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The Leo Muller Group



PER SEMPRE ALFA

P O Box 6190, Fairfield Gardens, QLD 4103

PRESIDENT

Peter Mathews
M. 0408 456 632
president@arocaqld.com

VICE PRESIDENT

Roger Brameld
M. 0412 884 068
vicepresident@arocaqld.com

SECRETARY

Karen Green
M. 0423 136 431
secretary@arocaqld.com

TREASURER

Garry Spowart
H. 07 3266 9354
M. 0419 709 416
treasurer@arocaqld.com

MEMBERSHIP SECRETARY

Vacant - Please contact social convenor
membership@arocaqld.com

MAGAZINE COMMERCIAL ADS & DISTRIBUTION

Jude Vaughan
H. & W. 3394 2517, M. 0412 942 517
advertising@arocaqld.com

SOCIAL CONVENOR

John Anderson
M. 0416 171 773
social@arocaqld.com

COMPETITION CONVENOR

Mark Jackson
A/H. 5541 2480
competition@arocaqld.com

VEHICLE DATING OFFICER

Ken Percival
H. 3372 1769, W. 3274 5565
M. 0402 291 362
storico@arocaqld.com

CLUB NIGHT CO-ORDINATOR

Bernie Campbell
M. 0408 781 828
clubnight@arocaqld.com

PUBLICITY & PROMOTIONS OFFICER

Rob Cantel
publicity@arocaqld.com

WEB MASTER

Keith Faulkner
M. 0403 878 749
webmaster@arocaqld.com

MAGAZINE EDITOR

Darryl Green
M. 0466 976 670
editor@arocaqld.com

MID-WEEK DRIVES

Tony Nelson
midweekdrives@arocaqld.com

MEMBERS AT LARGE

Doug Stonehouse
M. 0415 954 939
Tony Nelson
Ken Percival
M. 0402 291 362

PATRON

John French

LIFE MEMBERS

Robert and Shirley Grant
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Cover photo: Tony Nelson's Montreal photographed in the dead of night, with over 180 photos overlaid to create this image.

Photo by Scott Nelson of TPR Media: <http://tprmedia.com.au/>



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Per Sempre Alfa welcomes contributions likely to be of interest to AROCA QLD members. All submissions should be directed to Darryl Green at editor@arocaqld.com. Reports on events should include all relevant details (e.g. dates, captions for photos, names of the author and photographer).

It is assumed that authors offer all magazine contributions gratis.

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EDITORIALE

karen green (with a few comments from darryl green)

W

ith the middle of 2015 rapidly approaching, I (Mrs Ed) can honestly say that over the past 6 months I have achieved absolutely nothing worthwhile. Nil. Nada. Zero. Zip. Being only too well aware of my total lack of self control, I gave up on New Years' resolutions many

years ago, so there was never any attempt at diets, fitness, pointless self - deprivation of chocolate or alcohol, or any other silly, unreachable goals set for 2015. Ditto with budgets. If you own an Alfa, or two or three, then there is no room in your life for a budget as well. The two are so totally incompatible that not even the World's Greatest Treasurer (who ever that might be this year) could manage that one with any success.

In automotive terms however, it could be said that I have actually gone backwards. The 159 Wagon still refuses to yield her secrets to the mechanics at Quattromotive, despite all their efforts in the workshop and hours spent cruising around the Valley, so despite having been in our financial possession since

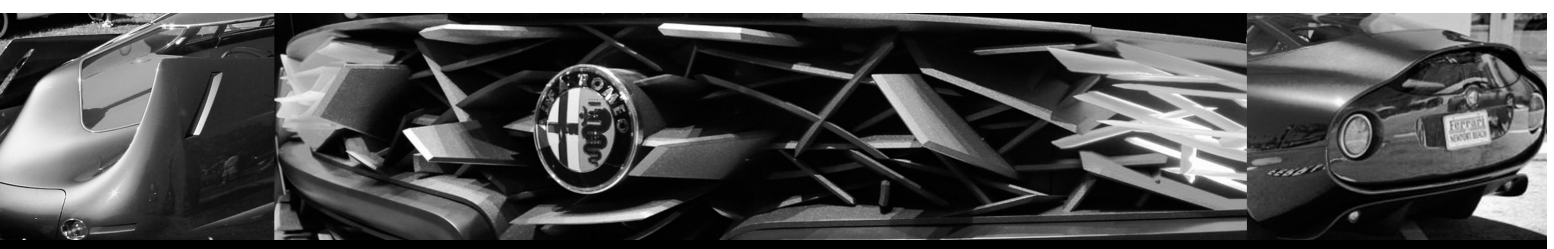
20TH ANNIVERSARY OF THE SPRINTS AND IS ALSO A TRIBUTE TO SIR JACK

before Christmas, I still have only driven her for less than one hour. Mr Ed was lucky enough to have been granted visitation rights, and has seen her a few times, but it looks like it might still be quite some time before we add her to Scuderia Fairfield. So the 166 continues to be the sole mode of transport for Club events but much to Mr Ed's disappointment, not the track kind. That other Alfa under the house, the one under the car cover, shall not be mentioned as it has a detrimental effect on my blood pressure.

One Club event that has created some interest amongst the younger members of the family is the upcoming Anniversary Dinner – only because it provides an excuse to go shopping for new outfits, frock up classy and go eat out somewhere swish. There has been much to-ing and fro-ing between current wardrobe contents, comparing of shoes, and bemused looks from the males in the house. When asked if there was anyone we wished to share a table with on the night, I requested anyone but my children.

For myself, I am looking forward to the weekend away in July. Watching grown men play around in Go Karts is very amusing. The competition is so fierce, one would think that they were at Lakeside in their





track cars and racing for points. They even make a big deal about lap times. Mostly though, it is the Noosa Hill Climb that I am interested in. (Especially since the last time we went Karting I was told my rear end was far too large for the seat and I would have to take the photos for a change.) If you've not been to the Hill before, it is worth a visit. When the cars get too much, there are heaps of beaches, cafes, and shops a short drive away. Check out all the important information regarding this weekend further on in this Edition.

One other event (although not an Official Club Event) that is a favourite of our household is Leyburn Sprints in mid August. Once again, if you have not been, try and make the effort one year as it is most definitely worth the drive out there. This year is a special one as it celebrates the 20th Anniversary of the Sprints and is also a Tribute to Sir Jack Brabham. It's a really cheap weekend away not far from Warwick; usually a large variety of vehicles turn up including several models of Alfa (although, of late, the Fiats have tended to outnumber them). The camp ground is huge with lots of clean amenities and there is a Pub. What more could you want?

Ciao

Karen

It is interesting that Mrs Ed classifies the 159 as "her". This is a vehicle that initially seemed fun, then tried to get its own way by suggesting with subtle hints she was not pleased. Finally, when the hints were missed or ignored, the car simply dug its heels in and refused to proceed. All the while insisting (via OBD) that everything was "fine" and responding with disdain to all attempts at applying logic to the problem. Personally, I can't detect any feminine traits about the car at all.

(I think it may be time to stop before I find myself relegated to the children's table..)

We have also been attempting (somewhat more scientifically) to understand our membership. If nothing else the survey, completed by almost 100 of you, shows that members' interests are as varied as the faults exhibited by their vehicles (maybe that should have been a survey question). Luckily, the range of events and services offered by the club seems similarly varied, and overall it looks as if the club is doing a pretty good job of both pleasing some people all of the time and all of the people some of them time. That isn't to say there are not some timely reminders in the results. One is that the club needs to make events as accessible as possible to its members - in whatever ways that can be achieved.

A somewhat surprising outcome was that Bocce is certainly not the favourite sport of many members. After careful consideration the committee has largely ruled out Gladiatorial Combat as an alternative (Garry has pointed out that our public liability insurance may not extend to such activities) so it would seem for this year at least throwing heavy objects **away** from your fellow competitors remains the only option.

This was the most strongly bimodal response we received - a significant number of members (clan Ed included) find Bocce to be a fun evening. Perhaps there is work to be done to make it appealing to more of our membership - suggestions welcome.

Your committee will digest these and other survey results in more detail but in the meantime, for one member at least, the results are in - Norm Ryan is the winner of the survey prize draw - your Super-cheap voucher is in the mail...

No prizes on offer - but responses welcome on last months question on what it was about the cover photo that reveals it is a composite (unless, perhaps, it is a very exotic electrical fault)... Responses also welcome on the original authorship of the "You can please some of the people..." quotation.

See you at an Event

Darryl



PRESIDENTE

peter mathews

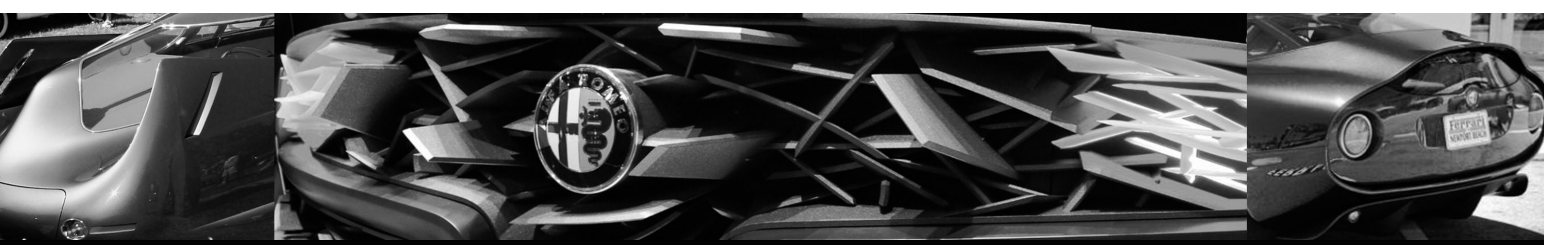
A

Another fabulous month with that beautiful Autumn weather which means that I am not whinging about cooking in my Spider in Summer! We are very spoilt with our air-conditioning – I remember Robyn-Ann and I raising our two children James and Elizabeth in a non-air conditioned Ford Laser, what luxury it was to next have a Ford Telstar with air-con! However I have found a solution for my Spider – Alfaholics have an air-conditioning kit for 105's, GTVs and Spiders. You may say I am crazy, and they have mainly fitted them to renovated 105's with more modern twin spark and Nord engines, and the kit was originally designed for racing GTAs in the Middle East, but Max Banks assures me that the kit fits and will work in my Series 2 Spider! Only £2995 plus fitting, so, is it cheaper to buy an Alfetta GTV6 with air or fit the air to the Spider? Only time will tell, and I will be waiting a while according to Robyn-Ann!

Now you may ask what really prompted me to consider fitting air to the Spider, well we were all very impressed with the fantastic May Club Night with fellow Alfista Paul Blake, who gave us a very entertaining and informative presentation on the history of Austin Healey, in particular the vision of Donald Healey for designing and manufacturing that beautiful line of 100/4's 100/6's and 3000 Mk 1,2 and 3 sports cars. Paul brought along a fabulous comparison of two of his cars, a 1964 Alfa Romeo 2600 and his beautiful 1966 3000 Mk 3 Austin Healey, which was the last model of the line. Now Paul has restored this with a ground up nuts and bolts restoration, doing much of the work himself. It has that beautiful two tone finish with metallic Austin Healey light blue and white enamel contrasting sides – absolutely stunning! I think they are one of the most beautiful designs of any car. Anyway, Paul has fitted a terrific air-conditioning system to his Austin Healey and has just completed a 5000km round trip to Tassie and back via the Newell Highway, and attests to the great functionality of his aircon system in the Healey. Thanks very much Paul for sharing your passions with us, one of the best Club Nights.

A few stalwarts, namely Roger and Desyree Brameld, Tony Nelson, Darryl and Betty Bell and Rad Soames came along to Royal Pines to support our Alfesta Sponsor, Bruce Lynton for their 20th anniversary of the Land Rover dealership. It was a fabulous day with lots of clubs displaying such as the MG Club, Mini's, Land Rovers, BMW, and they gave us the most prestigious location in front of all the BMW's, which is where Alfa Romeo should be! We took some great shots of the line-up of Alfas, which was a perfect display over the years, Rad's new 4C, Darryl's 159 Quattro, Roger's GTV6, Tony's beautiful Monteval, and my Series 2 Spider – great sample of the marque. Speaking of Rad's 4C – wowwwww!!!!!! I had a short drive as a passenger from the Royal Pines reception down around the golf club, carefully up the steep ramp from an angle (it is very low) and then around the golf cart tracks to the display area – it is an amazing hot little beast! I can't wait to be in it for a longer burst – the exhaust and engine and gear box sound are music to an Alfista's ears!

Tony Nelson organised another great mid-week event, with Ron and Bubbles Schultz leading the run from various locations on the south and north side of the City up Steve Irwin way, picking up some of our Sunshine Coast members such as Maurie Calderwood in his lovely automatic Berlina, and Steve and Dell Brazier in their nippy Fiat 500, which Steve just loves, although he now wants



the little hotty 575 Esses! Can't take the racer out of the boy! Laurie Jones whipped down from Sunshine Beach in his lovely 1750 series 2 Spider, fresh from his trip out west with the Angel Flight Rally (see Laurie's article for more info on this rally). Thanks to Tony, Ron and Bubbles for taking us on a great run. The restaurant at Montville was the Le Relais Bressan, and our host, who has a lovely collection of French Classic cars, prepared a speedy sumptuous brekkie, and the fastest coffee service I have ever experienced, truly delicious and worth the trip.

Coming up is our 40th Anniversary dinner with 98 booked at last count, should be a great night and I am sure there will be lots of talk and pictures in the next edition of the magazine. A big thanks to our Committee of John Anderson, Roger Brameld and Garry Spowart for pulling this together.

Angelhurst is cancelled this year, but we are replacing it with a run to Cooyar on Sunday 7 June. It is late notice, but should be fun. We will meet at the Redbank Plains Plaza Car park off Exit 32 from the highway at 9.00am for a 9.30am departure, and then follow the route to Esk where we will stop for coffee at the Nash gallery and Coffee shop, a great venue and then head up via Crow's Nest to the Cooyar Pub where we will have a great BBQ for \$20 a head – bargain. Should be a great run so come along and join us for good company, roads, scenery, art work and food.

Tony Nelson with the help of Steve Bowdery has planned a great mid-week run breakfast to Warwick and the surrounds on 17 June, so try and join us for that one – will be lots of fun with some great scenery.

The Interclub Championship series is going really well with Alfa Romeo well represented and apparently we are in second place in the Comp to BMW, so keep up the great work boys we can knock off the Germans and show them the true racing marque of Europe! The Supersprint Round 3 is on at Morgan Park on Saturday and Sunday 20/21 June, so why not go down and support our competitors and cheer them around the track – it is a great weekend with lots of camaraderie and fun.

Look forward to seeing you at an upcoming event.

Ciao for now
Presidente Pete

NEWS - speculazione



Ugly Alfa Romeo SUV test mule has big brakes and nice (softroad) underpinnings. Rumours are that the SUV may be based on the same Giorgio platform as the RWD Maserati Ghibli and future mid-size Alfa sedan. Clearly this Frankenstein's monster assembled from cut up pieces from the FIAT parts bin doesn't give away too many styling clues but does suggest this isn't going to be using much "Jeep technology"...

Just one of the spectacular photographs by Sportscar Digest photographer Julien Mahiels of the 2015 Mille Miglia run from 14-17 May on the historic roads from Brescia to Rome. To see the rest visit:
<http://www.sportscardigest.com/mille-miglia-2015-behind-the-scenes-photo-gallery/>



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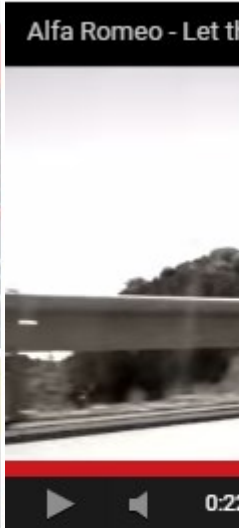
motorweek.org

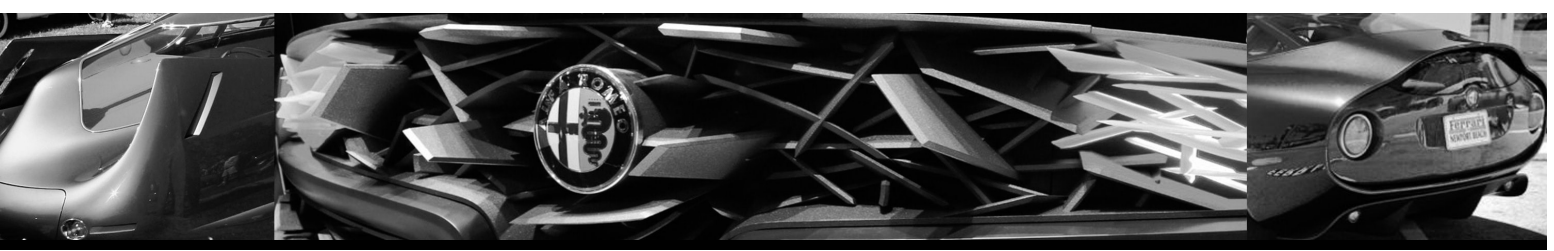
<https://www.youtube.com/watch?v=1vxXF-VUkv8>
Glowing 1988 US TV Review of Alfa 75 (Milano) 3.0



<https://www.youtube.com/watch?v=mrqDATilXJ0>
DTM 155 At 2015 Sella Chianzutan Hillclimb

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<https://youtu.be/rp5wA&nb9A>

Alfa Romeo Matta Competing in Trails

the emotions start



Let the emotions start

the emotions start

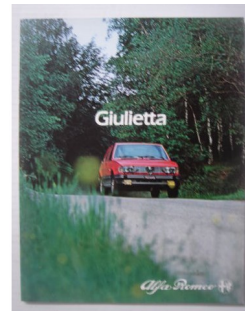
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SOCIALE

john anderson

By the time you read this, the dinner for the club's 40th anniversary will have been held. It shaped up as a crackerjack event, so I hope those who attended it enjoyed the night.

However, it does highlight an issue that will affect us in the future. The Brisbane club was by far the cheapest venue out of about 20 we investigated. Most wanted \$180 to \$200 a head for the level of quality and service that the Brisbane club provided. Not every event will be at such a 'swish' venue, but when we want such a night, it looks like we'll need to ask for higher ticket prices in the future. As it was, each attendee was heavily subsidised by the club, despite the \$90 a head ticket price. While that's an appropriate use of club funds (ie it's being spent on members), the club can't responsibly afford too many events of that type. Luckily, we'll only do anniversary dinners like this every 10 years or so. And we were very pleased that so many people wanted to be a part of the dinner, despite the price. But it's important to be realistic about pricing for such events in the future.

Regardless, 40 years for any organisation is a fantastic achievement. To think we started with just a handful of members in a time when communication was mainly by telephone or snail mail, and have grown to nearly 250 members. I saw some pics of club activities in the late 70s, and saw all the old favourites of today - 105 GTVs, 116 GTVs, Alfettas, Berlinas, and of course, Spiders. But the difference between now and then is: back then, those cars were either new, or close to it! I guess that shows how timeless those designs are, and it's all part of why we love Alfas!

PAST EVENTS

It's been relatively quiet on the social front in terms of Alfa-organised events. That was by design, because we knew we'd be busy preparing for the 40th Dinner. But there were a couple of events in which the club was involved.

Firstly, there was the David Hack Classic meet at Toowoomba Airport. Our intrepid President was there, along with Steve Jones. They were put 'somewhere down the back', with the tractors... Maybe next year, we can get more of a group together, and command a better position,

Then, there was the BMW Club's Beyond Blue day. It was originally on the Social calendar because they were going to have a Show 'n Shine, but late in the piece they decided that they didn't want to compete with MacLeans Bridge, which was on the same day. So that left the Regularity competition, in which I was going to compete, but unfortunately I was ill. It sounds like it was a great day though, with a good amount raised for beyondBlue.

On May the 20th, Tony Nelson took the Mid-Weekers out for a run up to Flaxton, to have breakfast at this French restaurant (no doubt there's an article elsewhere in the mag). The restaurant owner had a collection of rare Citroens, which were worth perusing, and the food, including the chocolate, definitely made the drive worthwhile.

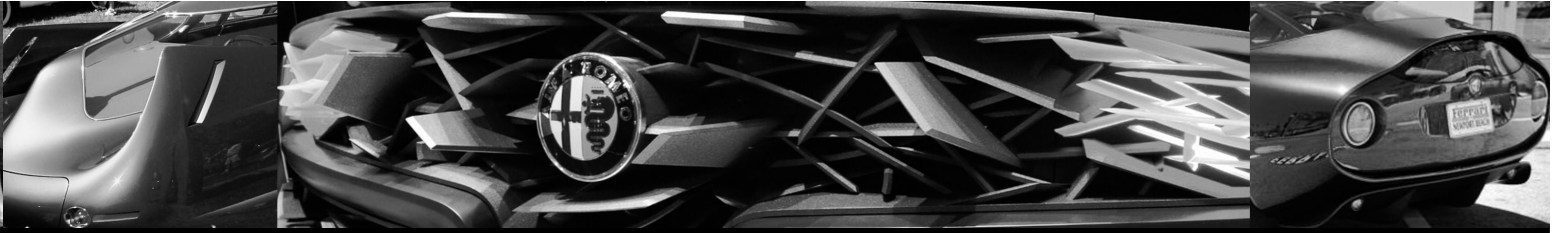
And of course, we had our 40th Anniversary dinner on the 30th of May. We'll cover that in next month's mag (I think).

FUTURE EVENTS

Coming up in June, to replace the cancelled Angelhurst picnic, our President, Peter Mathews, has organised a run to Cooyar for lunch at the pub. We'll stop off on the way at the Nash Cafe and Gallery at Esk for morning tea. It starts at 9am at the Redbank Plaza car park on Sunday June 7th. This will be a full day run, but the scenery along the way, the morning tea, and the lunch at the pub will be worth it. Let Peter know ASAP if you want to go, for catering purposes.

Tony Nelson and Steve Bowdery will be taking the mid-weekers to Warwick on June 17th - so I'll leave it to them to explain in their article what's happening.

On Sunday July 5th, we're going on a run through the Gold Coast hinterland to visit John Thompson's Alfa Farm at Piggerben. We'll have lunch at Tweed Heads first, and then go to Alfa Farm, where John will take us through his cars. John lovingly takes apart Alfas which have gone to heaven so that other Alfas might continue living. So if you are looking for a rare or maybe not-so-rare part, for a 105 series through to a 159, bring your shopping list! If possible, send that list to John beforehand on alfafarm@bigpond.com so that he can have everything ready for you, and give you a price.



PUT IT IN YOUR DIARY...

This year, we're having TWO weekends away. Details for the first one are now available, and it will be held on the weekend of July 25th and 26th. The weekend will start at the Big Kart track 2310 Steve Irwin Way, Landsborough at 10am. We'll have a couple of runs racing each other in the karts, or just chatting over a cuppa. Then, off to Maleny for lunch and on to Boreen Point via a scenic route in plenty of time to check into your accommodation before enjoying dinner and each other's company at the Apollonian Hotel from 7pm. On the Sunday, we'll go to the historic Noosa Hillclimb. Feel free to wander home, or to the beach, whenever it suits you. Darryl Green is doing most of the organising, so see the article he's written elsewhere in the mag.

The other weekend will be in Stanthorpe, just after Bathurst in October. It will be similar to the very popular Stanthorpe weekend of last year, so come along and see what you missed last year! Contact Jude Vaughan or Garry Spowart to book your place.

And now that the 40th is out of the way, we'll be ramping up for our Concours at Ormiston House on September 27th. Keith Faulkner will be the main contact for that. Ormiston House is one of the best locations for a Concours in Australia. So if you have a vintage or rare Alfa, Fiat or Lancia, you should plan to show your car at our Concours.

Till next month,
John Anderson



COMPETIZIONE

mark jackson

After a quiet month in April, we had a very busy month on the competition front in May with three Alfacomp events as well as three scheduled Interclub Championship events. Unfortunately one of the Interclub events was washed out and has been postponed until later in the year.

Italian Challenge Race Series Round 2 – After some horrendous weather on the Friday leading up to the event, Saturday morning turned out to be relatively dry with just the odd shower around. The track conditions, however, were still very tricky in qualifying and this unfortunately caught out Bruce Horey on his warm up lap in the F430. While warming up the tyres he hit a wet patch just before turn 6 and hit the right hand rear hard against a tyre wall around the flag marshal's stand. Very, very unlucky and by the look of things also very, very expensive to repair. It's obviously mainly up to Paul, the car's owner, but hopefully we'll see the Ferrari again later in the year. The other casualty after qualifying was Lee Morrissey who stripped a wheel stud. Maika Ter Horst in his very rapid Fiat 124 took out pole position from Richard Shinkfield in the other Fiat - the X19 Turbo. Once things dried out a bit though, Peter Jones in the white Ferrari F430 was unstoppable and comfortably won all six races with Maika filling second position in all the races. Third position was a bit more of a lottery however, with John Coleman filling the position in the first race before retiring in the second race with a persistent oil leak. This allowed me to take third in the second and third races, until Greg Murphy got the turbo V6 wound up in the 75 to take the position in the fourth and fifth races. Greg had an off on some oil in the last race again allowing me to sneak home in third. Greg, Warren Parker and I had some great tussles during the weekend, as did Ken Percival, George Brook and Rob Robson (when he managed to stay on the track) A few quotes from the weekend –

Peter Jones - *Enjoyed the variation of using both the National and Clubman tracks. Was a bit lonely with Bruce not competing but was very mindful of Maika and Richard ready to pounce if I made any mistakes. The lapped cars were definitely using their mirrors and passing was accomplished without incident. Most fun was the start of race 1. John Coleman had a blinder and lead around turn 1. Good but clean tussling then ensured! I will try and post some in car video on the AROCA FB site.*

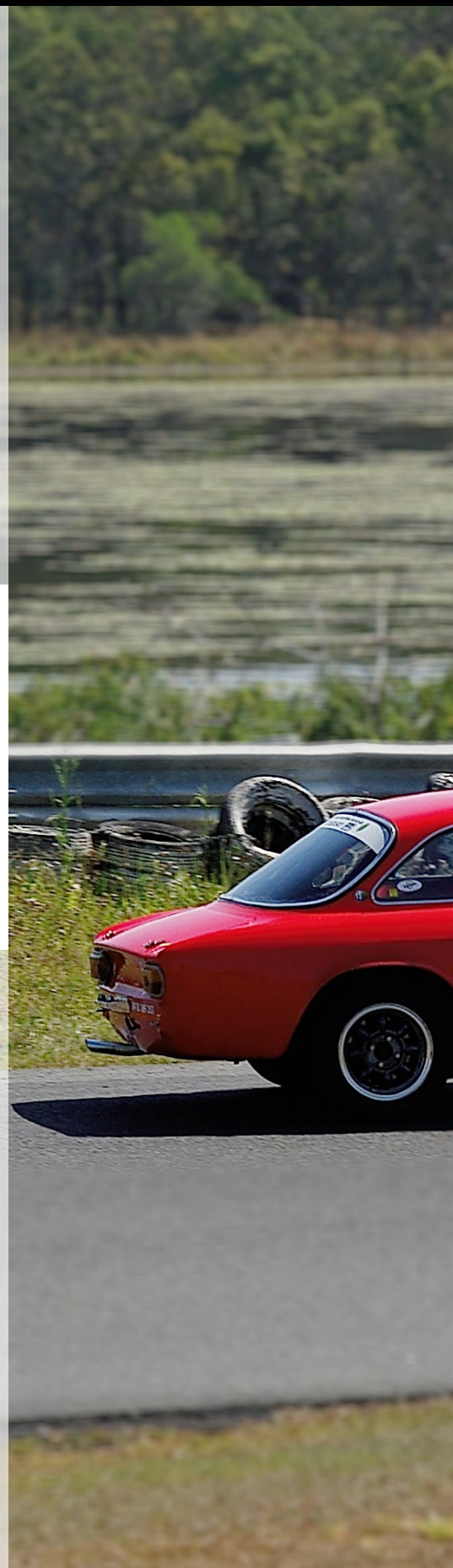
Rob Robson - *As a graduate civil engineer I always thought that figures and numbers don't lie. Well the results don't show what an effort I put in! Just because I went off and got bogged and then the bonnet pin ceased to function as it should I have been penalised once again, ha ha But it was a great weekend ,spoilt for me by incorrect mechanical solutions (my fault ,of course) Thanks once again to the support by others, Gus, George, Warren,(but he is going too fast) and George's two sons*

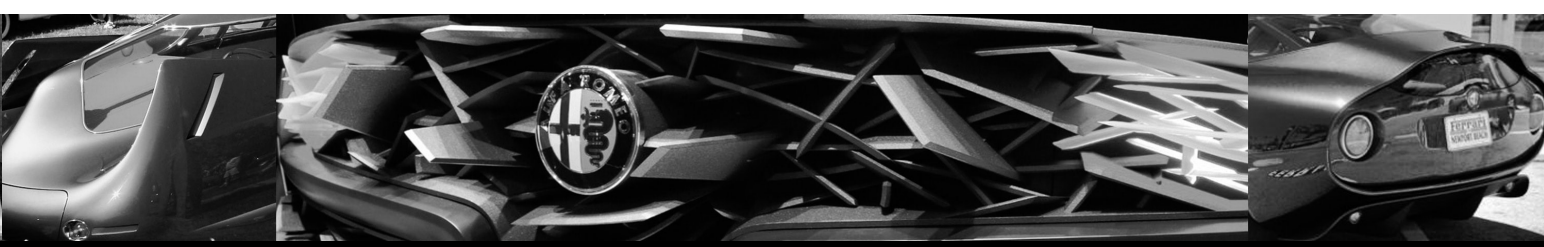
Lee Morrissey - *...The failure of a \$2 part can ruin your week-end just as easily as a blown engine..... I should know I recently have had both. All in all another event.*

Morgan Park Historic Races - Friday practice was a complete washout, with rain and wind making camping conditions less than ideal! Saturday and Sunday were mostly sunny which provided some good racing on the Morgan Park long circuit. 3 Alfa 105s competed in Group S being Andrew Wilson, James Anderson and Paul Young. Happy to report that all three competitors brought home some silverware from the weekend! Group N had two Alfa 105s, Norm Singleton and John Weekes, who both raced well in an extremely large and fast group of 40ish cars. Andrew and Bob Bear also ran their 105s in regularity, enjoying some good runs, and finishing very close to each other on times. A good weekend overall. **Many thanks to James Anderson for this report.**

Supersprint Round 1 – The first Supersprint round to actually be run this year was on the old long circuit or circuit 'E'. We had a good roll up of 11 starters for this weekend and apart from a brake calliper problem on Ken Percival's car there were (unusually) no mechanical issues. Jason Wishart was simply way too quick all weekend and won by over three seconds from Brent Hampstead having his first run in quite a while. The most impressive performance of the weekend was from John Coleman who borrowed Cameron Wright's GTV6 as his own 75 was still being repaired. John gave Brent a good fight and finished up a comfortable third for the weekend. Serge Oberhauser and Peter Salmon both made their Morgan Park debuts and, as usually happens, improved greatly over the weekend. KP, Doug, Alan, Charles, Jenny and I all had our usual fun weekend and can't wait to get back there on June 20th.

AROCA Regularity Round 2 – This one missed out on the magazine due to the deadline. The results are on the website.





Interclub Championship Events

Event 2 – May 1st Night Observation Run - This was postponed due to the weather conditions and local flooding.

Event 3 - May 2nd – Mt Cotton Hillclimb – Alex Berry was entered in this event but unfortunately had to withdraw due to car problems. We therefore had no representatives in this event.

Event 4 - May 17th – Team Regularity – Lakeside Raceway – Unfortunately this event clashed with the Morgan Park round so we only had one team entered – Norm Ryan, Colin Densley, Damien Bogatek and me. John Anderson was originally going to compete but had to withdraw due to illness. Despite our lack of teams, we managed to finish third out of the fifteen teams entered (mostly from the BMW club who had eight teams entered) The star of our team was undoubtedly Damien who only lost 266 points for the day and also was the individual winner for the day (a great effort out of sixty entrants) As well as a great day on the track, the charity aspect of the event was also a success with over \$7000 being donated to the designated charity Beyond Blue.

Upcoming Alfacomp Events

Supersprint Round 2 – Saturday/Sunday June 20th/21st - Round 2 of the 4 round Supersprint Series. This consists of 6 to 8 timed 3 or 4 lap runs of one of the various Morgan Park configurations. Pre-registration is mandatory for this series. For more details contact the Competition Secretary - competition@arocaqld.com or 0413122839

Morgan Park Historic Races – Saturday/Sunday July 4th/5th - This is a race event for CAMS log-booked cars and require a CAMS race licence. For any further information, contact the Competition Secretary at competition@arocaqld.com or on 0413122839

Other Upcoming Events

Veloce Racing Association East Coast Challenge – Morgan Park, Warwick Saturday/Sunday June 13th/14th – This should be a good weekend of racing with a heap of Southerners coming up to compete with our local contingent.

See you at the track
Mark Jackson

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WEEKEND AWAY - SUNSHINE COAST 25, 26 JULY

RSVP & BOOK NOW - DON'T MISS OUT



Join fellow club members for the weekend that manages to include something for everyone.

Meet at the Big Kart Track , Landsborough by 10am on Saturday for a bit of fun for all ages in the karts. Then it's on to Capriccio's at Maleny for lunch (with a stop to take in the views and some fudge, a coffee, or taste some wine on the way). With appetites sated it is time to try out a few of the best driving roads in the area as we follow the scenic route to our overnight stop at Boreen Point on the shores of Lake Cootharaba, near Tewantin.

The Lake Cootharaba Motel has kindly taken a tentative booking for their entire establishment (5 rooms) - members wishing to stay there should contact the motel directly to book and identify yourself as an AROCA member. Other accommodation options are rooms with shared facilities at the Apollonian Hotel (our dinner venue for the evening) or bring your tent and join the Greens at the campground by the lake. Finally, there are plenty of holiday rentals available from the local real estate agent. All accommodation an easy walk to the Pub for dinner.

Then on Sunday morning we will make our way to "The Hill" - Gyndier Drive Tewantin - to watch fellow Alfisti, plus a large variety of historic and modern vehicles, competing in what has been described as Australia's toughest hillclimb. Toughest

or not, it is certainly one of the more scenic. Bring your walking shoes - spectator access is via walking track through the National Park. Stay all day (drinks and food available from vendors on the hill and in the pit area) to see who gets the best time of the weekend, or just catch a run or two and adjourn early to Noosa.

Please book your accommodation directly and RSVP to social@arocaqld.com as soon as possible.

Lake Cootharaba Motel: Ph 0410 558 959 <http://www.cootharabamotel.com/>

Apollonian Hotel: Ph 07 5485 3100 <http://apollonianhotel.com.au/>

Boreen Point Campground: Ph 07 5485 3244 <http://www.noosaholidayparks.com.au/boreen-point>

Boreen Point Real Estate holiday rentals: <http://bpre.net.au/holiday/>

Sunshine Coast members or others wishing to attend only part of the weekend are welcome - when you RSVP please advise which events you are attending (Karts, Lunch, Dinner) for booking purposes.

THE ALFA ROMEO 2600 SPRINT - A VIEW FROM 2015

BY PAUL BLAKE

Last time I mentioned that I had found my Sprint in Canberra. Of course I really found it in Carsales.com and within minutes I was ringing the owner to ask if it was still available to which he replied that I was the first caller as he had only listed it hours before. By then I had decided to fly down to look at it but the owner was going away and then when he got back I was to be overseas so it was to be two weeks before we could meet up but Jon said he was happy to hold onto the car until I could see it. LONGEST two weeks of my life! But Jon was true to his word and picked me up at Canberra airport in the Sprint and we went cruising around Canberra for an hour or so. The deal was done and a few days later the car was delivered by Jon to Grand Prix car transport for transport to Queensland.

At home I took a good look at what I had. Jon had restored the car between 1998 and 2002 using a range of specialists in Melbourne and when finished he had used it enthusiastically along with other Alfas he owned but the mileages each year were not large. Soon after he finished the restoration Jon wrote about the restoration for the magazine of the international 2600 Register :-

"In mid 1998 I was stationed in Melbourne with the Air Force and happened upon an advertisement for a rust free Alfa Romeo 2600 Sprint requiring restoration. A phone call revealed that the car had been off the road and in undercover storage for 20 years. The car's speedo reading was 63427 kilometres, but the car was in a dismantled state. I thought that it was worth a look.

My visit revealed that the car was originally light grey and had been over sprayed in silver. The body was relatively straight, although it had been in an accident on the right hand front side at some time in its past. Best, the body itself was very sound with a few cosmetic dents and with some minor rust areas. On the downside, the engine was out and was in bits. The gearbox was also out but intact. However, almost every part had been removed from the car".

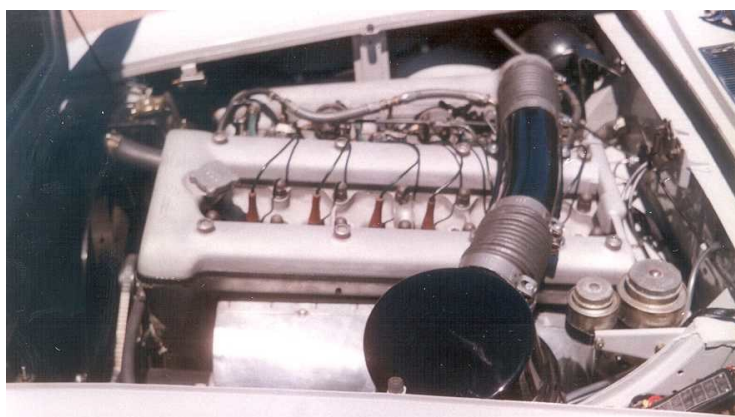
Jon also examined the interesting history of the car.

"The car came with some history, but it was far from complete. The chap who I bought the car from had written to Alfa Romeo and had received advice that the car was manufactured in June 1964 and was sold new in March 1966. There was no explanation as to the relatively long delay from manufacture to sale. I presumed that sales at the high end of the market were not moving fast.

Apparently, the car remained in Italy until at least 1969 as it had a sticker attached to the reverse side of its rear vision mirror, which I understand, is from an Italian motorists association. The next item of history is its Victorian State registration sticker that was affixed to the front windscreen. This revealed the car was registered with number plate IIS810, and this registration expired in December 1977. Between 1969, it had been exported from Italy, converted to right hand drive, and imported into Australia. I do not know if Ruddspeed in the UK undertook the conversion. After 1977, three individuals owned the car, but it remained an unfinished project."

The conversion was certainly well done and further improvements were carried out at this time resulting in a finish that is indistinguishable from the factory RHD cars.

Jon's story continued:- *"Recognising my limited time and limited skills, I entrusted the car to Sam Mazzeo of Sam's Panels and Corrado Mauceri of Mauceri Motors. Ian James, who was then national president of the AROCA, had recommended them to me as they had done excellent work on his 2600 Sprint. Sam took the car back to bare metal and effected the minor rust and body repairs. He also stripped the engine bay, which had been oversprayed with a dark blue colour. While Sam was doing the panel repairs, I vacillated over what colour the car should be painted. I had always thought the car looked good in a dark colour and toyed with a gunmetal grey. However, in researching colours, I found out from Andrew McNerney that there were only six original paint codes for the Sprint: white, black, bluette, maroon, and light grey. Apparently, some spiders and some of the Zagato bodied 2600s were painted a gunmetal colour. I eventually decided to stay with the original colour (Grigio Coupe AR722), which Sam was able to match from some of the*





2600 SPRINT

cont. from page 17

original paint not oversprayed with silver. Sam also replaced the door window felts and the door, windscreen and window rubbers

After the respray and while the car was partially assembled, the car went to Corrado Mauceri. This gentleman essentially performed a labour of love in mechanically re-building the car. Every mechanical component, including the engine, carburettors, gearbox, drive train, brakes, suspension, radiator systems, was removed, disassembled, inspected, repaired and re-built over a 20 month period. One look at the engine bay and the underneath of the car reveals Corrado's dedication and his workmanship. Some trouble was experienced with the steering box. The worm was pitted and worn, and we were unable to source replacement parts. In the end, the best worm from a number of used boxes was salvaged through plating and re-grinding. Corrado also manufactured a complete new exhaust system".

The car also benefitted from a retrim in the original leather with even the door panels being leather trimmed plus a myriad of other jobs before the car could be collected and driven back to Canberra.

So this was essentially the condition it was in when I purchased it. I treated it as a car that had been in storage and carried out a recommissioning. I noted that some of the 165 x 400 Michelins had some very old date stamps so I bought a new set. I found they were unobtainable in Australia so I imported them from the UK which was not as expensive as you might think. I treated the car to a thorough tune up and changed the oils. JH Classics at Yatala who have completed several early Alfa restorations repaired some small paint blemishes that had shown themselves and matched the paint perfectly.

The biggest issue was the steering box which had stumped Jon all those years ago. The steering worm was badly worn which cause excessive play at straight ahead and heavy steering at slow speed. After many false starts with incorrect parts being supplied I finally obtained the parts I needed and was able to completely rebuild the box with a new worm and roller and new bearings and seals. The improvement was marvellous and the steering is now smooth and predictable. This is a big car so the steering was never light but it is now very pleasant to drive.

It is an Alfa of course so there is always something to improve or refurbish on it but it is now highly useable. So what's it go like Mister?

The first thing you must understand that even though it has similar looks to a Guilia Sprint GT it is nothing like a 105 series car. I always tell people that my 2000 GTV is like a sports car with a roof. It handles briskly and responds lightly. The 2600 Sprint is a grand touring car of the old school. I suspect it has a lot more in common with the 6C2500's than a 1600 Sprint. The engine develops 165bhp in this form and has three side draught Solex twin choke carburettors which were only used on one other car that I know of being the 190 SL Mercedes of the same era. These twin chokes do not work like Webers. Each Solex feeds two cylinders with one choke providing fuel up to 3000 rpm when the second choke opens. The result is a very torquey and smooth turbine like power curve which is just the ticket for overtaking manoeuvres out on the interstate. Similarly the five speed gearbox shares much with a 105 and is smooth and slick and fifth gear is a true overdrive, again just the ticket for interstate cruising.

The Girling four wheel disc brakes are firm and powerful but a little over servoed for our 110kmh roads but perhaps just right for the European Autobahn. The car is stable and surefooted and the seats are like a favourite armchair. Everything in the cabin has a stylish and quality look to it with a useful collection of Jaegar instruments. The interior is all leather even the door trims –simply superb. It even has a decent boot for a long trip.

To me the 2600 Sprint deserves to be highly rated by Alfa enthusiasts and everyone should aspire to have one in the garage.

2015 ANGEL FLIGHT OUTBACK TRAILBLAZER

by Laurie Jones



Our Quattro ran so well on the 2014 NSW Great Endeavour Rally from Sydney to the Flinders Ranges and back to Dubbo, that we decided to give it a run on the 2015 Angel Flight rally to Western Queensland. AROCA member Tony Edwards had participated in previous events with a fleet of Quattros and Sprints and had invited us to join him, but this was our first opportunity to become part of his Outback Romeos team.

Angel Flight was a worthy cause to support, providing free air transport for anyone from the outback requiring regular medical treatment. The plan was to enter a team of six Quattros, backed up by several Toyota Surfs, a Toyota Troopy and a Falcon sedan, and join another 50 or so vehicles to tackle six days from Quilpie to Winton, finishing with the Anzac Day commemorations of the 100th anniversary of Gallipoli.

The first step was to prepare the Quattros, which fortunately in our case meant an oil change and covering it in sponsors' stickers. Some of the others needed a bit more work to prepare them for the expected conditions and the 4000 km round trip. While the main group left Brisbane to head for the start line, we left a day earlier and went north through Gympie, Murgon, Proston and Chinchilla. We then met up with most of the Outback Romeos team the next night at Mitchell, including John Paul Young, his guitarist and other musicians who were to keep us entertained at impromptu concerts throughout the rally. We also learned that the team had been reduced to five Quattros, with one succumbing to gearbox failure at Toowoomba.

The next day was an uneventful run to Quilpie, meeting up on the way with some more Outback Romeos from Central Queensland, and two female police officers from the 'Stay on Track Outback' road safety campaign who were to accompany us on the event. On arrival in Quilpie we registered our entries, collected our road-book and more sponsors' stickers, and headed to the local Golf Club for dinner and the initial briefing.



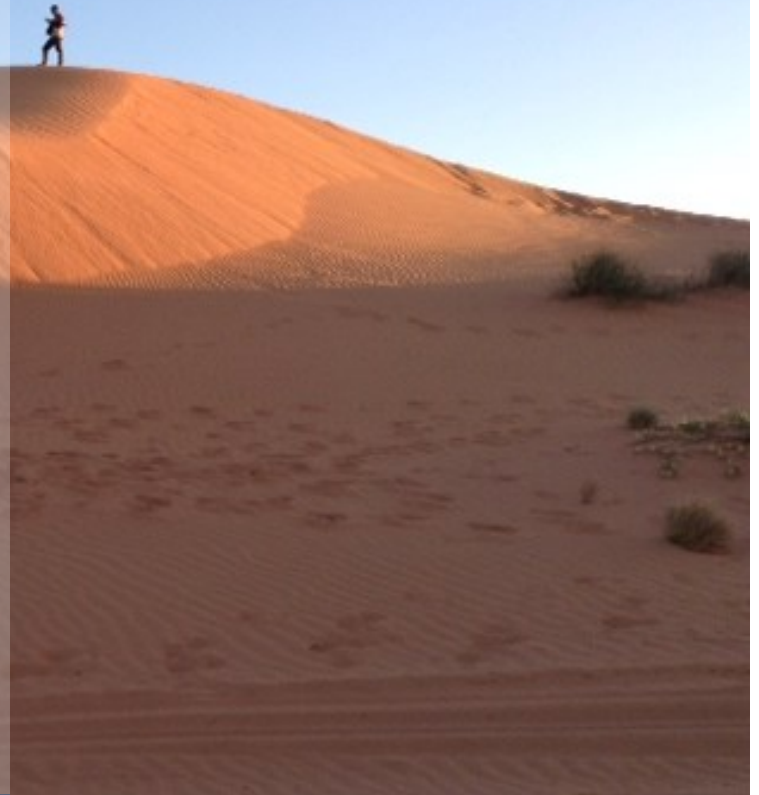
Day 1 Quilpie to Windorah 318 km

All teams headed out early the next morning for breakfast and the official start at Baldy Top, the local lookout, and then proceeded to Eromanga for lunch. As the welcoming signs proclaimed, Eromanga has a population of 45, is the furthest town in Australia from the sea, and is becoming world famous for its dinosaurs. Following interesting talks on dinosaurs, megafauna and soil erosion, we set off for Windorah, crossing several times through the dog fence which runs 5600 km from South Australia to Queensland, separating the dingos from the sheep.

Just before Windorah everyone stopped by Cooper Creek for afternoon tea and team games on the sandy bank of the creek, and then a short drive into Windorah for our first night on the road – camping at the sports-ground and dinner at the Western Star Hotel.

Day 2 Windorah to Birdsville 391 km

An interrupted sleep caused by howling winds overnight was followed by an early breakfast at the camp-site and the prospect of almost 300 km of the worst unsealed roads of the event. The first 100 km were sealed and uneventful, but within 15 minutes of turning left onto the gravel road to Birdsville we received a message over the two-way radio that nobody wanted to hear – 'all Trailblazers, stop, we've had a roll-over'. That was followed by a flurry of calls seeking information on the location, any injuries, who was involved etc., and it emerged that a caravan had rolled when caught by a gust of wind while crossing between ruts in the gravel. Nobody was hurt, but they were a bit shaken by the fact that the rolled van had stayed attached to the towing vehicle and lifted its back wheels half a metre off the ground. The van was rolled upright and towed back to Windorah and eventually to Brisbane. Sobered by this event, we pushed on to morning tea at a remote lookout with spectacular views and gale-force winds, then back to the dirt, interspersed with welcome short stretches of bitumen signed 'Emergency Airstrip Do Not Park'. About 150 km before Birdsville we stopped at Betoota, which still manages to host the annual Betoota Races despite having a population of zero and a deserted hotel ruin. Eventually we arrived at Birdsville for lunch and were surprised at the new facilities of a Bakery, school buildings and a modern Visitor Information Centre since we visited with the Great Endeavour Rally in 2007.



We set up our tent at the Caravan Park – an operation that usually takes us ten minutes taking over an hour in wind gusts that turned the tent inside-out and required tie-downs to every peg we owned, plus nearby trees and the car.

In late afternoon we met at the Visitor Centre and boarded a four-wheel drive tourist coach for a drive out to 'Big Red', the famous sand dune. Allan Smith from Outback Aussie Tours travelled with the rally and provided expert commentary on the geology and wildlife over the two-way radio. A couple of the Quattros also travelled out to tackle 'Big Red'. After climbing the sand dune and taking numerous sunset photos we headed back to Birdsville for a special dinner set up on the airstrip, with floodlit Angel Flight aircraft as a backdrop.

Day 3 Rest Day in Birdsville

After breakfast at the Birdsville School we left in convoy for the short

drive to the South Australian border where we took part in the 'tradition' of pushing all the vehicles over the border. The Quattros were no problem, but Smithy's coach and the Police motor-home called for extra muscle. We continued into South Australia to the Pandie Pandie airstrip for a group photo and an auction of seats in joy flights over Birdsville. We successfully bid for two spots, so headed back to Birdsville to prepare for the flights. The aircraft was a twin-engined push-pull Cessna and we flew a 30 minute triangle of Pandie Pandie, Big Red and the Diamantina River, with great views of the Channel Country and the edge of the Simpson Desert. Dinner that night was another memorable affair at the Birdsville Hotel with themes of Abba and Priscilla Queen of the Desert, with much cross-dressing and men in lipstick. Malcolm Turnbull arrived to talk communications with the local Federal Member, and said he felt at home, as his electorate included King's Cross, Oxford Street and Bondi. However at the end of his speech I don't think he was expecting the kisses on the cheeks that he received from two of the Outback Romeos.

The night continued with a tribute to Abba from a group containing Tania Kernaghan, the patron of Angel Flight Australia. John Paul Young also belted out his '70s hits 'Love is in the Air' and 'Yesterday's Hero'. When the music died down we walked a few hundred metres up the darkened main street to the Night Sky Star Show for spectacular views through their telescope. Then back to our tent, knowing that tomorrow we would say goodbye to Birdsville's hospitality and be back on the road.

Next Month: Bedourie, Boulia and Winton





ALFESTA 2015 CRESWICK VICTORIA

Photos: Leon Cottle, Mary Lee, Steve Jones
Text: Di Jones





What a great time was had by all attendees at this year's Alfesta! Sixteen Alfisti from Queensland drove south to Victoria to join 75 like-minded enthusiasts, including two from The Netherlands, in what proved to be a long weekend of food, fun and friendship very capably organised by the hardworking Victorian committee.

Our venue was the Novotel Forest Resort just outside Creswick in the goldfields area between Bendigo and Ballarat., overlooking the golf course and with hills in the distance. Friendships were renewed at the welcome barbecue on the Thursday evening and then the fun and games really began next morning.

Imagine a large polo field, erratic gusty winds, and 40 or so vehicles being driven around witches' hats in various configurations, all against a 1-minute deadline, and you have the makings lots of fun and laughter and also a very dusty car - especially for the die-hards who competed with tops down! Hand-brake turns came in handy for some in doing figure-eights, whilst a knowledge of Alfa trivia suited others. The final test involved steering a very large inflated soccer ball around a square and through goal-posts—although how someone managed to finish *in front of* their ball is a mystery! The gusty wind was a friend to some and enemy to others.

The opportunity for a round of mini-golf or to get lost in the maze preceded a beautiful meal at The Tangled Maze, followed by a trivia quiz which rounded out a great day.

The navigation run on Saturday morning took us through lovely rolling countryside and many small, pretty villages in the area amid a colourful display of autumn colours. Any stress caused by the run could be melted away at the spa at Hepburn Springs, our final destination and lunch venue. A free afternoon followed for some, car washing and detailing for others before dinner on the shores of Lake Wendouree in Ballarat and enjoyable after-dinner reminiscences by John Emery of his time as a motor dealer of Alfa and other prestige vehicles in Melbourne and Alfa racing since the early 1960s.

Daylesford School provided a fitting place on Sunday morning to display all those lovely, shiny Alfas including two 4Cs, one owned by Victor & Mary Lee of Victoria and the other by Peter and Sheree Vertigan from Tasmania. Alfisti, locals and tourists alike enjoyed the opportunity to roam among the various models on display and to chat with their proud owners.

The gala presentation dinner that night was held in the ballroom of our Resort during which the Ray Sharp Observation Run trophy was presented to the winners, our own Charles and Jenny Webb. The Spirit of Alfesta trophy was deservedly awarded to Peter and Sheree Vertigan from Tasmania whilst the Bob Gardner trophy for overall competition was presented to Alan Hopla from Victoria. After another lovely meal, great music enticed people onto the dance floor and the partying continued

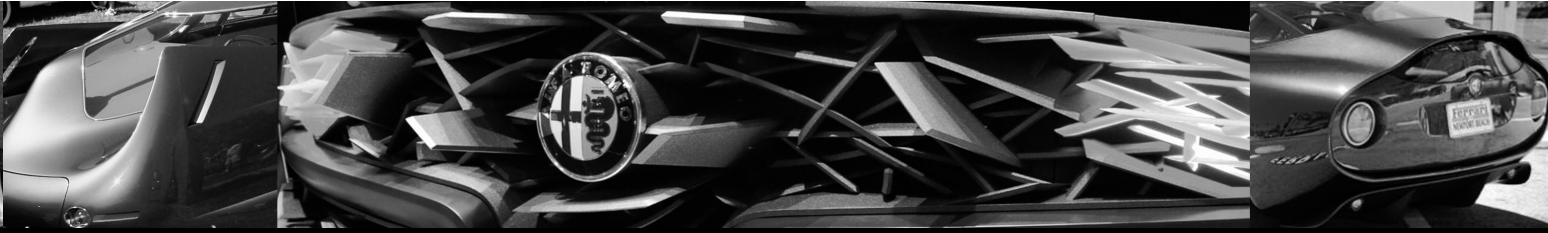
Well done Victoria! See you all next year in South Australia!





GALERIA





116 GIULIETTA

John Anderson (original article from: Modern Motor Sept 1980)

When I was old enough to get my licence, I was already hooked on Alfas. So naturally, the brand new Alfa most advertised at the time caught my eye, and has stayed there ever since. And for me, that was the 116 Giulietta.

In the 35 years that have passed since then, this 'Joolie' has become much maligned, It was lauded at the time as the first Alfa designed using computers - and some say that shows. Resale values indicate that most don't think they're worth saving. And they aren't the first Alfa that leaps to mind when you consider a new classic purchase.

However, to the eyes of a teenager with a brand new drivers' licence in their hot little hand, at a time when the Commodore was a brand new concept for Australian cars, and 'aero' was the buzzword among auto-designers, the 116 Giulietta looked fantastic. It was the first car to adopt the 'wedge' shape for aerodynamic reasons (the P76 did it just as a styling choice). That pert little rear end with its built-in spoiler was exciting, as was the plain but handsome front, with flowing lines connecting the two. I never got to drive one, and hadn't even sat in one until last year's Alfesta. But my teenage heart wanted one. And like your first love, you never quite forget those sorts of feelings.

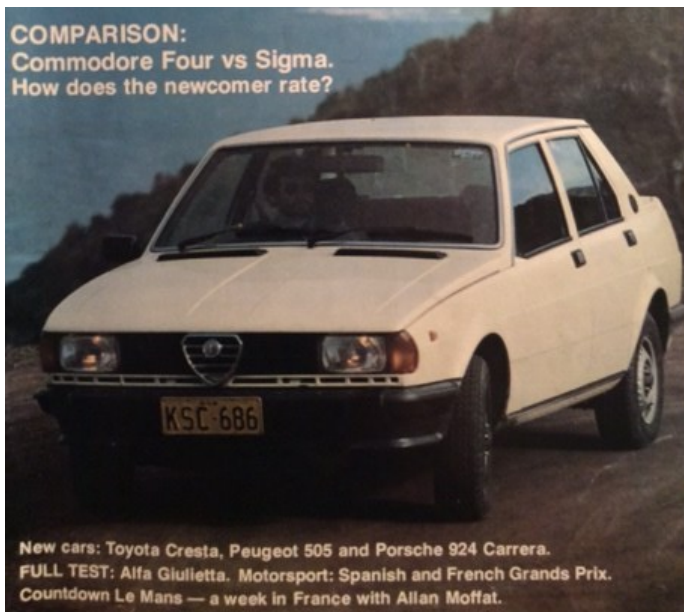
In fact, the very first copy of Modern Motor magazine that I ever bought was the September 1980 edition, with a beige Giulietta on the cover. Editor Barry Lake had written a feature article on it, and made it the cover story. Interestingly, later on I found out that my boss at my first IT job, Phil Wright, was a friend of Barry's, and occasionally wrote articles for the mag. But not this one. Barry Lake authored the article.

the brakes are excellent.


Far from considering it a 'car designed by computer', Lake says that it encourages brisk driving, and he doesn't think that the magazine staff ever potted along. They found it fun to drive, but we're surprised at the economy data despite that.

There were a few stranger observations, such as it having "the largest wind-screen washer reservoir" that he has ever seen. 105 owners would have been jealous of the waterproofing of the distributor (but does history show that it worked?). He complains that "the window winders... are ridiculously low-g geared". The "ventilation is inadequate... for our climate". But strangely, there is a "cold draught on to the driver's left knee". He hates the instrument panel, saying the dials are unreadable and confusing.

However, Lake sums up by saying: "I could happily live with one if I could ever manage to re-arrange the driving position to suit me...and I would probably have to have a custom-made instrument panel. If neither of those features bother you, this could be the car you've been waiting for all these years". So overall, he likes it.



ALFA ROMEO GIULIETTA 1.8
ROAD TEST DATA
(in test)



ENGINE		DIMENSIONS AND WEIGHT	
Capacity	1773 cc	Wheelbase	2340 mm
Compression Ratio	10.5:1	Front Track	1580 mm
Max Power	88.0 kW @ 5200 rpm	Rear Track	1580 mm
Max Torque	140.0 Nm @ 4400 rpm	Overall Length	4170 mm
Max Speed	180 km/h	Overall Width	1780 mm
0-100 Time	12.0 sec	Overall Height	1450 mm
Weight in Power	1150 kg	Weight in Power	1150 kg

TRANSMISSION		CAPACITIES AND EQUIPMENT	
Gear	5	Oil Capacity	5.0 litres
Clutch	200 mm	Engine Oil	4.0 litres
Shift	Single shaft	Water	6.0 litres
Final Drive	2.5:1	Antifreeze	10.0 litres

FUEL CONSUMPTION		ACCELERATION	
Average Fuel	11.80 litres/100 km	0-100 km/h	12.0 sec
Max Speed	13.30 litres/100 km	0-100 km/h	12.0 sec
Max Power	15.30 litres/100 km	0-100 km/h	12.0 sec

SUSPENSION		OVERTAKING TIMES	
Front	Independent	0-100 km/h	3.0 sec
Rear	Independent	0-100 km/h	3.0 sec
Front	200 mm	0-100 km/h	3.0 sec
Rear	200 mm	0-100 km/h	3.0 sec

BRAKES		STEERING	
Front	200 mm discs	Lock in Left	2.0 sec
Rear	200 mm discs	Lock in Right	2.0 sec

COMPARISONS		CHECKLIST	
Alfa Romeo Giulietta	1773	Alloy wheels	
Lancia Beta Sedan	1995	Adjustable steering	
BMW 318i	1766	Anti-locking	
Renault 18 GTS	1647	Car air conditioning	
Volvo 242 GT	2218	Power door opening	

THE FIVE-STAR TEST	
Finish	★★★★
Comfort	★★★★
Handling	★★★★
Brakes	★★★★
Performance	★★★★
Quietness	★★★★
Luggage Capacity	★★★★
Value for money	★★★★

COMPARISONS	
CAR	PRICE
Alfa Romeo Giulietta	\$13,290
Lancia Beta Sedan	\$9,111
BMW 318i	\$13,290
Renault 18 GTS	\$13,290
Volvo 242 GT	\$13,290

Interesting that the list price was \$13,290 which today doesn't sound like much. But a Commodore 3.3 at that time was \$9,111. So by that comparison, the Giulietta would be worth about \$65,000 today. Sure, they are not new anymore, but today if you spent more than \$5,000 for an example, it'd better be the best one in the country.

Not having owned or even driven a 'Joolie' myself, I don't know from personal experience if Lake's perspective from when the car was new proved to be accurate with the passing of the years, and people actually living with these cars. But I do know that there are so very few Giuliettas on the road these days. I would even hazard a guess that there are more of these cars in Australia unregistered as track cars than registered as road cars. And given that rust was still a problem with this model, there are unlikely to be many good examples in the UK and Europe - and it's not the sort of car that the yanks go for. So Oz is a bit of a last bastion.

They say that for a car to be a classic, it must meet at least two of three criteria: be rare, be pretty, be significant. The 116 Giulietta is now rare, it's certainly not ugly, and it led the 1980s auto-design focus on aerodynamics for mass production cars. So in theory it qualifies on all three criteria. But the market disagrees, and I can't see things changing soon. Regardless, I find myself still looking at them with that teenager's eyes, in adoration. I'm tempted to get one, but you know what they say - never meet your heroes. They never live up to what you imagine them to be. I hope I'm wrong on that though.

MAY MID-WEEK DRIVE TO FLAXTON by Tony Nelson



ROCK ON AT STANTHORPE

(no, not the 70's rock bands – that's later in the year just in case you're interested)
but our very own

WINE AND FOOD WEEKEND October 16th – 18th October

Ron and Bubbles Schulz scouted out and led us from Landsborough to the Relais Bressan Flaxton Restaurant on the Sunshine Coast, as a venue to breakfast with the 33 Drivers who attended in 19 Alfa Romeos and 2 Fiats.

I usually go via Samford for our yearly drive to breakfast with our Sunshine Coast members, but seem to always get stuck behind a truck and with a long convoy following, it is not safe to overtake, so just enjoy the scenery that slowly passes by and fume!

This time I selected different meeting points and route. A Southside location, just down the road from our home, so an easy drive to meet up and get on to the tollway and head north to the BP Burpengary. Here, we found the majority of Drivers already had staked out an Alfa Romeo Car Park.

After the normal greetings and a briefing, we headed north and taking the scenic Steve Irwin Way found ourselves at the next meeting point in Landsborough.

Now with the Schulz leading up the mountain, we did get separated by yes, a truck! However, some road works allowed us to again re-group and we all arrived together at the restaurant.

There we met up with more Sunshine Coast members and visitors. One of our visitors came for some technical Alfa Romeo advice and told me later how pleased he was with the warm greetings and information he had received and has now applied to join our club.

Is it always hard to break up car park conversations and get members to come in for breakfast.

After a bad experience on a recent AROCA weekend event with really slow meal service, I had the restaurant on notice that I expected all meals to be served within 30 minutes of us placing our orders. They did this with style and efficiency and were timed by our Social Secretary John Anderson, who was making his first of hopefully many Mid-Week Drives with us. All meals arrived on time and all I saw were empty plates being promptly removed from the tables. As Arnie says, "We will be back!"

After filling ourselves, we wandered down to look at the French car collection, all for sale, like many of our cars. More conversation and then we left at different times.

My sad part of the day was when Maurie Calderwood told me he would not be renewing his club membership as he has lung (has never smoked) and bone cancer and is already challenging the time the doctors said he has to be with us. I was challenged with a bone cancer scare some years ago and can assure you, I was not as brave as Maurie. As you do at car events, we spoke about my newly refurbished Montreal air box and the difficulty I was having finding the correct rivets to reinstall the badges on the new two pack surface. Maurie gave me the names of men to speak to at the Caloundra aerodrome and after I completed Mid-Week Drive business in Caloundra, I called into the aerodrome to find both men were missing, but who was waiting for me? Maurie! He introduced me around to the Dad's Army of volunteers, showed me 2 aeroplanes he had refurbished and walked me through the museum. He ensured I left with items that might fix my problem. Then Maurie actually thought up a better way to fix the problem. Every time I lift the bonnet, I shall think of you Maurie and be thankful our lives paths crossed.

Our next Mid-Week Drive is Wednesday 17th June. We will be for the first time catching up with country members at a breakfast venue in Warwick. We will be lead by Steve Bowdery, who has taken the challenge for creating a drive and selecting a venue for us. We will stop on the way to Warwick in Allora, think Mary Poppins, to visit a butcher shop who constantly wins awards at the RNA for his pre packaged meals. I for one will have my esky with me. Remember you must register to receive Mid-Week Drive invitation details and can do so at our club website.

I am getting more Mid-Week Drivers suggesting different routes, venues and things to see. It is great that the Drivers are participating in making these drives of great interest to all.

My sincere thanks to Steve Bowdery and Peter Congram for the enclosed photos. As our group keeps growing, I find myself ensuring the safety of our numbers and forgetting to take photos. When at the Club web site, thanks to Webmaster Keith, always catch up with photos of our latest and past drives.

I am also wondering how many members answered the Editor's trivia question correctly from last month's magazine, as to what is incorrect in the cover photo of my Montreal.



Bookings are coming in already, so grab your accommodation – details below:

We have arranged a "block booking" of standard double rooms for our group for 16th & 17th October at the **Apple and Grape Motel**, in the town centre (www.appleandgrape.com.au).

Simply contact your friendly hosts, Steve, Helen or Margaret on **07-4681 1288** or admin@appleandgrape.com.au to book accommodation and quote Alfa Club to receive your special rate.

Twin, family and a limited number of deluxe suites are also available but tend to go fast.

Planning underway – both favourites and new locations to whet your appetite – more details July issue.

Simply phone or email both Garry and Jude to advise that you're attending so we have live-updates on numbers for all catering venues, bus hire for Saturday night and also advice of **special dietary requirements**.

Garry Spowart

P 07-32669354

M 0419 709 416

E treasurer@arocaqld.com

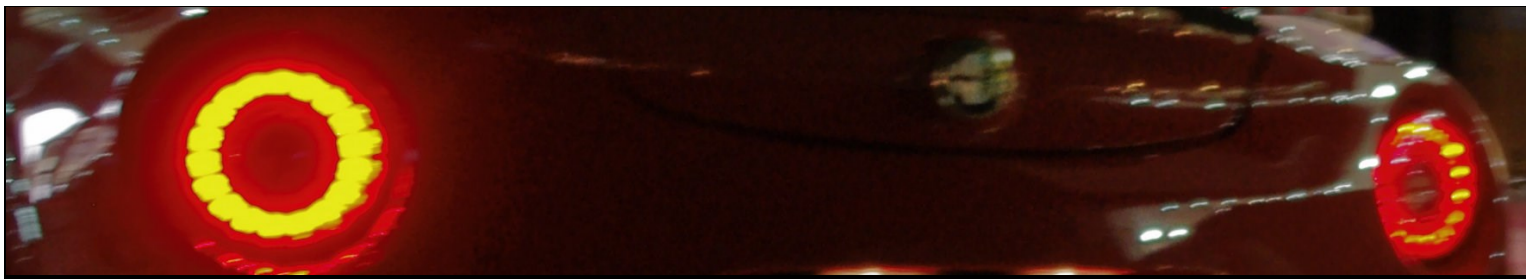
Jude Vaughan

P 07-3394 2517

M 0412 942 517

E vetschoice@optusnet.com.au

Look forward to catching up for a great weekend with friends, food and wine.



CLUB NIGHT

Bernie Campbell

Thanks to Paul Blake for an informative presentation of both his 2600 Sprint and some Austin Healey history including his Mk 3 3000 at the May club night. See the Galleria pages and Paul's article on the restoration of the Sprint elsewhere in this issue.

Shannon's Club Rooms at Montague Road, West End will be the venue for our June Meeting. A usual the Club will provide free pizza, drinks and coffee on the night. Please assemble from 6.30pm and pizza will be served about 7.00pm.

Our Guest speaker will be Tony Poulos who will show us his immaculate Alfetta GTV. This is not a standard road car but an extensively modified Sports Racing Sedan fitted with a turbo charged 2litre Alfa engine as well as extensive modifications to suspension and body. Tony has done most of the work on this car himself.

Tony was also a founding member of A.R.O.C.A.Qld back in 1975 and was a member for many years. I think you will find his car well worth coming to the meeting to inspect. If you have an Alfetta GTV road car please bring it along for comparison.

Ciao,

Bernie.





John Anderson **MEMBERI**

Our Newest New Alfista

Introducing our first grandchild, Henry Anthony Bruce Nelson. Born to our eldest son Scott and his wife Angela at 12.27pm on Wednesday 29th April, 2015 weighing 8 pounds 4 ozs. It is never too soon to introduce your grandchild to classic cars!

These photographs were created by Scott, 18 days after Henry's arrival to the world, on Saturday 16th May after taking the Montreal to the Bruce Lynton Royal Pines event. Members will know that it is Scott who was responsible for the photography of this year's magazine cover page.

Tony and Gail Nelson.



Don't you just love Computers? The correct answer is "yes, but not very much"...

We had a lightning strike recently, which fried my modem and the network port in my desktop. Hence, I couldn't print or connect to the Internet. As you can imagine, this makes all the admin associated with being the Membership secretary rather impossible. That in itself made my already receding hairline receive some further assistance from my hands.

Our computer was 5 years old anyway, so I decided to go out and get a new one. Desktops are rather cheap these days, and starting to become hard to get, it seems. Anyway, when I connected it all and powered it up, I discovered Windows 8. It looks great, with just one tiny problem - I can't find anything. I'm sure it's simple, but it certainly wasn't obvious. I used to design user interfaces, and have studied human-computer interaction as a post-graduate, so when I find software that doesn't make sense to me, you can be sure that it's probably because the Marketing department had more say than the software developers. Marketers will be first against the wall when the revolution comes.

So when I had three new memberships in a week, and I still couldn't figure out how to do what I so easily did on the other creakingly-old computer, I gave up in disgust, and Jude rescued me by letting me use hers. Thanks Jude!

So at the end of that saga, we have four new memberships this month! Many welcomes to:

- Marcelle Calitz and Rosanette Du Toit and their brand new Giulietta 1.4
- Shaun, Rachel, Joshua, Harriet and Daisy Quigley, and their 2012 159 TBI Ti
- Julia Allison and Karl Hutter, and their 2008 159 JTDM
- Joel O'Farrell and his 1976 Alfetta GT (2 Litre).

We look forward to seeing you and your cars at a club event soon!

Don't forget it's renewal season, because all memberships (other than Life memberships) expire on June 30th. Renewal details are in this edition of the mag as an insert. The most convenient way to pay your 2015/16 fees is via electronic bank transfer. For details, see the 'How to Join page (under 'Our Club') on the website.





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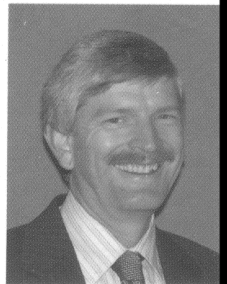
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Stephen Jones

Consultant

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Facsimile (07) 3341 0776
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Alfesta 2016
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Whether or not you've been to an *Alfesta* before, consider coming to *Alfesta 2016* on the Limestone Coast next Easter. Share your enjoyment of owning and driving an Alfa with similarly smitten people from around Australia, whilst experiencing a lovely part of SA.

Come on, be tempted...

More information and booking details are available on our website, or contact us by email or phone - details below.



Phone Graham: 0428 218 919 | alfaclubnationals2016@alfaclubsa.org.au | www.alfesta2016.alfaclubsa.org.au



EVENTI

JUNE 2015

Sat 06	CANCELLED Anglehurst Village Classic Car Picnic
Sun 07	President's Cooyar Run - via Esk, Starting at Redbank Plains Plaza
Wed 10	Members' Club Night - Shannons, West End
Wed 17	Warwick Mid-Week Breakfast Run - Warwick and surrounds
Sat 20	Supersprint Round 3 - Morgan Park, Warwick
Sun 21	Supersprint Round 3 - Morgan Park, Warwick
Wed 24	July Magazine publishing deadline

JULY 2015

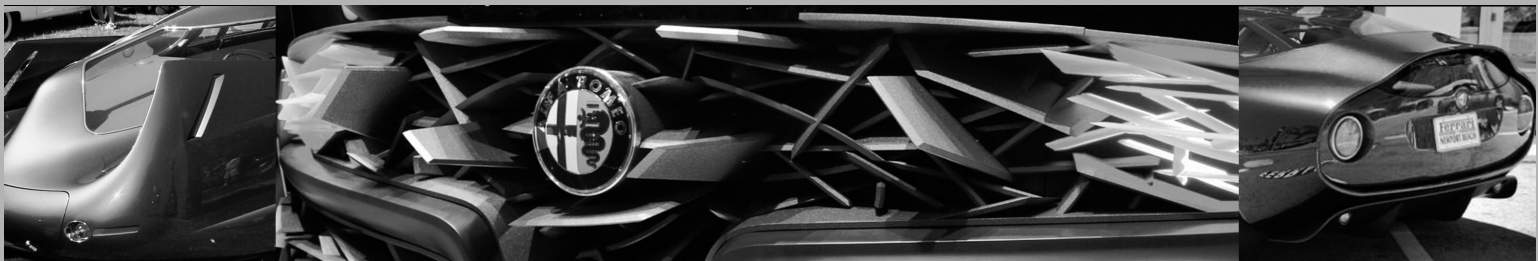
Sat 04	Morgan Park Historic Races - Morgan Park, Warwick
Sun 05	Morgan Park Historic Races - Morgan Park, Warwick
Sun 05	Alfa Farm Run - Pigganbeen, NSW
Sat 11	AROCA Regularity Round 3 - Lakeside Raceway, Dakabin
Fri 17	Interclub Championship Rd 5 - TBA
Sat 18	Supersprint Round 1 - Morgan Park, Warwick
Sun 19	Day Run - West - Darling Downs
Sun 19	Supersprint Round 1 - Morgan Park, Warwick
Sun 19	AROCA Sprint #3 - Lakeside Raceway, Dakabin
Sat 25	Weekend Away. Karts Saturday, Noosa Hillclimb Sunday - Sunshine Coast
Sun 26	Weekend Away. Karts Saturday, Noosa Hillclimb Sunday - Sunshine Coast
Wed 29	August Magazine Publishing Deadline

AUGUST 2015

Sat 15	AROCA Regularity Round 4 - Lakeside Raceway, Dakabin
Sun 16	Interclub Championship Rd 6 - Lakeside DTC
Sun 23	Day Run - South - Gold Coast Hinterland
Wed 26	September Magazine Deadline
Sat 29	Supersprint Round 4 - Morgan Park, Warwick
Sat 29	Historic Races - Queensland Raceway, Willowbank
Sun 30	Peaks Crossing Picnic. A 'Show and shine' type event that raises funds for the Fassifern Valley Rotary Club. It will be attended by Jaguar, Jaguar Enthusiasts, Alfa Romeo, Fiat, Volvo (sports), Corvette, Mustang, Triumph, Morgan, Austin Healey and Motoring Enthusiasts clubs. Members can expect their emailed invitation to this event in July. If they do not receive regular club emails and wish to participate, they can register at etype@jagqld.org.au
Sun 30	Supersprint Round 4 - Morgan Park, Warwick
Sun 30	Historic Races - Queensland Raceway, Willowbank

SEPTEMBER 2015

Sat 05	AROCA Sprint #4 - Queensland Raceway, Willowbank
Sat 05	Cootha Classic Hillclimb - Mt Cootha
Wed 09	Club Night (AGM) - Shannon's, West End
Sat 19	Italian Challenge Race Series Round 3 - Lakeside Raceway, Dakabin
Sun 20	Italian Challenge Race Series Round 3 - Lakeside Raceway, Dakabin
Sun 20	Festival of Italian Motorsport Regularity - Lakeside Raceway, Dakabin
Wed 23	October Magazine Deadline
Sun 27	Concours d'Elegance - Ormiston House, Wellington St, Ormiston
Sun 27	Interclub Championship Rd 7 - Willowbank



EVENTI

OCTOBER 2015

Thu 08	Annual Bocce Challenge - Bocce Courts - Newmarket
Sun 11	AROCA Regularity Round 6 - Lakeside Raceway, Dakabin
Fri 16	Stanthorpe Weekend - Day 1 - Stanthorpe Wine District
Sat 17	Stanthorpe Weekend - Day 2 - Stanthorpe Wine District
Sun 18	Stanthorpe Weekend - Day 3 - Stanthorpe Wine District
Sun 25	AROCA Sprint #5 - Queensland Raceway, Willowbank
Wed 28	November Magazine Deadline

NOVEMBER 2015

Sat 07	Italian Challenge Race Series Round 4 - Queensland Raceway, Willowbank
Sat 07	Noosa Hillclimb - Noosa
Sun 08	Italian Challenge Race Series Round 4 - Queensland Raceway, Willowbank
Sun 08	Noosa Hillclimb - Noosa
Sun 15	Day Run - TBA
Sun 29	AROCA Sprint #6 - Queensland Raceway, Willowbank

DECEMBER 2015

Sat 05	Christmas Party - TBA
Sun 06	Christmas Run - TBA

RISULTATI



ALFACOMP 2015 POINTSCORE OVERALL

	Spr	Reg	Race	Spr	Race	Race	S/S
	1	1	1	2	2	3	1
1 Mark Jackson	10	16	16	0	20	0	12
2 Ken Percival	0	0	20	0	14	0	11
3 John Coleman	0	0	14	0	9	0	14
4 Damien Bogatek	7	20	0	0	0	0	0
5 Greg Murphy	0	0	12	0	14	0	0
6 Peter Salmon	0	11	0	6	0	0	6
6 Serge Oberhauser	8	0	0	8	0	0	7
8 George Brook	0	0	10	0	11	0	0
9 Rob Robson	0	0	10	0	10	0	0
9 Jason Wishart	0	0	0	0	0	0	20
11 Paul Young	0	0	12	0	0	7	0
12 James Anderson	0	0	0	10	0	8	0
13 Warren Parker	0	0	0	0	16	0	0
13 Brent Hampstead	0	0	0	0	0	0	16
15 Steve Bowdery	0	14	0	0	0	0	0
16 John Fenwick	0	12	0	0	0	0	0
16 Jenny Mitropoulos	0	0	0	7	0	0	5
18 Jason Overland	0	10	0	0	0	0	0
18 Andrew Wilson	0	0	0	0	0	10	0
18 Doug Stonehouse	0	0	0	0	0	0	10
21 Alan Broadhurst	0	0	0	0	0	0	9
22 Marcus Ferguson	0	0	8	0	0	0	0
22 Lee Morrissey	0	0	0	0	8	0	0
22 Charles Webb	0	0	0	0	0	0	8

DRIVER

Category 1 (Over 2.5cc/kg)

1st	Peter Jones
2nd	Warren Parker
3rd	Greg Murphy
4th	Richard Shinkfield
5th	John Coleman
6th	Bruce Horey

Category 2 (1.7-2.5cc/kg)

1st	Maika Ter Horst
2nd	Mark Jackson
3rd	Ken Percival
4th	George Brook
5th	Rob Robson
6th	Lee Morrissey

Manuel Pena
Paul Young
Marcus Ferguson

Len Watson

John Carson

Category 3 (Under 1.7cc/kg)

1st	Danny Impellizeri
2nd	Stefano Belluomini

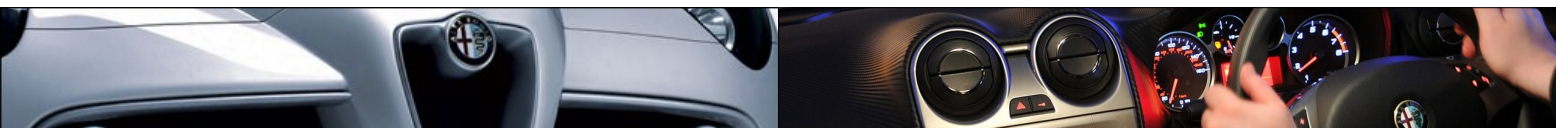
2015 ALFACOMP RACE #3 -Morgan Park Historics

	DRIVER	ALFA	CC's	Qual	Race1	Race2	Race3	Race4	TOTAL	C/P
1st	Andrew Wilson	105 GTV	1750cc	1.33.74	1	1	1	1	4	10
2nd	James Anderson	105 GTV	2000cc	1.37.46	2	2	2	3	9	8
3rd	Paul Young	105 GTV	1750cc	1.38.75	3	3	3	2	11	7

2015 ALFACOMP SUPERSPRINT #1-MP A Series Rd 1

DRIVER	ALFA	CC's	RUN1	RUN2	RUN3	RUN4	RUN5	RUN6	RUN7	Lap	S/S
Jason Wishart	GTV2000	2000	3.47.78	3.46.69	3.45.63	<u>3.44.43</u>	3.46.54	3.47.59	3.46.09	1.13.78	20
Brent Hampstead	Giulietta	2000	4.03.53	3.49.59	<u>3.47.74</u>	3.59.68	DNS	DNS	DNS	1.14.28	16
John Coleman	Alfetta GTV6	3000	3.55.80	3.50.97	3.49.66	3.59.02	3.51.60	3.49.87	<u>3.49.07</u>	1.14.80	14
Mark Jackson	Alfetta GTV	2000	3.57.43	3.55.53	3.55.40	<u>3.52.79</u>	3.54.83	DNS	DNS	1.16.29	12
Ken Percival	GT Junior	2000	3.56.78	3.55.70	3.58.95	<u>3.55.50</u>	4.13.48	DNS	DNS	1.16.10	11
Doug Stonehouse	GTV2000	2000	4.05.07	4.09.50	4.01.68	<u>3.59.10</u>	4.00.93	4.01.50	4.00.81	1.18.03	10
Alan Broadhurst	147 GTA	2000	4.05.29	4.13.43	4.04.04	4.06.04	4.06.98	4.03.64	<u>4.01.65</u>	1.19.37	9
Charles Webb	105 GT	2000	4.06.84	DNF	4.01.78	4.03.74	4.03.37	<u>4.01.67</u>	4.02.24	1.18.63	8
Serge Oberhauser	Alfetta GTV6	3000	4.15.66	DNS	DNS	4.08.51	4.12.32	4.09.52	<u>4.04.74</u>	1.20.00	7
Peter Salmon	Giulietta	1750T	4.19.42	4.06.43	<u>4.05.75</u>	4.10.18	4.10.91	4.06.38	4.07.86	1.20.62	6
Jenny Webb	105 GT	2000	4.16.54	4.15.00	4.11.80	4.10.62	4.20.17	4.15.47	<u>4.09.31</u>	1.21.57	5

Fastest time underlined S/S=Supersprint Points Lap=Best individual lap time



2015 ITALIAN CHALLENGE RACE # 2 - Queensland Raceway + Progressive Total

CAR	Model	CC's	Qual	Race 1	Best Lap	Race 2	Best Lap	Race 3	Best Lap	Race 4	Best Lap	Race 5	Best Lap	Race 6	Best Lap	Rnd 1	Rnd 2	PROG TOTAL
Ferrari	F430	4300cc	1.32.42	20	1.19.64	20	1.19.30	20	58.95	20	1.00.16	20	59.02	20	59.60	100	120	220
Alfa	Alfetta GTV6	3000cc	1.31.75	14	1.30.11	14	1.30.50	14	1.05.64	14	1.04.69	14	1.04.91	16	1.05.63	0	86	86
Alfa	75 Sedan	3000ccT	DNS	0	1.28.50	16	1.28.60	16	1.06.27	16	1.04.87	16	1.05.22	0	1.19.01	64	64	128
Fiat	X19	2000ccT	1.27.36	12	1.30.30	12	1.31.72	0	1.48.46	0		0		0		80	24	104
Alfa	75 Sedan	3200cc	1.29.97	16	1.28.77	0	1.32.47	0		0		0		0		54	16	70
Ferrari	F430	4300cc	DNF	0		0		0		0		0		0		0	0	0
Fiat	124	1998cc	1.24.68	20	1.23.55	20	1.25.38	20	1.00.33	20	1.00.94	20	1.00.51	20	1.01.62	0	120	120
Alfa	Alfetta GTV	1962cc	1.31.91	16	1.30.56	16	1.30.47	16	1.06.18	16	1.05.84	16	1.04.96	16	1.06.01	74	96	170
Alfa	GT Junior	1998cc	1.35.03	14	1.31.79	14	1.31.65	14	1.07.10	14	1.07.18	14	1.07.34	14	1.06.95	84	84	168
Alfa	Alfetta GTV	1962ccT	1.37.10	12	1.32.02	12	1.33.40	12	1.08.10	12	1.07.16	12	1.07.41	12	1.06.82	46	72	118
Alfa	Giulietta	2000cc	1.41.47	11	1.32.20	0	64.99	11	1.07.72	11	1.10.15	11	1.07.70	0	1.09.94	41	44	85
Alfa	Alfetta GTV	1962cc	1.38.08	0		0		0		0		0		0		0	0	0
Alfa	GTV	2995cc														76	0	76
Alfa	156GTA	3200cc														64	0	64
Alfa	Alfetta GTV	2000cc														43	0	43
Ferrari	308GTB	2926cc														34	0	34
Alfa	GTV	1962cc														29	0	29
Fiat	124	1608cc	70.78	20	1.33.98	20	1.34.65	20	1.08.53	20	1.08.56	20	1.07.78	20	1.08.54	100	120	220
Fiat	131		DNS	16	1.54.45	16	1.51.73	16	1.18.85	16	1.15.92	16	1.15.47	16	1.07.02	0	96	96

2015 INTERCLUB CHAMPIONSHIP OUTRIGHT CLUB POINTS

CLUBS

CLUBS	March 22	Night Observations	May 2 Mt	May 17	July 17	Aug 16	Sept 27	TOTAL
BMW Car Club Qld.	15		0	20				35
Alfa Romeo Owners Club Qld.	18		0	18				36
MG Car Club Qld	17		20	0				37
Sprite Club Qld	0		0	0				0
WRX Club	0		0	0				0
MX5 Car Club	0		0	0				0
Holden Sporting Car Club Qld.	20		16	0				36
Z Car Club	0		17	0				17
Lotus Club Qld.	20		19	17				56
Porsche Club Qld.	16		18	19				53
MG Car Club Gold Coast	0		0	0				0

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CLASSIFICATO



The Classifieds sections of the Club magazine and Club website provide the opportunity to seek, sell or swap Alfa Romeo related items. This is a free service to both members and non-members, provided the classified is of a non-commercial nature.

Classifieds selling or seeking services are not accepted. Please contact the Committee Member responsible for magazine advertising (advertising@arocaqld.com) to place these type of notices in the Club magazine.

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

Your classified can be up to 6,500 characters long and you may also upload one digital image. The image must be in .JPG format and be less than 1Mb in size.

Please check the spelling and punctuation of your classified before clicking on the "Submit" button.

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

To request a change to an existing classified or to cancel an existing classified, visit the Club website (www.arocaqld.com), click on the "Classifieds" menu button and select "Change/Cancel Advert" from the drop-down list. Complete and submit the online form.

Advertisements may be edited or removed from the magazine or website at any time by the Club.

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Under Queensland law, registered vehicles offered for sale must have a current and valid Safety Certificate available for perusal by prospective purchasers from the time the vehicle is offered for sale. Failure to do so may result in prosecution by State authorities. No classifieds will be published if they include "RWC/Safety Certificate on sale" or similar statements.

Wanted 2006 147 Passenger Front Window

My neighbour's lawn mower flicked a small rock into the front passenger window of our 2006 147 Alfa, smashing it. We are after a replacement urgently. We reside in the Pine Rivers Area. | \$negotiable | Contact: Allan, 0400924474, Macktom74@hotmail.com

Wanted Alfetta GTV6 Front Bumper

I need a Alfetta GTV6 front bumper in good condition to get my GTV6 back on the road. | \$Fair market price | Contact: Fortunato, 043 870 9417, forty@galluzzo.com.au

Wanted Alfa Giulia GT

Looking for a early Alfa Giulia GT as a restoration project. I have running gear so looking for rust free body, interior, brakes and suspension. | \$Negotiable | Contact: Mark, 0437 069 237, Cows@hotmai.com

Wanted 1750 GTV

I have just sold my 1750 GTV but have another buyer who is looking for one in reasonable condition. If you have one that you were thinking of selling, please contact me and I will forward your details. | \$18,000 | Contact: Colin, +61404043254, 75spyder@gmail.com

2009 Brera Ti JTS Manual 2.2L



Misano blue. In addition to the high level of standard features on a Brera the Ti has sports seats, 19 inch 8C inspired alloys, stiffer springs and dampers, large one piece red Brembo brake callipers amongst others. 93,000 km's recorded and regularly serviced by Automotion. | \$19,500 (Reduced!) | Contact: Neil, 0455 095697, neil.mcdonnell1964@gmail.com

1985 Alfa Romeo 90

Car in good running order. Rego ALF-250. Colour grey metallic. | \$3,800 | Contact: Giovanni, 0488264042, jonanco@bigpond.net.au

1971 Spider Project

Alfa Romeo 1750 Spider Veloce RHD. Manufactured August, 1971 and delivered to Alfa Romeo London. Chassis No AR1835120 Engine Series AR 00548. Body fully stripped some rust under windscreen. Photos of all parts before disassembly. Hood in very good condition, new clutch, good tyres. Engine has new liners,

bearings, pistons etc. Head overhauled ready for engine reassembly. | \$6,500 | Contact: Kevin, +61414744799, kbo@internode.on.net

1986 Alfa Romeo 75 V6



First registered 1987. One owner since new. Well maintained. Still in good shape. Genuine 322,000 km. on the clock. Goes like a rocket (like they all do). Recently deregistered as we upgraded to a new Skoda automatic (Gail has a knee implant). Needs a few small things done to get it back in top shape. First to see will buy. Car situated in Cairns Qld. | \$Offers | Contact: Dan & Gail, 0428772057, dngreardon@hotmail.com

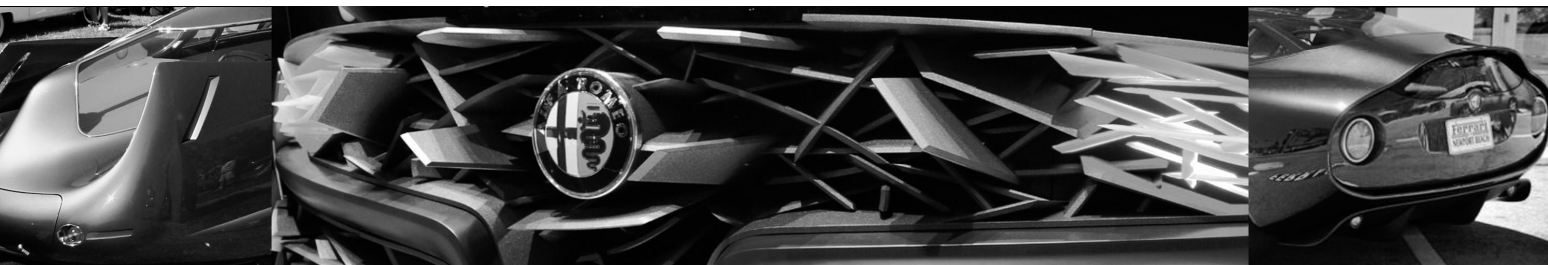
1973 Spider 2000



Australian Delivered 31st October 1973. Alfa red with black interior. Mechanically excellent. Motor, gearbox, clutch and suspension in very good order. Body excellent - no rust in sills, guards or other usual rust areas. Interior is in very good condition, as new hood. Used on a regular basis with maintenance by Brisbane Alfa specialists Automotion. This is a perfect car to own and enjoy immediately, it is totally original, no work is required and it is a pleasure to drive. | \$19,500 | Contact: Mal, 0431 273 310, mbraser7@gmail.com

2007 159 Ti 2.2L JTS Manual

Immaculate condition in Stromboli Grey with black leather This highly specified car also has a factory electric sunroof. Other features include 19 inch wheels, dual zone climate control, reversing sensors, Blue&me system, and electric front seats (drivers with memory). One owner, rarely used, fully garaged and only 30,500km on the clock. | \$18,000 | Contact: Bruce, 0438924425, brucej@westnet.com.au



156 V6 6 Speed Manual MY04



Last of the Busso 2.5s! This car has low mileage, service history and has never been raced or flogged. Body is in very good condition and the tan interior, wooden steering wheel and gear knob make this a special car to be in. 4 new Pirelli tyres and a factory skirt/spoiler kit complete the picture. Car has only 113k kms and price is very negotiable. | \$9,500 | Contact: Mike, 0408686702, loxley@ozemail.com.au

2001 Alfa Spider 2dr Twin Spark



Manual, good condition. 177000kms. All new oils. Registered. Reluctant sale but must sell ASAP. | \$7,000 | Contact: Immanuel, +61455456047, ipodesta@icloud.com

Alfa 33 Race Car



1985 Alfa 33 2wd wagon (unregistered). Vehicle located in Sydney. Cheap entry level track car for an Alfa enthusiast. AASA log book; VRA category racer – race, supersprint or regulari-

ty. Rebuilt motor (new rings and bearings) with 5 events completed. Brand new clutch kit has just been installed. Heavy lowered springs, extractors. 8 wheels and R-series tyres with a few more events left in them. Very reliable 1.5 block bored out with 1.7 pistons (1.6 litre). Stripped out shell with no rust. All the race gear so you just turn up at the track. Very strong wet weather performer. SMP South under 1.10; Wakefield 1:18s; Winton 1:53s. | \$1,450 ONO | Contact: Andrew, 0410343102, abwhome6@bigpond.com

Vertini wheels - fit Alfa 159



Vertini 20" wheels and tyres to suit Alfa 159. Tyres all good tread. One of which has less than 50km use. Makes a car look fantastic and sharpens up the handling. Some gutter rash on wheels. | \$700 negotiable | Contact: David, 0404171887, woodard@bigpond.net.au

Alfa 33

1989 model, 1.7 IE, 5 speed. Unregistered. Engine no. AR30558A008606. 268,794 kms, alloy wheels, AM/FM stereo, CD player, power windows, tilt steering wheel. Good mechanical condition apart from a water leak. Comes with a boot full of spare parts, spare bonnet, spare front bumper and service manual. | \$500 | Contact: Brian, 0408 641 801, beplbba@bigpond.net.au

1979 Spider

Alfa Red, black interior. Fully maintained and roadworthy. 84,000 miles on odometer. Engine No. AR01615494965. VIN AR115410006828. On historic registration (South Australia). Good battery and tyres. Spica pumps replaced with Del Orte carburetors. | \$15,000 or offer | Contact: Bruce, (08) 8264 1729, dhuglas@bigpond.com

2001 147 Selespeed (not running)

Black 147 with a dead selespeed actuator. I just don't have the money to spend on it. 149,000km. Would suit someone after parts or who has more knowledge and ability to fix it up. Serviced by Automotion for about 10 years. Have a towbar (unfitted), and black Lexus styled tail lights. Looks great from the rear. Selling unregistered. | \$1,250 | Contact: Andrew, 0408710903, andrioid@hotmail.com

Headlight for 2003 Alfa 147 GTA New Xenon

Bought for replacement then not needed. Brand new, never installed. Been sitting in the garage for years so hopefully someone can find a use for it. Dated 2004, made in France. | \$500 neg | Contact: Mark, 0425255688, markgates59@yahoo.com.au

1972 Spider 2000

Its time for Sophia to find a new home. She needs some TLC to her body. Mechanically she is excellent with rebuilt motor and gear-box. New exhaust. Her fronts seats were reupholstered in leather. She has new roof, console dash, door trims, BT handsfree radio/DVD and carpet. | \$15,000 or best offer | Contact: Robert, 0419737738, robert@herdlaw.com.au

Give Away - Alfa 33 16v Factory Manuals



Set is 95% complete. Massive amount of very detailed information. I originally got these off another member and now pass them on to whoever needs them. | \$Free | Contact: Brenten, 0414241514, brentenh@hotmail.com

1984 Alfa Romeo Alfetta GTV 2.0

Owned since 1998, have all mechanical history since then. The engine was rebuilt in 1999, the mileage since then is 232,338 kms. Runs unleaded petrol. 5 speed manual. Runs extremely well, awesome to drive. Paintwork is faded due to age and the QLD sun. Driven daily. Some minor attention may be required for a roadworthy. Straight body, a very tidy car easily bring the value up to \$6,000 or more with just a little TLC. | \$3,250 | Contact: Julian, 0409622266, deb@alfabetta.com.au

Alfa Romeo 164

1989 Alfa 164 in reasonable condition. Good base for a restoration. Runs well just, needs a fuel pump. | \$3,000 ONO | Contact: David, 0447221130, david.chellingworth@tecnq.com.au

FINALE

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PER SEMPRE ALFA

Next issue: July 2015

Deadline: Wed 24 June

Ciao!

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