and tow the SZ to his place, leave it in his garage, and come and get it Sunday morning. Many thanks to Simon for his kindness with that - very much appreciated by many, not just me. The downside with the plan was that I would have a 2-hr round trip on Sunday to get it to the Show n Shine, and another 2-hr trip to take it back. There wasn't a lot of free time on Sunday, but just enough. Fortunately, I was offered a plan B. It was suggested to me that Life Member Colin Densley's daughter Courtney and her partner Angelo (both major Alfisti in their own right) who live just one kilometre from Cobb&Co might be able to look after the SZ for me. I called them and they could. Many thanks to you both, as that saved me 4 hours that I didn't have!

So with a full Prado, and the SZ in tow, I headed up the range. I took it gingerly of course, as I didn't want any additional issues! I got it to Angelo and Courtney's place in one piece. Then headed to the Burke and Wills to find most of the committee plus Rob and Shirl Grant already there, setting up for registration. Dan and Jenny Truesdale gave me a hand unpacking the Prado, and we were ready for Alfesta 2023 to begin! We'd all packed the Welcome Packs the night before, putting the ID tags on them, which made everything easy. Many thanks to Jude Vaughan who hand-sewed all the carry bags herself. Magnificent effort.

We checked into the hotel, and came down to the Conservatory for the Welcome Dinner. Almost all attendees did the same. While the delivery of the food could have been better, it was great to see Alfisti from all over Australia meeting together for the first time in a year, and apparently enjoying themselves.

After breakfast the next morning, I had to give my first briefing for Good Friday. The hotel gave us access to one of their rooms, which worked really well. After going through the announcements and getting people their instructions for the walk, the Alfisti headed out into the empty city to get their questions answered. I chose not to go, making sure that there weren't any loose ends for the rest of the day that needed tidying up. But all feedback was that the walk was a bit of a highlight! With the population at home enjoying the public holiday, Alfisti soaked in the history and had fun with the questions. Many thanks to Clare Cappa for doing the work organising the walk, and also to Colin and Terry Densley, who created the original walk for 2020, on which Clare based the 2023 version.

For lunch we headed to the Kingfisher Cafe, which the mid-week drivers know well. Set in a garden centre surrounded by beautiful gardens, Kingfisher delivered awesome food for us. Danny, Barb, Geoff and I managed the traffic and made sure everyone got in safely, and shooing away anyone who thought the garden centre was open, and wanted to pop in for some holiday manure. The beef dish was to die for! I'm told the salmon was pretty good too!

Free time in the afternoon was mostly spent back at the hotel, as most things were shut due to the public holiday. But there were a few nerves frayed as a thunderstorm passed through the Toowoomba region late in the afternoon. With no undercover parking (pretty standard for Alfestas), people were worried about their cars being affected by hail. Some large hail did fall about half an hour's drive away, but all we got at the hotel was wind and rain. I was so concerned about everyone's cars, posting weather updates to the Facebook page, that it was only after the storm had passed that I realised that the SZ was not under cover! Luckily, no hail there either.

For dinner we had a buffet in the hotel's Zack's Cafe. There was plenty of food, with a fair bit left over. While we had access to a juke box, dancing was unfortunately out. We discovered that the Cafe's position on the street front of the hotel was a drawback on Good Friday. Queensland Liquor Laws mean that alcohol can be served that day only with a meal, and about an hour either side of it. If the local Police drove by and saw



people dancing, they could not be considered to be having a meal, and the bar would have to shut down, and the hotel would probably have 'consequences'. So we just had to listen to our favourite songs. But many dressed up in the country theme, and thanks to Clare again for organising prizes and judging the winners!

Easter Saturday dawned fine, but windy. We gave out the instructions for the Ray Sharpe Observation run, and sent the Alfisti on their way. Again I didn't go, having volunteered to collect the lunches and take them to the completion point, the Darling Downs Zoo. The Zoo is a lovely place for a Picnic lunch in the country. Unfortunately, many others thought the same thing for Easter Saturday... But our hosts looked after us, and had a dedicated parking area. Again, the feedback was positive, as Toowoomba is surrounded by lovely countryside, and on such a beautiful (albeit windy) day, it was a great drive. People seemed to like the zoo too.

Free time in the afternoon, and when dinner came around, most walked down to Muller Brothers for our meatfest (with vegetarian options). Our band, the Fibonacci band, made its first appearance, and impressed with their musical skills. I saw Alfisti dancing to the music and enjoying themselves, and for the first time I allowed myself to enjoy what was going on. Seeing people enjoying themselves was contagious, and the whole point of Alfesta! It was a great night, and many happy food-stuffed Alfisti popped into the Gelati shop on the walk back to the hotel.

Easter Sunday dawned the same as Saturday - fine, but windy. This was the big day. Geoff and Danny were in charge of making the Show n Shine happen, helped by Barb, Brent, Christina, Rob, Nicholaine, Dan and Jenny. Geoff had spent a lot of time and effort making careful plans, and that paid off as cars got into position. The wind

was a bit of a problem, with many having wind-burnt faces at the Gala dinner later that day. But many sought refuge with coffee and cake in the Cobb&Co museum. The cars were awesome, and I met many Alfisti who were not yet members, but who will be signing up! Peter Mathews took out the best Alfa award, and Michael Heeremans predictably took out the Peoples' Choice award with his 1932 6C. The trophies were awarded by the Deputy Mayor of Toowoomba City, Geoff McDonald. Many thanks to Roger Brameld and David Wright for being our judges. And thanks to Geoff and Danny and all the helpers for making it happen.

And finally, it was Gala dinner time! The Burke and Wills did a great job with the venue and meals, and the Fibonacci band joined us again to get people dancing. Mark and Wendy Edmonds, Queensland members who live in Coffs Harbour and who led Alfesta 2022 won the Ray Sharpe Observation run - just barely. It was Ray's son Vince who won the Harry and Joan Lewis Spirit of Alfesta award for spending a lot of his time helping another Alfisti fix his car so that he could more easily get home. And the Queensland club decided to award two life memberships, which I've covered in my Presidente column.

Also at the Gala dinner, the Alfesta 2024 team gave a presentation for the next Alfesta in Lakes Entrance, Victoria next Easter. I hope this review of this year's Alfesta gives you a taste, and encourages you to join Alfisti from all over Australia in Victoria next year!

Mid Week Drive to Toogoolawah | Tony Nelson



The weather is just too hot in January and February to create Mid Week Drives. I think I am getting soft as in the seventies we all drove our vehicles without the comfort of air conditioning.

March also did not show any heat relief but Wednesday 22nd of March actually was an overcast and wet day with much lower temperatures.

I intended to take the members the long way to Esk and then to Toogoolawah for breakfast, but with rain falling at 4am on the day of the drive, I was at the computer rearranging the shorter drive and sharing information with attending members.

Us Mid Week Drivers are a sturdy lot as we still ended up with 26 members attending in 14 vehicles, mostly Alfa Romeos but some vehicles, including my Alfa Romeo, were replaced with modern cars. I thank the 9 members in 7 vehicles who had the good manners to apologise throughout the registration process that they could not attend for various reasons.

It was also a special day for me as our eldest son Scott, who has taken photographs for most of The Day in the Country events, has a collection of older cars and motorbikes, cleared his very busy work diary to spend time with his father and other MW Drivers. <https://tpr.media/>

As there are no available toilets at our start location, I made a stop in Esk and to allow members to use the very clean public toilets in Heap Street or grab a coffee at the nearby coffee shop. It was also a meeting point for Toowoomba and Sunshine Coast members.

If you have not been to Toogoolawah, you should make a visit there. Its location allows Toowoomba, Sunshine Coast as well as Brisbane and south of, to gather and attend. Now that the Brisbane Valley Highway totally bypasses Toogoolawah, it has returned to a very quiet country town. However, on this day the town was buzzing and the cafe owner Vivienne was not sure why. The Hav'A'Chat Cafe did excellent work in catering to our membership. They even ensure that used plates were taken away promptly which is always appreciated.



I must thank Neil and Jenny Summerson for taking on the responsibility of sweep car on this event as with a long convoy, it is impossible for me to see what is going on at the tail of the convoy. I also encourage other members to bring a CB radio, just in case I lose contact with the sweep car, but fortunately this did not happen on this event.

Not that we do, but always be very mindful of your speed, as on our return journey, a stationary Police vehicle was checking the speed of cars traveling through Esk township.

The many photographs you see accompanying this piece our Editor had to select from were supplied by Alan and Cheryl Leahy and some interior photos at the cafe by Shelby du Moulin.

Hopefully, I will get to create another Mid Week Drive in May before we go away, so if you are not receiving invitations to our events, go to the club website Calendar - Mid Week Drives and register. You must be a financial member to attend these events.

The great news is that while we are away spending more of our children's inheritance, Cynthia and Doug Earl have kindly volunteered to create a MWD event in July or August.



Alfesta Reflections | Geoff Newton

The prospect of an Alfesta posed a dilemma for me. Not usual for me to plunge into a social event involving so many people I don't know. In the end I decided if I'm going to go, I'll go all in. I'm glad I did for a few reasons.

For starters there were a few firsts for me including, first Alfesta and first Show 'n Shine.

Seeing the club in action to put on an Alfesta was impressive. While a bit of a truism because we are a car club, to put on a club event some distance from home for many of us is an achievement and gratifying. There was also being part of a well led subcommittee with a lot of constructive contributions from all. When extra people were needed during Alfesta those people came forward.

While there are many people to acknowledge I'll take this opportunity to thank Keith Faulkner for the Alfesta website and the follow work on from that, including chasing me when I needed to be chased. The website was the face of Alfesta over an extended period. Looking back very few major decisions were made without the

information that Keith was able to provide about Alfesta guests and their cars.

It was good to see Toowoomba, I think just being itself. Early on in planning I was concerned that Toowoomba may not be flash enough for interstate visitors. In the end I don't think that was important or even an issue. The people and place were friendly, straightforward and accommodating. A perfect backdrop where the club members and the cars are the event.

The Show 'n Shine could have been called the Arc of Alfas, once the 70 or so cars were lined up at the TAFE oval. Being a member of a team of people that put it on, seeing the cars in place, talking to owners about their cars seemed just what being in a car club should be like.

That was my Alfesta.

A GTV6 Journey | Kim Sanderson



Most Alfisti reading this will be well aware of the anacronym "Always Looking For Another" when referring to our preferred car marque.

Beginning and continuing with my Holy Grail (Alfetta GTV6) Alfa project has led me to consider that Alfa could be translated to "Always Looking For Answers"

I will open by thanking Peter Matthews for his story of "Lola" back in May 2020 - and subsequently having the pleasure of meeting him at Club Night for starting the journey in earnest.

I had the car - a "shiny" red 1985 GTV6 that looked and drove fairly well but needed similar work to Peter's car.

Closer inspection revealed bogged radiator support and front inner guard corrosion as well as a shaved grille on the drivers side to accommodate some previous minor guard damage...

A NOS front radiator support was acquired and a NOS RH front guard.

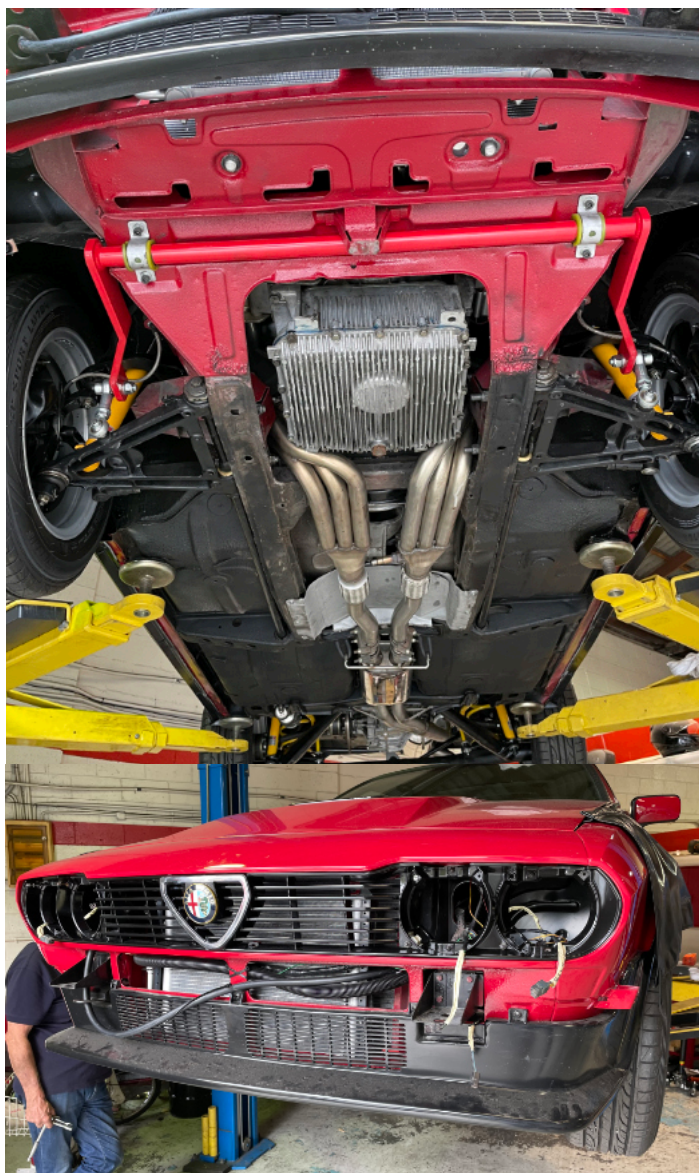
"Gino" the GTV6 was despatched to GT Motors and the game was on !

One thing led to another and it became a full bare metal windows out mid life crisis (mine) body rebuild.

For a full year I spoke to Frank at GT Motor's more regularly than my mother or brother in Melbourne and sometimes the wife..

The journey of meeting challenges and finding suitable parts for Gino - many made of unobtainium - some from my 30 years of Alfetta devotion stash - has been most enjoyable, enlightening and rewarding.

Alfa suppliers, eBay, Gumtree, became my tribe as the work continued.



The now very shiny GTV6 made it home for my 50 th birthday at the end of 2021 and then of course the whole rest of the car had to be done...

My trusted trimmer ,Willem of Platinum Trimming here on the GC transformed the cracked dash and pillars with Alcantara and the seats had extra bolstering added with leather and black pin striped velour to replicate factory trim.

The entire carpets were dry cleaned (my dry cleaner a car guy) and have come up almost new looking.

All new seals were acquired , trim clips , and hardware and the interior trim's refurbished - yes even got the ash trays zinc coated as per original...

The plan was always for a drivable car to be enjoyed so priority was a fully functioning modern air conditioning system - Richard at Red Devil Radiators here in Nerang met the brief matched with aluminium radiator from PWR and HPSI (Greg Gordon) silicone hoses.

George Rallis and team at Revolution Automotive have done all mechanical work including slotted discs , new callipers , fully rebuilt and cleaned fuel tank , RSR sway bars and springs , PACE torsion bars , PACE spec Koni shocks and full stainless CSC exhaust and headers.

Heads were overhauled with new valves and Colombo & Bariani fast road cams dropped in.

The set up has seen numerous challenges thrown up over another full year in the Revolution workshop with the often asked " why the hell did they do that ? " question popping up when trying to understand some questionable approaches to mechanical repair often supported by our arch enemy black silicone ..

The journey to completion of another of these magnificent cars back to the road has taken my patience to new levels , my bank account to new lows but truly taught the value of our club - great advice and knowledge generously shared utilising the network of trusted trades and suppliers to get the job done properly.

The car was finally registered - GTV625 - and looking forward to some spirited drives in it.

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The club have kicked the season off with a sprint at Lakeside park followed by a first round of super sprints at Morgan Park.

Only three Alfas showed up for the inaugural round at Lakeside. Mark Jackson took the comfortable win both in sprints and regularity categories while cracking into 59s. Phillip was second in both categories and Andrei finished lucky last on the third place.

Just a couple of weeks later we had a first round at Morgan park. A whopping thirteen participants entered the round which consisted of seven runs of three laps each. Yet again, Mark Jackson left the rest of the field behind and won. But the battle behind was really fierce. Four drivers finished within about a second, while their best laps were all within 0.2 second! John Coleman secured second place and Alan Broadhurst was third. Unfortunately Jenny and Charles had mechanical issues and only had one full run each.

Pictures by Pete Trapnell and AROCA club members.

This time we asked our competitors to share their own thoughts too.

Mark Jackson:

In the past month I have competed in two AlfaComp events. The first was a sprint at Lakeside, where I achieved a new PB of 59.58 seconds (the first time I've gone sub 60 seconds at Lakeside) and had no car problems.

The second event was a supersprint at Morgan Park, where I again achieved a new PB, running consistently about 3 seconds a lap quicker than previously. I'm putting the improvement mainly down to a new set of tyres. The only problem I had at Morgan Park was running low on fuel on one of the cool-down laps. Overall, an excellent month

Graeme Berry:

We were excited this time last week ready for the 1st Round at Morgan Park!

For me in the 156 I recorded my best lap on the 3rd Run and was hoping for more improvement over the weekend however a couple of issues with the car developed with the front right wheel bolts coming loose on the out lap on the 5th run so straight back to the pit.

Then I had fuelling issue causing a loss of revs on the last



lap on my 6th run so I didn't complete the 7th run unfortunately.

Alex had no car issues with the GT running well.

He has not been on a race track since the end of 2015 and this was only his second time ever in the GT and 1st time driving on track at Morgan Park. He improved as the weekend progressed and managed his best time for the weekend on the final Run 7.

Russel Bumpton:

Great weekend at Morgan Park with the Alfas. I was in my unmodified daily drive, a Giulietta QV, among (behind) a lot of serious race cars. Lots of fun trying to drive to the cars potential in relative safety. Love to see more street cars doing the sprints.

Darryl Meehan:

The 2.0 Ltr Norde wasn't performing well at all. 2 weeks prior I had a practice run and found that the fuel pressure regulator was faulty and needed replacement. I had it replaced in time for the meeting at Morgan Park and looked forward to competing with the good field of Alfas that attended.

The weather was perfect, and I set out on the first session only to find that the fuel pressure was still a problem. The car was 4 seconds a lap slower than previously, which was frustrating. The good thing was that at least I could compete. I must commend the driving etiquette of all the Alfa drivers as they were very patient with me. Through the weekend I tried tuning the fuel pressure which eventually showed some results, and I picked up a second. By the end of the 5 rounds on Saturday, I thought I was on the right path to improve on Sunday, but that was not the case. After more tuning the car performed poorly, and I was lucky to finish the final round and make it back to the pits. It turned out that the wrong regulator was installed, and the fuel pressure was far too high but I was fortunate enough to pick up a 3rd place. In our category Alfas finished 1,2 & 3. Well done Team Alfa.

The best part of the weekend was the comradery of the Alfa members.

Congratulations to all winners and to all the members that were at the track.

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Mark Baker:

The first Supersprint event of 2023 was a very good one for us with "the Green Manalishi" - although we had various minor issues with the car - Dave managed to resolve them all. I won't bore you, dear reader, with the gory details....We were very pleased with 2nd for Dave and 4th for myself in the 0-2000 Sports Sedan class for the weekend - out of 12 runners I think. Very much looking forward to the rest of the season - bring on round 2 in May -we have some improvements planned.....

Andrei Vishnevskii:

I planned first round at Lakeside to be a warm up to get up to my pace after the break. The plan worked out quite well - I got within less than a second off my PB, even had a bit of a run off to prove that I'm trying. The regularity was a lost cause for me due to a lot of traffic, unfortunately.

Morgan Park was the next, I usually attend only one day, and Sunday wasn't really the best choice this time with just two runs left. However, I got what I could from the situation and finished right behind Darryl in the middle of the pack.

Ciao!

Next issue: August 2023

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