

Alfa
Per Sempre



Alfa Romeo Club of Queensland
AROCAQLD.com





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4

Notizia

6

Australia on track to break all-time
new vehicle sales in 2023

6

Women's World Car of the Year

6

Tributo Italiano: Alfa Romeo unveils
the first global special series in the line-up

8

Alfa Romeo 33 Stradale returns to the
Monza circuit, the scene of its debut 56 years ago

11

AROCA Christmas Snaps | Mark Jackson

13

Mid Week Drive | 8th November Tony Nelson

16

Mid Week Drive | Doug Earl - 2ND AUGUST, 2023

20

A Look Back At The 111
Year History Of Alfa Romeo | BY PEDRO BISSO

24





It's the end of the year! The first one in a while when things seemed like they were getting back to normal. I definitely feel some joy at that.

To all Alfisti, whether you're here in Queensland or further a field, enjoy the Christmas break, and look forward to a fantastic new year! Celebrate all you've achieved this year, but please do so safely! We want to see you around next year and share our love of Alfas with each other.

Well, I said it was the impossible happening when the Fiat club won our annual bocce challenge two years in a row last year. But they won it again this year! Rumour has it that they had some secret practice sessions in... Congratulations to the Fiat club for their win. We know you were up against the best! We're more determined than ever to break that streak in 2024.

As this is the December/January issue of the magazine, I'd like to remind you to register for Alfesta 2024 (if you haven't already) in Victoria. I'd particularly like to encourage you to do so if you've never been to an Alfesta. Alfesta is the annual gathering of Alfisti from all over the country, and sometimes from overseas. You'll get to see a lot of Alfas that you don't regularly get to see, and just like our club, the other clubs have a lot of characters and people very knowledgeable about their Alfas, so you'll get to talk cars with them as well as with Queenslanders. Or simply enjoy their company. We'll have lots of fun with food and wine all over the Lakes Entrance region, a Show

'n Shine, an Observation run, and a Gala Dinner. One of my very first events in the club was Alfesta 2014, so if you've been a member for a bit and haven't been to much, Alfesta is a great way to join in! For all the details and to sign up, go to the Alfesta 2024 website - there's a link from the home page of the club website. That's signing up for all the activities of course. You'll need to contact the hotel separately, and book your accommodation. Don't forget to say that you're with Alfesta! Last report was that it was filling up fast, so don't delay!

I've had an eventful and challenging year. First, the Alfesta 2023 organising committee pulled off a great Alfesta in Toowoomba this year. Everyone who came enjoyed themselves, and it was a credit to all involved. Then my work got very hectic, and took a lot out of me. I've needed to make a change, so I hope I can have a 2024 more conducive to a happy life where I have more time to do the things I love, with the people that I love. I hope your 2024 has the same in store for you.

The SZ is ready for rego. I just need a few things to settle down, and we'll be seeing it on the road soon! I also intend to spend the Christmas break working on my blue Stepnose project, hopefully getting it much closer to being used again. It's been a while since I had it painted! Life's like that sometimes.

Once again, enjoy your break, and we'll see you in the new year.

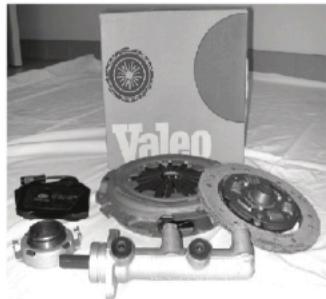
Ciao for now, and buon natale!

John Anderson



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Australia on track to break all-time new vehicle sales in 2023

5 December 2023: The Australian automotive market continues to break all-time sales records as more Australians take delivery of new vehicles than ever before.

Sales in November exceeded previous records with 112,141 delivered to Australians in the month, with more than 1.1 million new vehicles purchased year-to-date. The result highlights the continued strength of new vehicle sales with six of the past seven months the highest on record.

FCAI Chief Executive, Tony Weber, acknowledges the strong demand for a variety of vehicle options across various price brackets, that meet the needs of Australians.

"This is an extraordinary result in what is now likely to be an extraordinary record-breaking year. Another record-breaking month underscores the dynamic and competitive nature of Australia's automotive landscape, showcasing the wide array of choices available to consumers," Mr Weber said.

"As the challenges of the past year's supply chain disruptions recede, consumers have greater access to a broad range of choices and increased accessibility in the market.

"The automotive sector remains a testament to the resilience and adaptability of both industry players and

consumers alike. However, as cost-of-living pressures hit we may see a market cooling in the coming months, and we anticipate a more challenging 2024."

Year-to-date sales of battery electric vehicles have reached 80,446. The growth in EV sales from the same time last year (28,326) underscores the increasing interest in low emission alternatives among Australian consumers. EV's represented 7.7 per cent of the monthly sales and 7.2 per cent of sales year to date.

Sales across every State and Territory increased this month compared with November 2022. Sales in the Australian Capital Territory were up by 13.0 per cent (1,628); New South Wales 17.5 per cent (34,728); Queensland 17.7 per cent (24,262); South Australia 28.3 per cent (7,281); Tasmania 13.4 per cent (2,022); Victoria 16.0 per cent (29,618); Western Australia 20.8 per cent (11,679) and Northern Territory 13.0 per cent (921).

Toyota was the highest selling marque with 21,002 sales. Mazda followed with 8,707 then Ford (8,165), Hyundai (6,718) and Mitsubishi (6,268).

The Ford Ranger was the top selling vehicle recording 6,301 sales. It was followed by Toyota HiLux (5,901), Isuzu Ute D-Max (3,692) Tesla Model Y (3,151) and Toyota Prado (3,090).

Women's World Car of the Year



Voting begins for the Women's World Car of the Year to choose the best car in each segment. SUVs, large saloons, exclusive vehicles... Determining the best models in each segment is the task facing the 75 women motoring journalists who make up the Women's World Car of the Year. The winners will be announced on 29 January 2024.

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Tributo Italiano: Alfa Romeo unveils the first global special series in the line-up

Now available to order, Tributo Italiano – the first global special series in the line-up – pays tribute to the brand's origins, to Italian excellence, and to Alfa Romeo's characteristic sportiness.

For the first time, a special series is available globally throughout the Alfa Romeo line-up: the Giulia, Stelvio and Tonale will be available exclusively in the three colours of the Italian flag.

The entire line-up has been revamped in sporty terms, including a two-tone livery with black roof, the body-colour bodykit, the Italian flag on the mirror caps, and much more.

The interior has new perforated leather seats with red accents and the distinctive embroidered logo on the headrest.



Alfa Romeo unveils the first global special series in the line-up: Tributo Italiano. Available in the Giulia, Stelvio and Tonale models, the exclusive edition pays tribute to the brand's origins and epitomises Italian know-how and Alfa Romeo sportiness.

The main features of Tributo Italiano – stemming from the stylistic and aesthetic language shared by the three models – include a two-tone livery with black roof, body-colour bodykit, the new addition of the Italian flag to the mirror caps, and refined interior customizations. The Alfa Romeo Giulia, Stelvio and Tonale Tributo Italiano are positioned at the top of their respective ranges and are offered exclusively in the three colours of the Italian flag (Rosso Alfa, Verde Montreal, and Bianco Alfa) paired with a black roof, which can also be opened as a sunroof, an optional extra for the Tonale.

Several hallmarks contribute to the unique, bold look of the special series: the front grille with "V" insert (in black on the Giulia and Stelvio, in Dark Miron on the Tonale); alloy wheels (21" on the Stelvio, new 19" on the Giulia, 20" on the Tonale), all part of the top-of-the range versions and combined with very sporty red Brembo brake calipers. In addition, to add a touch of elegance to the brand's characteristic sportiness, throughout the line-up and for the first time on the Tonale: the lower bodykit painted in the same colour as the bodywork; front and rear bumper side inserts; wheel arches and side skirts.

The impression on the Alfa Romeo Tonale is further accentuated by skid plates and side/front accents in matte Dark Miron, adaptive Full-LED Matrix headlights, and chrome-plated twin tailpipes on the Q4 Plug-In Hybrid version.

The same sporty features can be found in the interior of the three Tributo Italiano models. The new black leather sports seats feature perforations with hints of red, and the front headrests are embroidered with the distinctive new logo of the special series. Other new features include red stitching on the dashboard, seats, and door panels. The Tonale Tributo Italiano comes with a new carbon design dashboard fascia, with the Alfa Romeo logo, ambient lighting, and aluminium kick plate.

Well-being aboard the Tributo Italiano is also ensured by the dual-zone air conditioning, heated steering wheel with aluminium shift paddles built into the steering column, pleasant ambient lighting, sophisticated infotainment system, ventilated and heated front seats, and a premium sound system equipped with 14 speakers by Harman Kardon, including a subwoofer. All these solutions are designed to offer customers a high level of comfort, refinement, and all-Italian conviviality. Last but not least, the Stelvio and Tonale come with a handsfree electric tailgate as standard.

In terms of the powertrain line-up, the Giulia and Stelvio Tributo Italian are fitted with either the 280-hp 2.0 Turbo



petrol engine or the 210-hp 2.2 Turbo diesel, both with 8-speed automatic transmission and Q4 all-wheel drive. The 160-hp rear-wheel drive Turbo diesel is also available. Alternatively, for the Tonale Tributo Italiano, customers can choose between the brilliant 160-hp 1.5 hybrid engine (petrol/electric) with 7-speed TCT automatic transmission or the innovative 280-hp Q4 Plug-In Hybrid, which redefines the paradigm of "Efficient Sportiness". It also offers unrestricted access to city centres: over 80 km of range in full-electric mode for maximum everyday mobility; more than 600 km of total range for long journeys out of town; and a total output of 280 hp to guarantee all the driving dynamics and sportiness expected of an Alfa Romeo.

A great deal of attention has been paid to the technical specifications as standard, including "Dual-Stage Valve" active suspension with electronically controlled damping, to bring out the sporty character of the three cars and guarantee customers a unique, engaging driving experience fully in line with Alfa Romeo tradition. From one moment to the next, the Alfa™ Active Suspension

system adapts to the driving conditions, providing a choice between performance and comfort.

In terms of safety, the Giulia, Stelvio and Tonale come with state-of-the-art features to travel safely without sacrificing driving pleasure. Depending on the model, these include: ADAS systems for level 2 autonomous driving; a high-resolution camera that offers a dronelike 360° view all around the car; Blind Spot Detector and Rear Cross-Path Detector; side sensors; electrochromic external rearview mirrors.

The Alfa Romeo Tributo Italiano special series therefore embodies the brand's excellence – perfect weight balance, first-class driving dynamics, technological and engine solutions at the top of the segment – and that aesthetic appeal, designed to last years, a hallmark of Alfa Romeo Design.

Evocative shoot in Matera, an ancient city sandwiched halfway between tradition and innovation



Alfa Romeo selected Matera, one of the oldest cities in the world, as the evocative setting for the shoot of the Tributo Italiano special series. Famous for its Sassi cave dwellings, declared a UNESCO World Heritage Site in 1993, the Basilicata city is sandwiched halfway between past and future, between tradition and innovation, and perfectly reflects the essence of Alfa Romeo: a brand with a glorious past, now writing the story of 21st-century sportiness.

From the historic streets of Matera, cloaked in the light of Southern Italy, the three Tributo Italiano cars depart for Milan, the Italian capital of technological innovation and the hometown of the brand that was founded there on June 24th, 1910. A common thread is therefore traced between two very different places, brought together by the same desire to look to the future with ambition and pride. And now, the city acts as a workshop for projects and proposals in social innovation, sustainability, and the preservation of its historical, cultural, and scenic identity.

The grandfather of engineer Nicola Romeo, founder of the Italian brand, originally hailed from Montalbano Jonico, a small town in Matera province. Alfa Romeo is following up on its intention of depicting and contextualising its cars in magnificent Italian locations, closely linked to its history of over 100 years. For example, the wonderful images produced for the Quadrifoglio's centenary in Palermo, where the symbol appeared for the first time on the Alfa Romeo driven by Ugo Sivocci that won the 1923 Targa Florio. The same was true for the shoot dedicated to the New Giulia and Stelvio Quadrifoglio, which took place in Mantua and around Lake Garda: once host locations for the 1930 "1000 Miglia", when Tazio Nuvolari made his mark behind the wheel of an Alfa Romeo 6C 1750 GS Spider Zagato.

Alfa Romeo 33 Stradale returns to the Monza circuit, the scene of its debut 56 years ago



After the world premiere of the new 33 Stradale, held yesterday at the Alfa Romeo Museum, the brand now offers more powerful emotions to fans of world motor-sport: its return to the “Temple of Speed” in Monza, for the Italian Grand Prix. To be exact, the iconic car made its debut on the legendary circuit on August 31, 1967, a few weeks ahead of its official unveiling at the Turin Motor Show.

The choice of location was no coincidence, epitomizing as it did the link between the world of racing and road cars, as well as marking Alfa Romeo's official return to the world of competitions, with the 33 project. Derived directly from the Tipo 33 racing car, the 33 Stradale immediately aroused admiration for the exhilarating performance and sculptural silhouette by Franco Scaglione.

Today, right in front of the Alfa Romeo F1 Team's box, the same powerful emotions were on show when the spotlight fell on the new 33 Stradale: a veritable “manifesto” of the Italian brand's capabilities – now and in the future – in terms of style and driving experience. Made in only 33 exclusive units, according to a unique artisan process, the new “two-seater” coupé combines heritage and the future, taking Alfa Romeo ahead into the 21st century. The only place its debut could have taken place was the same circuit where its legend came to be 56 years ago, the same track where Alfa Romeo won the first title in the history of Formula 1 on September 3rd, 1950, with Nino Farina at the wheel of the Tipo 158 “Alfetta”.

For the event, the Alfa Romeo F1 Team single-seaters will be kitted out in a special livery to celebrate the debut of the new 33 Stradale, as seen in the gold colour of the rims and the name marked on the side and on the rear wing. The Quadrifoglio is also unmissable, in its revamped version for its centenary. It was used for the first time by Ugo Sivocci in 1923 and adopted from the 1960s onwards as the official emblem on the Alfa Romeos with the greatest sporting performance; it goes without saying that the new Alfa Romeo creation falls into that category.

The colours of the Italian flag can also be seen on the bonnet of Valtteri Bottas and Zhou Guanyu's single-seaters; they have been altered to “Quadrifoglio” green and white to add to the official red livery. The flag, which dominates on the side of the car, has been brought to life by its powerful diagonal line, conferring even more dynamism on the perception of the single-seater.

The same celebration in style and colour can be found in the racing suits of the two Alfa Romeo F1 Team drivers: the Italian flag comes to life in an asymmetrical union of red in the foreground and green behind, with a vertical outline similar to the car's, from the drivers' chests to their arms. Finally, Bottas' and Zhou's names feature in gold, with the new “Quadrifoglio 100 Anniversario” standing out on their shoulders.

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Trophy winners!

Serge Oberhauser - 2nd place Super sprints

Mark Jackson - Overall competition

Andrei Vishnevskii - 3rd place overall competition

Steven Pirlo - Most active new member

Clare Cappa - Services to the Club

Rod & Glenys Silver - Clubmanship



Mid Week Drive |

8th November Tony Nelson



Firstly, I wish to acknowledge AROCA members Graham Bredhauser, Cynthia and Doug Earl, Paul Blake and Life Members Rob and Shirl Grant for creating Mid Week Drives when Gail and I were away spending our children's inheritance.

2024 and 2025 will see the Nelsons catching up on lost travel time isolated by Covid and while in good health.

We appreciate all the help we get from these MWDrivers who create events in our absence and look forward to other members volunteering to create a drive and promote their favourite country venue.

Webmaster and Life Member Keith Faulkner has already shown his assistance in helping members in promoting the events and creating the calendar event so that "Club Plated Cars" can attend. We are a car club, so I like to have a car drive, mainly on country roads 1 1/2 - 2 hours from our starting place and arriving at our country cafe for breakfast.

It is no secret that I like taking members to The View Cafe at Hinze Dam. The owner Sophie is always welcoming of the groups I bring from the different car clubs with which I am associated.

Cynthia and Doug Earl know well the requirements I place on venue owners to ensure our repeat attendance. These include my communication with the venue before the event of the number of registered members attending. The venue gets member's drinks quickly after ordering, the quality meals are delivered within 30 minutes of ordering and used plates are removed quickly from member's tables. Also that we have safe parking for our vehicles.

Not much to ask, when you think of the business (25 to 35 members) we bring to the venue, but sadly, some venues do not appreciate our custom enough and so we move on.

I normally do not like revealing the venue we will enjoy our breakfast at, as these venues are advised beforehand







on the expected numbers to cater for and employ staff to meet my above requirements. Extra members arriving unannounced create logistic complications.

I do get requests to attend by non financial members and I advise them these events are only created for financial members of our club.

The event on the 8th November was marred by the Optus outage which did not allow me to contact the 3 members who registered, but were not on time at the starting locations. I have since received an apology from a member, which is always appreciated.

We initially had 36 members register for the event and finished up with 21 members attending.

I thank the members who had the good manners to apologise beforehand, as I did promote this event well ahead of the event timing as we were travelling in Australia.

My thanks to John Heidemann for the excellent photos our Editor selects from his creations of the day's events for you to enjoy.

As I cannot see the tail of our convoy, I will not create an event without a sweep car so I know what is happening to our convoy at the rear. This time I thank Neil and Jenny Sumerson and thank Jenny for her clear communications.

This is my last Mid Week Drive for 2023 and I thank all members who have embraced this concept which allows them to spend time with likeminded people.

I look forward to attending Cynthia and Doug Earl's drive on the 19th November and Gail and I attending the Christmas Party at

Mates on the 3rd December.

As I always say in closing, Mid Week Drives events are available to all financial club members. All you have to do to receive invitations is go to the club website, click Calendar and then Click Mid Week Drives and complete your details. There is never an expectation for you to join every event and frankly if all members did register for an event, most cafes would not be able to cater for the numbers.



Mid Week Drive | Doug Earl - 2ND AUGUST, 2023

Twenty-one club members in a wide range of Alfa models attended the mid-week drive on the 2nd of August, 2023.

Our breakfast destination was Stanley's Barn Restaurant at the Gold Coast Motor Museum at Upper Coomera. We commenced the drive from the old Tamborine School Park at Tamborine Village and travelled over the northern section of Tamborine Mountain through Gallery Walk. We then descended into the Coomera River valley arriving at the motor museum at 9am.

There is a very interesting story attached to the Gold Coast Motor Museum. The owners Grant and Carl Amor were fourteen and sixteen years old respectively when their father Denis passed away at age forty-two. At that time their father had a small car collection and had planned to one day establish a car museum, and unfortunately these cars were sold when he died. It is really great to think that these two boys were able to build such an impressive car museum to fulfil a dream held by their father so many years ago.

Stanley's Barn Restaurant is accustomed to catering for large numbers of museum visitors at weekends so with our mid-week drive there was no need to pre-order meals. The table service was excellent and our highly esteemed mid-week drive coordinator Tony Nelson would have undoubtedly been impressed by the way tables were promptly cleared after breakfast.

We are indeed fortunate to belong to such a great car club. It doesn't seem to matter what event you attend there is always interesting company. It is pleasing to catch up with old friends and meet new club members. Thank you to all who attended and we hope to see you at a future mid-week drive.

Yes I know this text is a re-print, but the photos were missing from last issue! Apologies and thanks to Doug and Alan for letting me know - editor







A Look Back At The 111 Year History Of Alfa Romeo | BY PEDRO BISSO



As one of the oldest and most established car makers still around, let's take a look back at the story of how Alfa Romeo came to be where it is today.

Alfa Romeo is an iconic Italian powerhouse with deep roots in racing. They are the masterminds behind some amazing cars such as the new Giulia GTAm, the 8C Competizione, and the 4C Spider. With over 100 years of rich history, they helped form the legendary Enzo Ferrari whilst surviving two world wars. They were pioneers of the early automotive space, from the early 8C spiders to the legendary Alfa Romeo 155. As one of the oldest and most established car manufacturers still around, let's take a look back at the story of how Alfa Romeo came to be where it is today.

The Beginning Of Alfa Romeo

Alfa Romeo hasn't always been the brand we know today. In 1906 they started as the Italian branch of a French manufacturer. They were originally known as; Societa Italiana Automobili Darraq. Named after their founder Alexander Darraq.

Although Mr. Darraq had no interest in automobiles or motorsport, one thing he did know was that his company was not making enough money. So, in 1910 he rebranded as Alfa: Anomima Lombarda Fabrica Automobili.

5 years later an engineer and entrepreneur named Nicola Romeo invested in Alfa by upgrading their production lines to produce aircraft engines during WWI. This collaboration would go on for another 3 years before, finally in February of 1918 Alfa Romeo was officially established.

After WWI had passed Alfa found themselves with a lot of cash and unbuilt car frames. So they picked up where they left off and began production on the Torpedo 20-30HP, these were based on Alfa's first-ever car the 24HP.

Alfa Romeo Racing Roots

A couple of years later a young man by the name of Enzo Ferrari would join their team as a race car driver. He placed 2nd at the 1920 Targa Florio race, and as a driver, he only secured 11 wins for Alfa Romeo. However, he made a much more profound impact as a manager on the race team.

He recruited Vittorio Jano, an engineer who would go on to create many of the masterpieces that would solidify Alfa's place in motoring history. After his arrival, Alfa Romeo was practically unbeatable, so much so that Jano was able to have a nice meal mid-race, knowing he would still go on to win.







Another driver Hugo Savoci wasn't quite so successful. Every time he would be set to win, something would happen that would prevent him from doing so. Whether it was a flat tire, engine failure, or any host of things, Savoci was unlucky.

Until the day before the Targa Floria race in 1923 Savoci contracted a local painter to paint a white square with a four-leaf clover design; the Quadrifoglio. It worked, Alfa Romeo won the race and has since used this logo to signify their sportiest models.

Alfa Romeo had already been establishing a racing team that went by the name of Scuderia Ferrari, led by Enzo himself. The Ferrari Prancing horse was originally displayed on two Alfa Romeo 8C Spyders which ran in the 1932 24hrs of SPA finishing 1st and 2nd.

Enzo would stay on as racing manager until 1929, when the Italian government bought an 80% stake in Alfa, forcing them to move their factory from Milan to Portobello. Enzo lost all his decision-making power, and just like that Scuderia Ferrari was replaced with Alfa Corse.

A New Chapter For Alfa Romeo

At the brink of WW2, Alfa Was facing bankruptcy. They ended up being bought by the fascist Italian government at the time who thought that winning races would be a good form of propaganda. With this influx in money, Alfa would go on to produce some seriously cool cars.

The downside was that being contracted by the government, they would once again have to make aircraft engines to supply the troops of WW2. Due to this, many Alfa Romeo factories and warehouses were targeted and bombed during the war.

With all this experience in aerospace, Alfa would go onto produce their own spaceship; The Disco Volante aka The Flying Saucer. In total, only 5 were ever made and this experimental race car stands as one of the most beautiful cutting edge pieces of automotive design to date.

They took what they had learned from this project and make a version for the public called Giulia. In 1962 this saloon was unveiled and was well received. It went on to be one of the most races Alfa Romeos ever. The ultimate version of this came in the form of the Giulia GTAM which has recently been paid homage to with a new rendition. The Giulia dominated touring car races and would go on to push Alfa to release more cars just like it.

Italian Elegance

In 1966 Alfa released the Spyder. A car that would go on to become a legend. It was a convertible that was sold between 1966-1994. In that time it went through 4 series and had increased popularity after appearing in the Dustin Hoffman film "The Graduate". Alfa capitalized by releasing a trim level named after the film. The series two Spyder, was the first car to feature a variable valve timing system.



Then in 1986, the government money began drying up and the company would once again be up for sale. This time, however, the buyer was none other than Fiat. The 164 was the first Alfa to introduce the new Computer-Aided Design language to the company, something which fiat was using Alfa to experiment with.

Under Fiats ownership Alfa Romeo wanted to go back to their racing roots. So, in 1992, they unveiled the 155. A car that was intended as a luxury saloon but had more success as a race car. It won the German, Spanish and British touring car championships, but it wasn't done. It got an aggressive makeover and was ready to race the FIA class 1 touring car championship from 1993-1996.

However, the success wasn't translating to sales. In 1994 Alfa sold only 600 cars in the US. So they decided to pull out of the market altogether and stop exporting cars stateside. As soon as this happened they released one of their best-selling cars ever; the 156.

From 1997 to 2005 approximately 680,000 cars were produced and sold. However, this car was plagued with reliability issues which hindered its resale value and more importantly Alfa Romeo's reputation. Dealers couldn't keep up with the number of spare parts customers needed.

To make up for it 4 years later Alfa released the achingly beautiful 8C Competizione. Powered by a 4.7L V8 making

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444HP, the 8C was so popular and sought after by those who could afford one that Alfa began exporting to the US again. However as there were no showrooms, US customers paid a \$60,000 premium to the middleman.

Fast forward to 2014 when Alfa officially re-entered the US market after learning that it needed a place to sell its cars. Dealerships began popping up and to celebrate Alfa released the 4C. A super lightweight sports car that has remained on sale to this day.

Other cars in its current lineup are the Giulia and Stelvio, which get their Quadrifoglio spec engines from Ferrari components. Alfa Romeo has been around for over 100 years and has constantly tried to stay true to its racing roots. With the new Giulia GTAM, it seems that Alfa is turning their focus further towards the performance-led innovation that got them where they are today.

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BRUCE DALZIEL



A small note from the editor: Below are proposed dates for 2024. I would love to have more submissions, and if possible in Text/Word or Jpeg only. Please note placing photos in a Word document is a big no, no, as they are very hard to extract out at a decent quality. Content can be emailed to editor@arocaqld.com

If you could include the name of the content being sent in the subject line. Kind regards Mark

Jan/Feb 24
Mar/April 24
May/June 24
July/Aug 24
Sep/Oct 24
Nov/Dec 24

Ciao!

Next issue: January 2024

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