

Alfa

Per Sempre



Alfa Romeo Club of Queensland

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Greetings Alfisti!

The June/July period, especially this one in 2023, is an important time in the life of our club.

Firstly, June 30th marks the end of the club membership year, meaning that our memberships are up for renewal. Karen and Darryl Green, our Membership secretaries, have already sent out an email (6th of June to help you find it) explaining how to renew. Basically deposit your membership fee in the club's account (details on the website) and let membership@arocaqld.com know of any changes in your details using the website form. To ensure that you receive all electronic communication from the club, please make sure that we have your latest email address.

Secondly, June 24th is Alfa Romeo's birthday! Alfa is 113 years young this year. Go for a drive to celebrate in your own way.

And speaking of birthdays, our own club turned 48 on June 16th! Started with a picnic at Slaughter Falls on Mount Coot-tha with just 7 people back in 1975, the club has grown and is still going strong! That means 2025 is our 50th anniversary, and the committee is starting to

think about ways to celebrate. So if you have some ideas, let a committee member know.

But this June also marked the passing of a legend to many people. It is with profound sadness that I inform you of the passing of a true stalwart of the club, Doug Stonehouse. I know Doug has received many tributes on social media, and I encourage you to do the same, and let his family know what he meant to you.

Doug joined the club in 1999, and soon became a regular among the competition activities of the club. In the last decade or so, Doug has been one of the guiding lights among the competitors. Always willing to provide advice to other competitors, drawing from his years of experience. His little blue 105 coupe with "Stonehouse" on the window is a bit of an icon in the club, and this was the last of five 105s that he restored. The resulting knowledge of that particular car type served many owners well, and was always freely given. And it was quite an experience to be in the passenger seat of his 105 as he pedaled it around QR! I picked up a few tips that will stay with me all my life.

Doug served as our Driver Standards Officer, liaising with the various race tracks at which club members



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competed, and making sure everyone knew how to keep safe. And he was also a 'Member at Large' on the committee for many years.

Doug became a life member of the club a couple of years ago, and I was privileged to be the one to 'bestow' it upon him on behalf of the committee and the club. He earned it. At club night, he always wore his Life Member badge proudly.

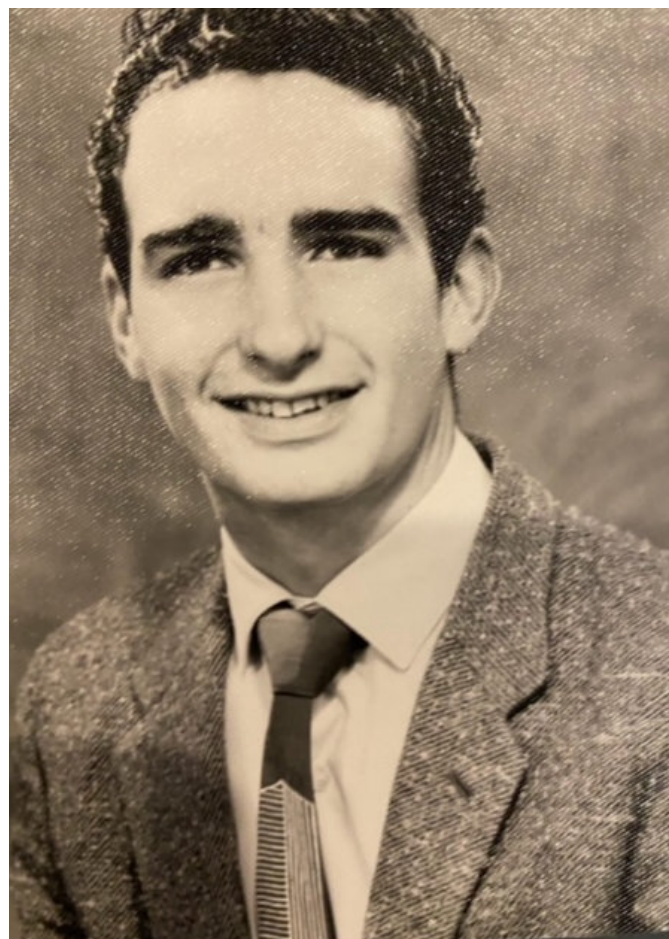
Doug also served his country in the Navy, and the other sailors in the club can tell you a few stories about that time. I think the theme here is that Doug was always a giving person, looking for an opportunity to help others wherever it presented itself.

He definitely lived a full life, well driven.

He will be sorely missed by many.

RIP Dougie.

John Anderson



Notizia

Brisbane Motor Museum unveils its first exhibit





Banyo, Brisbane Australia, 16th to 18th June. The Brisbane Motor Museum is thrilled to welcome guests, motoring enthusiasts and motoring clubs to their first exhibit titled "The Cars We Grew Up With". After a welcome speech by Director Jackson Smith, founder Colin Galley cut the ribbon to the tunes of a live jazz trio headed up by the Brisbane Jazz Clubs, Mal Wood.

Invited guests, exhibit car owners and members of some of Brisbane's largest car and bike clubs ascended on the new facility. The Brisbane Motor Museum features a cafe, gift shop, lounge, library and function space, themed in old world automotive charm.

You can't help but be captivated by the sights and sounds of the exhibit space. Museum Curator Mark Buchanan, has set the scene with gallery lighting, media screens and projectors, offering a glimpse into the vehicle owners' passion for their pride and joy on display.

The Brisbane Motor Museum rotates their exhibition every three months all based on planned themes. The current theme is a wide mix ranging from locally crafted vehicles such as a 1934 Galloway coach built in Spring Hill Brisbane, through to your more exotics such as a 1979 Lamborghini Countach LP400S.

Open to the public from 10am to 5pm Friday and Saturday, and open 8am to 3pm Sunday. Conveniently located only minutes from Brisbane Airport and the Brisbane CBD, the Brisbane Motor Museum is found a minute or two at 959 Nudgee Road, just off the Gateway Motorway. Tickets can be purchased online via the website or on site in the Gift Shop. Large group lunch bookings are essential.



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Happy birthday, Alfa Romeo!



Saturday, June 24th – marks 113 years since the foundation of Alfa Romeo in 1910.

To celebrate this major milestone, Alfa Romeo is engaging its enthusiasts in yet another demonstration of its daring attitude. The spectacular video the brand has made together with its Formula 1 driver Zhou Guanyu is a manifesto of the values that have distinguished Alfa Romeo's DNA since 1910: Noble sportsmanship and Made in Italy.

The brand asked Chinese driver Zhou Guanyu to demonstrate his driving skills on a track not included in this year's 23 venues. The driver jumped on board his single-seater at the Cassino plant where the Giulia and Stelvio are brought to life. The plant's employees accorded him a warm welcome, with donuts and a traditional photo, until he exited the plant gates.

For Zhou Guanyu, it was then time to take the Formula 1 single-seater down the highway from Piedimonte San Germano to the Pomigliano d'Arco exit, home of the Alfa Romeo Giambattista Vico plant, where the Tonale is produced on a daily basis. The workers at the plant near Naples were definitely well-prepared when they welcomed and lauded the driver's developments, in a setting that was completely out of the ordinary.

Since way back in 1910, Alfa Romeo's history has covered over 100 years, thrilling entire generations and experiencing together with the country all the social evolutions that shaped Italy in the 20th century. Epochs marked by sporting glory and commercial successes, alternating with other more complex times, such as international conflicts that dealt a hard blow to society at the time.

The vigorous resurgence of the country after the two world wars unites Italy and Alfa Romeo. The bold attitude and the usual inclusive approach have meant that the brand has always returned to excite lovers of cars and sportiness.



Celebrations at the Alfa Romeo Museum in Arese

For the 113th anniversary, the Museum in Area is officially preparing to celebrate the centenary of the Quadrifoglio:

On Saturday, June 24th, at 4.30 p.m., a backstage lecture will retrace the history of the icon that epitomizes Alfa Romeo's sporting history. The guest of honor will be Giorgio Sivocci, grandson of Ugo, the driver who won the legendary 1923 Targa Florio in an RL, the first car with a green four-leaf clover painted on a white background on its bonnet.

At the end of the lecture, a long parade of Alfa Romeos involving all its models and eras will step out on the Museum's internal track, followed by a procession towards central Arese to a green area, the venue for a special flashmob dedicated to the Quadrifoglio as the sun goes down.

On Sunday, June 25th, various activities are scheduled for groups and families, such as the Quadrifoglio-themed Treasure Hunt in the halls of the Alfa Romeo Museum.

The full schedule of events can be viewed at www.museoalfaromeo.com

For those who haven't yet signed up and still want to take part in the weekend's activities at the Museum, book by writing to info@museoalfaromeo.com.

Happy birthday, Alfa Romeo!

Wings and Wheels

Visit to the Caboolture Warplane and Flight Heritage Museum



Sunday June 11 2023

Brisbane (and surrounds) boasts a surprising number of small and niche museums. The past few years Sally and I have been enthusiastic participants of the Brisbane Open House weekends and have discovered many of them, from the Queensland Telecommunications Museum at Clayfield to Wolston House Museum at Wacol. Most of these museums are privately owned and funded and rely heavily on donations and the efforts of volunteer staff.

The Caboolture Warplane and Flight Heritage Museum certainly fits into this category. It has operated for many years out of its home at Caboolture Airfield, dedicated to preserving and publicly displaying artefacts from Australian aviation history, with particular reference to World War 2 and Vietnam. It currently hangers several flight-worthy aircraft in the museum itself, including a North American SNJ-5, Commonwealth Aircraft Corporation Winjeel, and de Havilland Gypsy Moth, A Commonwealth Aircraft Corporation Wirraway and North American T-28B Trojan are located in nearby hangers. These are not static display aircraft and, subject to pilot availability, are available for joyflights.

Recently, the museum introduced its “BBQ in the Hanger” event, providing clubs and groups the opportunity for a guided tour, followed by a BBQ lunch in the hanger. I had last visited the museum over 25 years ago and thought it might be an interesting destination for a Club outing. I contacted the museum marketing manager, Jaye, and set about planning our visit with her.

The museum requires a minimum group of 10 to make it viable for them and set a maximum group size of 30 – we comfortably reached the maximum and I had to set up a waiting list to accommodate the overflow in case anyone cancelled. We even had Nat and Diana Belluomini join us from the Fiat Club.

I think, in hindsight, a group size of about 20 is probably more suitable for these events, given the size of the museum. While the museum has hosted groups before, it turned out we were one of the largest groups they have had and were the first to experience the BBQ in the Hanger event - so I think it was a learning curve for them.

I set our group meeting point at the usual location for northern Club runs – the BP Service Centre at





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Caboolture, which happens to be only 10 minutes away from the museum itself. The service centre is easy to get to from the highway, but very busy on the weekends. It does, however, offer the chance to top up with fuel and grab a cup of coffee if required. Some attendees, like John and Robyn Ryan, had travelled quite a distance and so were happy to take a break and grab some refreshments. Once everyone had arrived, I gave a short briefing, and we then headed up the highway in a loose convoy to the museum.

I had warned Jaye that organising our Club is often like herding cats, but she had once been a member of the Mustang Owners Club and well understood the group behaviours that seem to be associated with car clubs! At the museum, we formed up at the entrance where we met the volunteers who were to be our guides for the day. As mentioned, the museum relies heavily on volunteers, many of whom are ex-military and we broke into smaller groups assigned to each volunteer guide.

The museum is not huge, but it is packed with exhibits, equipment and memorabilia. My assigned guide was Carlos, who had spent many years in RAAF logistics. Some of our AROCA members are also ex-military and in my little group Peter Congram was able to relive memories of his time in the RAAF, sharing stories of working on F-111 fighter bombers. The museum actually has a F-111 cockpit module and Peter was able to point out the specific piece of equipment he had been tasked to relocate from the front of the cockpit to the rear – not a simple task on such a sophisticated aircraft!

Caboolture airfield is quite active, so we were also able to watch a variety of aircraft taking off and landing, including some people going for joyflights in a pair of Tiger Moth biplanes.

Club life-members Laurie and Mary-Alice Jones, and Steve and Di Jones, were also attendees on the day. Both sets of Joneses have, in the past, accompanied me on other aviation-themed adventures and it does seem old-car enthusiasts often share an interest in old aircraft. Indeed, it also seems to work the other way too, with a number of aviation enthusiasts also sharing an interest in cars!

By now the BBQ had been fired up and the gourmet sausages and beef patties, all sourced from a local butcher, were sizzling on the grill, accompanied by the essential mound of fried onions.

I had a rather hurried lunch as I had booked a joyflight in the North American SNJ-5 that was hangered with the museum and the pilot, David, was ready to fly. The SNJ-5 is the US Navy version of the North American Texan, which was also known as the Harvard in Commonwealth service. This SNJ-5 had been built in 1942 and dutifully performed its role as a lead-in fighter trainer during WW2, after which it was sold off as surplus by the US Government to a South American Government, the fate of quite a few United States WW2 surplus aeroplanes. Its time in South America is not well documented, but it is believed to have been used offensively during the civil strife rampant in that region at the time, possibly even serving in a ground attack role. It eventually ended up in Western Australia before moving to Queensland and undergoing a complete restoration at Caboolture.

After being fitted with a flight suit (and being promoted to Squadron Leader, according to the shoulder patches), David gave me the obligatory safety briefing and I signed the various waiver forms. A 62-year-old climbing into an 80-year-old aircraft – what could pos-



sibly go wrong? As I'd already driven there in a 51-year-old car, I figured in for a penny, in for a pound!

In reality, I couldn't have been in safer hands. David is an ex-RAAF pilot, currently serving as a captain for a commercial airline. He is part owner of the SNJ-5 and also owns a Tiger Moth that he operates out of Jacobs Well airfield.

While these flights seem expensive, in reality the price barely covers operating costs as these old warbirds are eye-wateringly expensive to restore and maintain – and that's before you consider things like insurance.

My flight of 30 minutes was most enjoyable, assuming you like the sights, sounds, vibration and smells of a 600hp rotary engine vintage aircraft. After take-off we passed over Redcliffe, before turning north to head over Bribie Island and then flying over the Glasshouse mountains. We flew at between 500 and 1,000 feet most of the time, much to the excitement of the people on the ground below. A highlight was a series of tight banking 360 degree turns around the Glasshouse peaks – I felt like I could have reached out and touched Mt Tibrogargan!

By the time we landed back at the airfield, the Club members had all left for home, so I didn't get a chance to thank everybody for attending and say farewell. While I was up in the air, however, Jaye had managed to assemble our group for a photo in front of our cars.

It turned out that pilot David was also a car enthusiast, owning a Porsche himself, and was keen to see my Alfa Spider after the flight, so we walked back to the car park and had a nice chat before Sally and I headed home.

I have received positive feedback from many attendees about the visit, who appreciated the effort the museum volunteers put into the day – apparently Nat Belluomini took one of the guides, John, for a spin in his Fiat 124 as special thanks. Jaye also let me know that we are welcome back any time!

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Alfa Romeo 33 Navajo Concept





Debut: 1976 Geneva Motor Show
Engine: 2.0-Liter V8
Specs: 230 Horsepower

In the world of obscure one-offs, we'd argue few are as interesting as the Alfa Romeo Navajo. The Bertone-designed, spaceship-inspired supercar debuted in 1976 at the Geneva Motor Show. It was the last of a handful of concept cars built on the bones of the iconic 33 Stradale by various Italian design firms, a list includes other oddballs with equally odd names like the Carabo, Iguana, and Cuneo.

Production of the Alfa Romeo 33 Stradale ended in 1969. The rare sports car – of which just 18 were made – ended an era of one of Alfa Romeo's most signature design languages. Noticeably different-looking (though, still iconic in their own right) vehicles like the GTV and Montreal arrived in the 1970s, shedding the svelte profile of the 33 Stradale and others for a more angular look.

But long after production of the 33 Stradale ended, Nuccio Bertone got its hands on the chassis (specifically chassis no. 750.33.11) and took it the styling in a strange new direction. One of six one-offs – including the Carabo, Iguana, Cuneo, and others designed by Bertone,





Giugiaro, and Pininfarina – the Navajo concept sported a never-before-seen look inspired by the future rather than Alfa's iconic past.

Extending the 33 Stradale's base and using fiberglass for the body almost exclusively, Bertone debuted the 33 Navajo concept at the Geneva Motor Show. A 2.0-liter V8 producing 230 horsepower sat behind the driver. And inside, a reworked cabin assured more room to fit two passengers. Of course, the angular edges, pop-up headlights, and orange accents, complete with appropriate Bertone branding on the embedded wing, gave the Navajo a futuristic look unlike any other. Even the other 33 Stradale concepts that came before it looked tame by comparison.

Unfortunately, like a lot of concept cars of the day, Bertone built just one example of the 33 Navajo. Reports suggest it has a price tag of around \$3 million when new, but it's unclear if the one-off even sold, or Bertone ever intended to sell it. Nevertheless, the Alfa Romeo 33 Navajo by Bertone was an interesting look at what could have been.



When Tony Nelson requested a volunteer to host the May mid week drive I put my hand up and this was quickly followed by a feeling of great apprehension.

After all Tony is the guru of mid week drives and certainly a hard act to follow. But with Tony's support I prepared well and apart from me missing the mid point rest stop and having to take everyone down a dead end street to turn around, I think all would agree that it was a successful outing. We had 12 people in 8 cars starting at 7am from Mc Donald's at Albany Creek, on a cool but beautiful blue sky morning. We then travelled up through Clear Mountain with its spectacular views, around Lake Sampsonvale, through Narangba to Upper Caboolture for our mid trip rest stop.

The next stage was a test of the Alfa's handling and braking ability as kangaroos have no road sense and 4 of them decided it was a good idea to jump out at us as we were passing. Lucky we were in Alfas and were able to manoeuvre between them. We then travelled up Mount Mee, through Ocean View and ended at The Old Storehouse Cafe at Dayboro. There we met up with Garry and Sheridan Spowart and we all enjoyed a good breakfast and chat outside under umbrellas in the warm Autumn sun. The only person who I am not sure was happy on the drive was Stefano Coco.

Every time he went around a corner he was blowing his horn at us. I figured we mustn't have been going fast enough for him. He claimed that there was a fault with

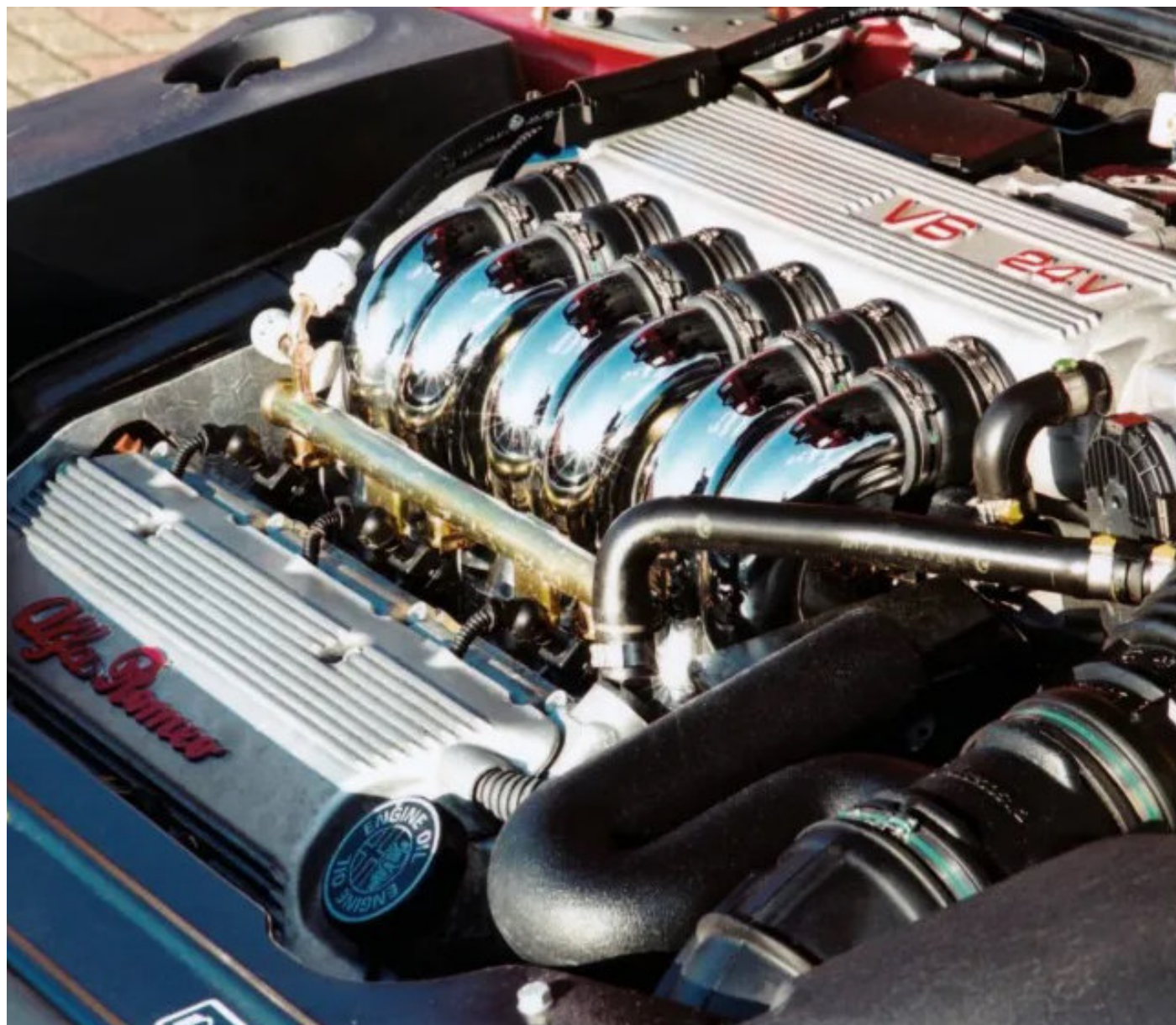


the car but every Alfa owner knows that nothing ever goes wrong with an Alfa!!! 😊 Ok thinking about it now I obviously owe Stefano an apology for doubting him, so sorry Stefano. But the good news with that is I therefore think everyone enjoyed the morning.

Thanks to Tony Nelson for all his help organising the drive. Thanks to Tim Clarkson for going sweep. I was so afraid I was going to have to go back to Tony and tell him

that I lost people along the way. So an extra thanks Tim. Also thanks to John Heidemann for being the official photographer for the day and thanks to everyone who attended for your great company and the fond memory.

Remembering the Alfa Romeo Busso V6, One of the Best-Sounding Engines Ever Built



If you ask most enthusiasts to name some of the best-sounding engines of all time, screaming V12s or rumbling V8s will top the list. However, most people fail to remember a glorious six-cylinder built in the 1970s that sang a tune comparable to that of a racing unit.

Giuseppe Busso, the legendary engineer behind this powerplant, started his career at Fiat where he worked as a human computer. Yes, back then, the term was used to describe an occupation, since digital computers were still in the early stages of development.

His huge potential didn't go unnoticed and, after about two years of computing, he joined Alfa Romeo's research and development division (Servizi Studi Speciali) where he worked on cutting-edge race engines.

Italy's involvement in the Second World War meant that the industry's focus quickly shifted to building war machines, so the engineer eventually lost his job. A year

after the dreaded global conflict ended, he was appointed technical director at Ferrari, thanks to another illustrious engineer by the name of Gioachino Colombo. The story goes that Enzo Ferrari approached Colombo to develop the company's first engine and offered him the technical director role. The latter refused to give up his job at Alfa Romeo, mainly because Enzo couldn't offer a similar wage. However, he agreed to secretly design the V12 in his spare time, and instructed Ferrari to hire the talented Busso to oversee its development.

This unholy alliance lasted about a year. Alfa management got wind of Colombo's off-duty project and, in typical Italian fashion, a huge scandal ensued. In the end, Colombo officially joined Ferrari, while Alfa made Busso an offer he couldn't refuse.

Shortly after rejoining the Milanese manufacturer, the engineer began working on a new powerplant which is now affectionately known as the Bialbero (twin-shaft). A

small, aluminum-block, twin-cam unit, it was one of the most advanced engines of the era and it powered many iconic Alfa Romeo models for more than four decades.

The Bialbero helped the company thrive and expand, but it had its limitations in terms of power. To build bigger and faster cars, Alfa needed a better engine, so in the late 1960s, Busso and his team started developing a new six-cylinder. By 1973, an advanced prototype of the motor was ready, but that year, an oil crisis crippled the auto industry all over the world, and Alfa was forced to suspend the development of the new unit.

Busso would officially retire in 1977, but unofficially, he continued refining his beloved engine which finally entered series production two years later. Mounted under the hood of the Alfa Romeo 6, a four-door sedan designed to rival BMW's successful 5 Series (E12), the new powerplant started as an all-aluminum, 2.5-litre V6 that could produce 156 hp.

It came with a forged, fully counterweighted crankshaft, cast pistons, and forged conrods. Unlike most V6 engines, the Busso didn't employ balancing shafts. Instead, it was balanced externally using the flywheel and an offset weight crank pulley. It also used two valves per cylinder with a single, belt-driven camshaft per bank and six carburettors.

At the time, many established carmakers were using electronic fuel injection systems, but the legendary engineer wanted his unit to deliver superior throttle response and designed it with six individual throttle bodies. No commercially available electronic injection system could support the configuration in the late 1970s, so the first iteration employed six Dell'Orto FRPA40 carburettors.

Fortunately, that changed a year later when the Busso V6 received a Bosch L-Jetronic system. The upgraded motor was fitted in the most powerful version of the freshly redesigned Alfetta fastback coupe, which was now called Alfa Romeo GTV6.

Both the motoring press and Alfa owners were in love with the car. Despite not being the most powerful, or the most beautiful coupe out there, it delivered an engaging driving experience, and the sound of its six-cylinder soothed the soul of those who drove it. Because of its distinct tune, the engine subsequently earned the nickname Aresse's Violin (Aresse was the location of Alfa's factory at the time).

The fuel-injected Busso V6 was so successful that by the end of 1985, in addition to the GTV6, it powered the facelifted Alfa 6, the 90, and the 75 (known as Milano in the U.S.). The amazing mill was now available in either the

traditional 2.5-litre, 156-hp configuration, or a smaller 2.0-litre, 130-hp variant.

A year later, Alfa Romeo was acquired by Fiat and merged with its archrivals Lancia to form a new division called Alfa Lancia Industriale S.p.A. This move marked the end of the iconic rear-wheel-drive Alfas, but thankfully, its popular V6 survived.

The first modern front-wheel-drive model was released in 1987. Called 164, it replaced the 6 as the brand's flagship and its most powerful trims came with a transversely mounted Busso.

Now displacing 3.0-litres and generating 189 hp, it boasted a new, high-performance camshaft, a low-restriction exhaust system, and a set of chrome intake runners that became its most striking visual feature. This iteration

of the V6 was used in the quirky limited-edition, Zagato-designed Alfa Romeo S.Z., and R.Z. performance models, gaining various upgrades that boosted its output to 210 hp.

In 1991, Alfa introduced a new, 2.0-litre turbocharged version. Initially available for the 162, followed by the GTV, Spider, and 166, it was

based on the upgraded architecture of the 3.0-litre and according to the manufacturer, it could make 207 hp.

The late-1980s 3.0-litre was also overhauled, receiving dual overhead cams, four valves per cylinder, and several other improvements in 1993. It was used on many Alfa Romeo and Lancia models until the early 2000s, with power ranging from 208 to 227 hp (depending on the model year).

The last version of this great motor came in 2002 when the high-performance Alfa Romeo 156 GTA was released. Known as Bussone (Big Busso), its displacement was enlarged to 3.2 litres and it became the most powerful variant of them all, spitting out 247 hp.

The last batch of engines left the plant on the 31st of December 2005. Four days later, Giuseppe Busso passed away and as he was being moved from the church to the final resting place, hundreds of attending Alfa owners revved their Bussos simultaneously, as a sign of respect.

The Busso was neither the most powerful, nor the most reliable V6 ever created, yet it was unquestionably the best sounding of them all. Arguably the last great engine produced by Alfa Romeo, it is an engineering work of art that earns its place among the most iconic powerplants ever produced. You can hear it sing its unmistakable tune in the video below, posted on YouTube by Car Curiosity.



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The last couple of months were quite busy for our competitors. Sprints at Lakeside on April 1st, followed by the race at Lakeside on April 15th. After that we had sprints at QR on May 13th, SuperSprints at Morgan Park on May 27th and lastly the race with Two Days of Thunder at QR on June 3rd. On top of that, some club members participated in Noosa hillclimb, which wasn't a part of the competition calendar but nonetheless a great event.

Lakeside sprints saw five club members competing with an extra Alfa ran by a non-club member. Mark took the win with 0:59.75 lap, with Serge coming second and Phillip being third. Darryl won the regularity, Alex was the second most consistent and Phillip taking the third place.

Darryl was the only club member to represent Alfes at both race meetings. He's been running with Replica Tourers and did finish both events and scoring the most points in Alfacomp.

Morgan Park was a success with thirteen club members going for the win. The competition was quite fierce so the final classification was only settled after the very last run. Mark, as always, won the round, Serge was close behind and KP wasn't too far behind in the third place.

Lastly, QR Sprints were quite low on numbers, just one club Alfa and one non-club. Andrei brought new to him 147 2.0 and finished all the laps without major technical hiccups thus winning in both sprint and regularity.

Mark Jackson:

The Giulia and I have done two events since the last magazine. The first was a sprint at Lakeside on April first where I had problems with my timing transponder so didn't get times for the first two runs. We just managed to break the 60 second barrier in the last run of the day.

The second outing was the Supersprint round at Morgan Park. We had a good roll up for this event with 14 Alfa



drivers running and mostly no problems.

My aim for the weekend was to get a lap time in the 69 second bracket and we achieved that in the third run on Saturday with a time of 69.96 seconds. Just made it.

Alan Broadhurst:

Great weekend, started out cool Saturday morning, but quickly warmed to a lovely day.

We had 5 runs on Saturday, but I must say the last run should not have happened, as we were driving directly into the sun on turn 2 and under the bridge and visibility was non existent. But anyhow a great day finished by drinks and nibbles by the camp fire.

Sunday morning was very frosty with temp of minus one. These cool mornings always turn into a really nice day,

where we had two more runs to finish the weekend.

My car ran very well now that I have resolved my brake issues, which have plagued me for 3 years.

Great to see a number of the Alfa's winning trophies at the end of the meeting.

Serge Oberhauser:

The weekend started well and the GTV6 was running nicely throughout all the runs. For some reason, my first run was my best of all the runs. I done a PB as well. Maybe it had something to do with me chasing Jacko. He was having traction issues and I was able to hang with him for about 2 laps until he started to pull away in the last couple when his tyres started to get some heat in them.

Most of my runs were all below 5 minutes, which was

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good. I had some good duels with KP and was hoping to get in the mix with John Coleman but his GTV6 was somewhat down on power. Hopefully at the last round he has got his car sorted.

Darrel Meehan:

The only Alfa in the field. The little 2.0 Norde hung in there for both days and I finished 3rd in the 2.0 ltr class over the weekend.

Finished 3rd in the 2.0 ltr class at 2 Days of Thunder Replica Tourers over the weekend. The National Circuit did not suit my 2ltr Nord engine and was out powered by the larger engines. Nevertheless the Alfa kept on improving over the weekend and finished up taking 3 seconds off my previous best. Got some great tips from John and Allan at Morgan Park about suspension Geom-

etry and boy did it work. Finished at the end of the field each Race but had some great track time.

Andrei Vishnevskii:

The last couple of months were eventful for me. The engine overheated and went while I was going to Lake-side so had to miss the event. I did purchase the replacement car just a week before that. I swapped the suspension and brakes over to the new car and went for QR sprints. The handling was surprisingly better in the new car, but the power isn't there yet and my lap times were a couple of seconds off my normal pace. I also had to miss SuperSprints while the family were down with flu. Then I brought the car to Noosa hillclimb. First time for me out there, quite an interesting event.

Ciao!

Next issue: September - October 2023

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