

# Alfa

## Per Sempre



Alfa Romeo Club of Queensland

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## Greeting Alfisti, and welcome to 2024!

This year will mark 49 years since those magnificent first 7 members had a BBQ at Slaughter falls on Mt Coot-tha, and started the club. And that means next year is our 50th!

There are many things we could do to celebrate, and the committee would like to hear ideas from members about what you'd like to do to celebrate this milestone in the club's life. To that end, we are going to hold a Skype meeting on Wednesday March 20th (the week after March club night) at 7:30, where all members are invited to attend and provide ideas for consideration. I'll send out an email (plus a few reminders) with the link for you to join. You don't need any software to participate - just click the link.

It's a given that we'll have a gala dinner to mark the 50th birthday, as we did for the 40th and 30th (and perhaps earlier?). But where should we have that dinner? What price would people expect to pay? Should we have a guest speaker, and who? Who should be the band? And so on.

But that's just the 'official' birthday party. What other events would you like to see the club do in 2025 to celebrate? Do you want us to produce merchandise? If so, in what form - t shirts, fridge magnets, glassware, caps, etc. All these things need to be thought through, and the committee wants to hear what members want us to do. So come along to the Skype meeting (you don't even have to leave home!), and tell us what you think.

And if you'd rather not attend a meeting but have some ideas, send me an email ([President@arocaqld.com](mailto:President@arocaqld.com)) beforehand, and I'll read them out at the meeting.

And if you have ideas for the club, don't just restrict them to our 50th birthday! Let us know! You can always email any of the committee your ideas, and we can talk through them at committee meeting.

And if you'd like to help out in some way, we'd also like to hear about that. We're still looking for a Club Night coordinator to do the leg work making sure that the club



has a place to meet once a month, and we'll welcome all volunteers.

In Alfa Romeo news (yes, I do that occasionally), I got a call from the State Manager, Ramesh recently. Ramesh is a great bloke, and he wanted to let me know (so that I could tell you) about Brisbane Alfa Romeo expanding.

You all know the Indooroopilly shop front - we've even had a club night there last year. They've now also opened a second dealership at Aspley, at 1454 Gympie Road. They're doing some work to turn it into a fantastic showroom, and that will be finished towards the middle of this year. But if you're on the northside and are interested in a new Alfa, they're open for business!

So while it might seem a little limited at Aspley for a couple of months, you can still buy that new Alfa there that you've always wanted. And later in the year, when everything is finished, they'll have a grand opening and ask a few people to provide some classic Alfas to add to the spectacle. And a little while after that, they'll welcome us to their completed Aspley showroom to enjoy a club night there. Something else to look forward to!

*Ciao for now,*

*John Anderson*

## Editore | Mark Buchanan



## Welcome to the 2024 Edition

As your editor, it is with great excitement that I welcome you to what promises to be a thrilling year for Queensland motoring enthusiasts. It has already been an action-packed start to the year; at the Brisbane Motor Museum, we have been busy transitioning to a vibrant new theme, "Seen in the Screen." This theme celebrates vehicles in cinema and television, featuring iconic models that have graced the big and small screens alongside tributes that pay homage to their cinematic glory.

In addition to Museum activities, I've been deeply involved in a new venture, the "Australian Car Collector" series. This project, near and dear to my heart, is a testament to the rich motoring culture we cherish, follow or subscribe to as I team up with your host, Ben Henderson.

The year ahead is packed with opportunities for us to share our stories and revel in our shared enthusiasm for Alfa Romeo.

This is where you, our valued members, play a crucial role—a heartfelt thank you to those who have already contributed articles and stories. Your contributions enrich our community and celebrate our collective passion. However, the quest for content is ongoing, and I warmly encourage each of you to share your experiences. Whether it's a memorable drive, an event you attended, or a piece on your pride and joy, your stories are what make our club vibrant.

Please don't hesitate to reach out with your tales and snapshots. Together, let's make this year an unforgettable journey through the world of Alfa Romeo.

*Enjoy the Drive*

A handwritten signature in black ink, appearing to read 'Mark Buchanan'.

*Mark Buchanan*





## FCAI releases February 2024 car sales data

March 2024: Australia's automotive industry delivered 105,023 vehicles during February 2024, which represents a 20.9 per cent increase on the same period last year.

FCAI Chief Executive Tony Weber, said Australia's demand for new vehicles has continued into 2024 with another record-breaking month of sales.

"Australian motorists' strong preference for Utes, accounting for 20.3 per cent of sales this month, demonstrates the challenges with the proposed New Vehicle Emissions Standard. Out of 21,327 utes sold in February, only one was an EV.

Battery electric vehicles accounted for 9.6 per cent of sales in February, while one in five vehicles sold was powered by low emissions technologies.

"Growing sales of electric vehicles across other market segments proves that where a battery electric product exists which suits the driving habits of Australian motorists, work and recreation needs they will purchase these vehicles," Mr Weber said.

Toyota was the market leader with recorded sales of 19,374, followed by Mazda (7,350), Ford (7,275), Nissan (6,617) and Mitsubishi (6,411).

The Ford Ranger was Australia's top-selling vehicle with sales of 5,353, followed by the Toyota HiLux (4403), Tesla Model 3 (3,593), Isuzu Ute D-Max (2,941) and Toyota RAV4 (2,843).

Sales across every State and Territory increased this month compared with February 2023. Sales in the Australian Capital Territory were up by 19.9 per cent (1,743); New South Wales 15.7 per cent (31,943); Queensland 21.9 per cent (22,466); South Australia 16.3 per cent (6,451); Tasmania 28.5 per cent (1,817); Victoria 29.8 per cent (28,415); Western Australia 15.3 per cent (11,317) and Northern Territory 20.1 per cent (871).

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# Stellantis And The Current Italian Trade Balance



On 24th January 2024, in the British Newspaper, 'The Independent', it was reported that Italian Premier Giorgia Meloni had slammed car-maker Stellantis, accusing it of weakening Italy's industrial footprint since the merger of FiatChrysler and PSA Peugeot that had created the world's fourth largest auto maker.

During her first Premier's question time in the Lower House of the Italian Parliament, she argued that the Stellantis group, formed in 2021 after the merger of Italian-American Fiat Chrysler Automobiles (FCA) and the French PSA Group, had not acted in Italian interests.

Premier Meloni stated that, "As one of Italy's top private sector employers, Fiat and its successors, FiatChrysler and then Stellantis, have always received government attention, but rarely have premiers been so pointed in their comments." Meloni even characterized the merger that created Stellantis in 2021 as a French takeover. "We want to return to making 1 million vehicles a year with whomever wants to invest in the historic Italian excellence," she said in her speech to the Italian parliament.

Meloni cited figures that show motor vehicle production in Italy dropped from 1 million in 2017 to under 700,000 by 2022 while Stellantis had slashed 7,000 jobs since the merger. "If you want to sell cars on the international market, advertised as Italian jewels, then these cars need to be produced in Italy," she said. Stellantis CEO Carlos Tavares, who was visiting a plant in Abruzzo at the time of Meloni's comments in parliament, soon told reporters that he didn't think the company's Italian workers would appreciate Meloni's characterizations. "We have more than 40,000 workers in Italy who work very hard to adapt the company to the new reality, as decided by politicians, and they are full of talent," he said. Tavares also said that production in Italy grew by nearly 10% last year to 752,000 vehicles, two-thirds of which were exported, "contributing to the Italian trade balance." Stellantis has invested several billion Euros in Italian operations for new products and production sites in recent years, he also noted.

Automotive industry expert Francesco Zirpoli said annual car production in Italy fell from 2 million a year two

decades ago to about 800,000 before the pandemic, despite the goal of the late former FiatChrysler CEO, Sergio Marchionne, of creating a luxury pole in Italy that could produce 1.4 million cars per year. FiatChrysler instead started looking for a European partner, putting a hold on new investments, which weakened Turin's claim to remain an R&D centre after the merger in 2021, he said. "It was evident that the technological heart of Europe could not be Turin, it had to be Paris," said Zirpoli, the director of the Centre for Automotive and Mobility Innovation at Venice's Ca' Foscari University. Without R&D to anchor Italian auto activities "you can easily move production from one place to another, and, as a result, Italy became just one other place where you can locate production," he stated. Meanwhile, in Rome on 24th January, ANSA ([www.ansa.it](http://www.ansa.it)) published a report in which Stellantis defended its position. It stated that it had made a strong contribution to Italy's trade balance in 2023, with over 63% of the vehicles produced in its Italian plants being sold abroad.

Last year, more than 752,000 vehicles (cars plus commercial vehicles) were produced by Stellantis in Italy. This is an increase of 9.6% over 2022. Of the total, over 474,000 were exported to the international market. "In particular, exports concerned 93% of the over 85,000 vehicles produced at the Mirafiori plant near Turin, 75% of the 48,800 vehicles produced at Cassino, 41% of the 215,000 vehicles produced at Pomigliano near Naples, 85% of the around 230,000 vehicles produced at Atessa near Chieti in Abruzzo, and 53% of the over 170,120 vehicles produced at Melfi near Potenza in Basilicata." Stellantis continued by saying that it has continuing strong commitments to Italy and that it has made these in recent years. The company has invested several billion euros in its Italian operations for new products and production sites," a Stellantis spokesman pointed out to the ANSA news bureau.

On reviewing the above figures, as cited by the Italian Premier and the Stellantis CEO, you can see that they both are using similar numbers, while reaching quite different conclusions as to what these production statistics actually mean.



# Changes to Safety Harness Requirements

Motorsport Australia has finalised its review of the application of Safety Harnesses in Club Level Speed Events.

The review concluded that the Safety Harness requirements for club level speed events changed in 2020, along with changes to the NCR, which had an inadvertent effect to the criteria for club level speed events.

Motorsport Australia has decided to change Schedule I and revert the Club Level Speed Event requirements to those that were in place prior to 2020.

For club level speed events, the use of a Level C Safety Harness (otherwise known as a road car lap sash seat belt), as described in Schedule I, will be the minimum requirement for an automobile in a Club Level Speed

Event, except where otherwise required to use a Frontal Head Restraint as detailed in Schedule D - Apparel.

In short, eligible production automobiles for club level speed events will be able to use the standard lap sash seat belt as fitted to a road going production automobile.



# New Motoring Lifestyle Series "Australian Car Collector" Set to Premiere Late March



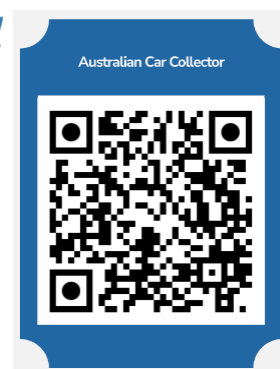
March 4, 2024 - Get ready for a thrilling ride through the world of motoring with the launch of "Australian Car Collector," a brand-new video series dedicated to car enthusiasts and lifestyle aficionados alike. Created by the dynamic duo of Mark Buchanan and Ben Henderson, this locally produced series is set to rev up the excitement late this March.

"Australian Car Collector" promises to take viewers on an unforgettable journey, showcasing the best of what the Australian motoring scene has to offer. From breathtaking drives across picturesque landscapes to intimate interviews with seasoned car collectors, the series aims to fuel the passion of car lovers everywhere. Viewers will also get exclusive access to local motoring events, must-visit places for enthusiasts, and the sheer joy of driving.

Don't miss the chance to be part of this exhilarating motoring adventure. Subscribe to @AustralianCarCollector on YouTube to stay updated on the latest episodes

and join a community of like-minded individuals who share your passion for cars. Gear up for a series that drives the spirit of automotive culture straight into your living room.

[Youtube.com/@AustralianCarCollector](https://www.youtube.com/@AustralianCarCollector)





# New licence structure for Motorsport Australia Coaches



Motorsport Australia has introduced a new licensing structure for coaches, aimed at enhancing the development of drivers at all levels of motorsport.

Recognising the pivotal role of coaches in mentoring both new and existing drivers, this free initiative establishes a structured approach to training and accreditation.

The free program offers two levels of coaching accreditation: Coach and Senior Coach. Coaches are responsible for training drivers in advanced driving techniques, safety knowledge, and improving overall performance. Coaches can apply for a licence through the Member Portal or via the form and must complete an Online Coaching Module after obtaining a Working With Children Check.

Senior Coaches, who must already hold a Coach licence, will receive additional training through a webinar series. Their role involves leadership in coaching activities, including the planning, execution, and mentoring of other coaches.

To further enhance the quality of motorsport training, Observed Licence Test (OLT) Assessors will also undergo a revised accreditation process. Existing OLT Assessors will need to reapply for their licence. These assessors play a crucial role in evaluating drivers for Circuit, Rally, and Off Road licences. The accreditation process for OLT Assessors includes obtaining a Coaching Licence and demonstrating experience as a competitor.

As part of developing the Motorsport Australia coaching program, a comprehensive range of resources will become available to support individuals in all roles. Additionally, a Register will be introduced to assist drivers in finding Motorsport Australia-approved OLT Assessors, coaches, and organisations.

For more information Scan the QR Code





# New 2024 Alfa Romeo Milano



by: Ellis Hyde

After launching its first SUV, the Stelvio, in 2017, and the more compact Tonale in 2022, it was only a matter of time before Alfa Romeo entered the highly competitive and hugely popular small SUV segment. Its contender will be the all-new Alfa Romeo Milano: the flamboyant sister car to the rugged Jeep Avenger and chic Fiat 600.

But the Milano is more than just Alfa's baby SUV, it will also be the Italian brand's first attempt at a mainstream electric car, and one of many to come. The Alfa Romeo Milano is scheduled to make its worldwide premiere in April 2024, with the reveal taking place in Milan (obviously), before the first examples arrive in showrooms in September that year.

## How will the Alfa Romeo Milano look?

We're sure Alfa Romeo would enjoy watching us spend the next few months excitedly speculating about what the new Milano will look like. Unfortunately for the brand, some images of the 4.2-metre-long baby Italian SUV leaked online in September 2023, giving us a sneak peek at the design.

A quick study of the images reveals obvious Alfa styling traits, including the famous scudetto grille and a new take on the iconic phone-dial wheel design, featured alongside a heavily sculpted bonnet, large roof spoiler and sloped rear windscreen. Split LED headlights are part of what looks to be a very aggressive front end design, while a strong rear shoulder line and short overhangs help to give the small car a bold stance.


But while those elements will set the Milano apart, we can also see some exterior components will be shared with sister cars from the Fiat and Jeep such as the mirror caps, windscreen, and rear door handles, which are tucked up in the C-pillar to give the car a cleaner look.

Meanwhile interior images show off a digital driver's screen, not dissimilar to tech already in use on other Alfa models, with useful information displayed on a central readout, plus the brand's familiar selection of 'DNA' drive modes, which stand for Dynamic, Normal and Advanced Efficiency.

## What do we know about the Milano's platform, batteries and range?

Underneath the athletic bodywork, the Milano will use the same CMP/e-CMP platform as the new Fiat 600 and Jeep Avenger, plus several other small SUVs and superminis from the Stellantis paddock including the Vauxhall Corsa and Peugeot 2008.

Speaking to Auto Express, Alfa Romeo CEO Jean-Philippe Imperato said he is confident that the CMP/e-CMP architecture can be adapted enough to deliver the spirited driving dynamics expected by Alfa customers. "You will see that it will be an Alfa Romeo," he said. "We are spending time on designing that car with the same spirit. And the driveability of the car, the performance of that car, will be driven by the tuning that we do on the Tonale. We can have the driveability of an Alfa with this type of product; I have no doubt of that."



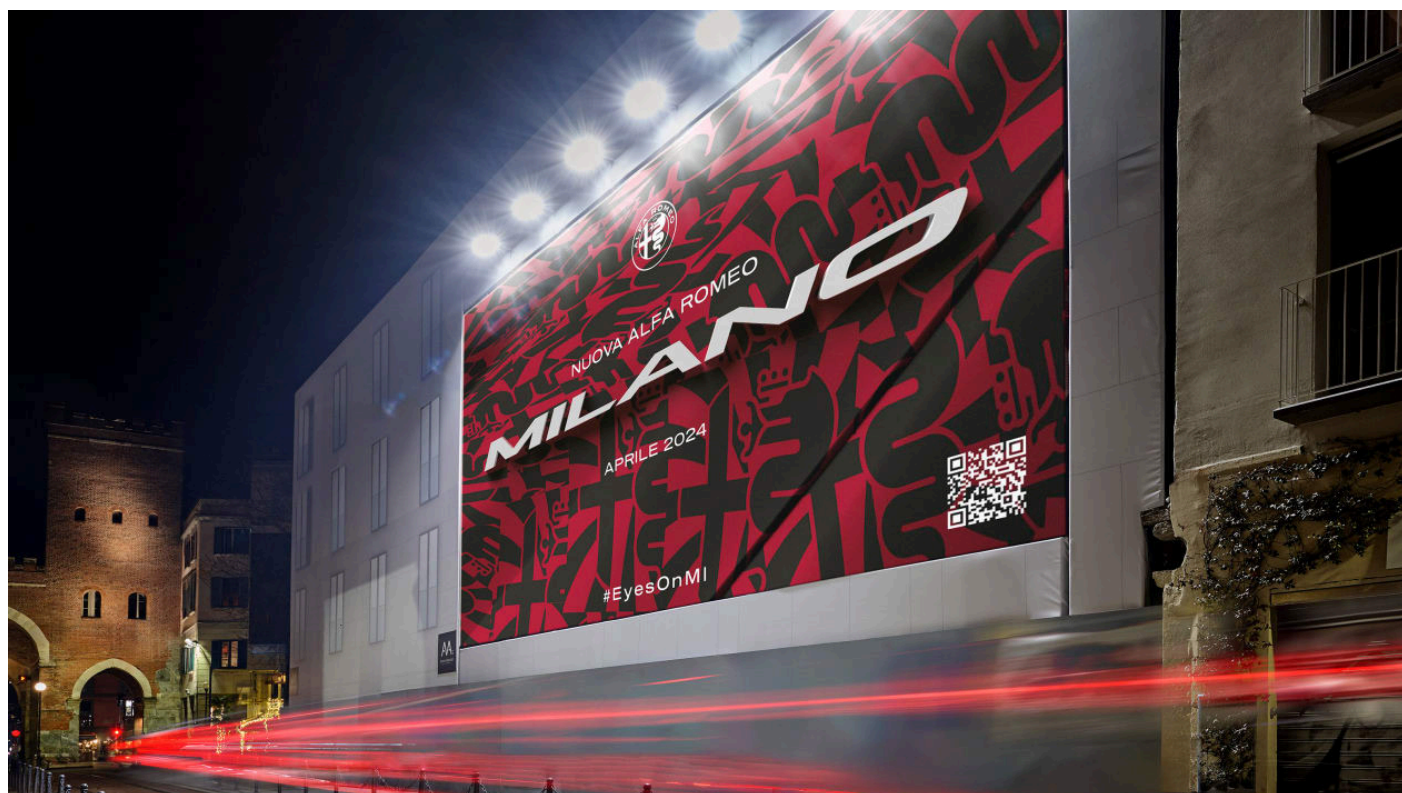
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The Milano will use the same 54kWh battery as the Avenger and 600e, which delivers around 250 miles of range in both cars so we can expect similar results from the Alfa. Meanwhile charging speeds will peak at 100kW, allowing for 20-80 per cent top-up in less than half an hour.

At launch, the Milano will only be available as an EV in the UK, however a mild-hybrid petrol engine will be offered in other markets, and could make its way to UK shores if demand is high enough. The CMP platform can also accommodate a pure-petrol engine and manual gearbox combo, which is now available in the Avenger, but there's been no word whether it will also make an appearance in the Milano.







## What kind of performance and driving experience will the Milano deliver?

Imparato has also revealed that the first version of the Milano EV will only be offered with four-wheel drive, not front-wheel drive like you get in the Avenger or 600e right now. It's a new feature for the e-CMP platform, with Alfa's boss describing this dual-motor launch spec of the Milano as "perfo", for performance. We should therefore expect a significantly quicker 0-62mph time than the Avenger's, which takes 9.6 seconds to complete the benchmark sprint.

When asked directly how the Milano would feel different from the Avenger and Fiat's 600, Imparato replied: "The answer to that will come on the test track at Balocco. This car follows the platform strategy of the [Stellantis] group, of course. I'm glad for that, because it brings me profits. But always with a touch of Alfa Romeo. When [Stellantis group boss] Carlos Tavares asks me what I want Alfa to be a champion of, I always reply: 'Handling.'"

A front-wheel drive variant is likely to join the line-up sometime after the Milano's initial launch. But it seems Imparato hasn't ruled out the possibility of an even faster Quadrifoglio version either. "We have a launch version of Milano," he said, "and afterwards, based on customer feedback, based on what they are ready to pay, we will open the next step in Quadrifoglio compatibility of the car. We want first to test the acceptance and the level of target price and monthly instalments."

## More electric Alfa Romeos to come

Alfa Romeo will utilise the Stellantis group's bespoke all-electric STLA platform tech for several cars over the

next few years, with the aim of becoming an electric-only brand by 2027. Among them are likely to be successors to the Giulia saloon and Stelvio SUV, bringing both nameplates and, Alfa hopes, existing customers into the BEV era.

Imparato told us, "We love Giulia and Stelvio and we have to work on those two cars. We will do it." This supports an earlier interview with Auto Express where Imparato said, "The shape of the Giulia is fantastic, I don't want to lose this. The car is absolutely gorgeous, so there is a future for this type of car."

He reiterated that the firm could even revisit some of its most iconic nameplates and body styles in zero-emissions form, once the line-up, sales and balance sheet have been stabilised after years of under-investment. This would not be until well into the second half of this decade, he suggested.

"We will never give up dreaming," he said, "so yes, we have projects for Spiders. But it will not be something I will be able to sell to my president [Carlos Tavares] or convince him to validate before having secured the profitability of Alfa Romeo that is positive today. We have already gone from red numbers to black, but we don't want to go back, ever. We will never lose money any more; there is no option."

"I have to feed the customers, the Alfa Romeo network with offers in the short-term period that are at the core of the European market and at the core of the switch to carbon neutral. For me, it's an existential question; it is not a choice-driven one."

Alfa Romeo will also launch a large electric saloon to sit above the Giulia EV and rival the likes of the BMW i5 and Audi A6 e-tron, while its forthcoming large electric SUV will attempt to give the BMW iX and Audi Q8 e-tron a good spanking.





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With our early departure this year overseas, I decided to ask our committee if I could create a Mid Week Drive in February.

I normally wait until March for the first drive, but wish to offer registered members 2 events before we depart.

Because of the expected heat on the day, I selected Binna Burra Tea House at that resort for the cooler mountain weather.

I never advise in my first EOI where we will meet or drive to for breakfast, as mainly the venues are remote and depending on the number of registrations I receive, the venue needs to have enough supplies and staff on duty to cater successfully for us. If we had members arrive unannounced, it is just not fair on registered members or the breakfast venue.

As I explained to a northside member when he asked recently why I do not do many events on the northside of Brisbane, to make the event a success, it takes a lot of background work to ensure everything happens like clockwork and I like to be rewarded for this time spent with a good rollup of members, as did happen at this event.

I usually speak to the breakfast venue 5 - 6 times before the day of the event. This time on the Monday before

the event, I called the venue to advise the final attendance numbers and was asked if we had pre ordered our breakfasts. I asked why, as I had not been asked before and was then told the table service may be slower than what I would like. My reply was that the service was excellent the last time there and I am hoping for the same again this time.

I provided our registered members two meeting locations and although we had been promised wet weather on the day, thankfully BOM was wrong again and we were blessed with a magnificent day. We have travelled the world and driven on some extraordinary roads with magnificent scenery and I challenge anyone who travels this road to Binna Burra not to also confirm it is world class.

The cafe was rebuilt after the devastating 2019 fires and now also has an excellent covered deck dining area, which we may try next time, so long as we don't use the venue for a winter drive.

We always take a little while on arrival at a venue to have a chat before going into the cafe, so the 8:22am arrival had us walking in the door at 8:30am, the time I had advised the venue we would arrive.

Tables we reserved were set for our arrival and it was pleasing to see the breakfasts arrived with efficient quality and speed.

When ordering my breakfast, the young lady asked me if I was a senior. This does not happen often now with my increasing age and my return reply was, "Thank you for













asking, yes I am a senior” to which she said “We give a 10% discount for seniors.” I quickly shared this information with the other attending members.

Everything worked like clockwork and this venue is now in my best list and I would recommend it for other club events.

I want to thank Alan and Cheryl Leahy for the excellent photos and our Editor has sorted through and has published them with this piece.

I also thank Mike and Val Halasz for their volunteering to be our sweep car and the great CB radio communications. I will not do an event unless I have a sweep car, as it is impossible for me to see the tail of the convoy.

Also, I encourage other attending members to also bring a CB radio and place themselves in the middle of the convoy, just in case I lose contact with the sweep car. We do not use the CB radios for idle chatter but for the safety of our drive. This time, I thank Graham Bredhauer for bringing his CB radio on the day

I also note Steve Bowdery was very prompt in sharing photos of the event on the Club Facebook page.

I should also note the loyal dedication to MWD events of Sheridan and Garry Spowart, who travel from Toowoomba for every event, no matter the breakfast location.

We will be out of the country for 2 months this time and I really need members to volunteer to create MWD events in our absence. Look forward to your replies.

Our next event in April will be west of Brisbane so that regular MWD drivers and maybe some Sunshine Coast and Northside members might like to attend. An EOI will be sent closer to the event.

As I always say in closing, Mid Week Drive 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.





# Membri

Welcome to all our new members at the Alfa Romeo Club of Queensland! We are thrilled to have you join our vibrant community of Alfa Romeo enthusiasts. Our club is a haven for those who share a deep passion for the elegance, heritage, and performance of these iconic vehicles. We look forward to sharing many memorable moments with you, both socially and on the racetrack.

Our calendar is packed with a variety of events designed to cater to all interests, from casual meet-ups and scenic drives to competitive Motorsport events. We encourage you to dive into these experiences, as they are fantastic opportunities to connect with fellow members and truly enjoy the essence of being part of our Alfa Romeo family.

Here's to the start of a thrilling journey filled with camaraderie, adventure, and the shared joy of Alfa Romeo. Let's make every moment count and create unforgettable memories together. Welcome aboard!

New members introduce yourself! Send a few lines and a photo to [editor@arocaql.com](mailto:editor@arocaql.com) with the subject line New Member.



A warm welcome to Stephen and huge thanks for introducing himself with his pride and joy.

*I run a 1978 Alfetta GTV with a Twin Spark 2.0 and Twin Spark LSD transaxle from a 75. You'll know the car, it was built originally by Peter Lawrence. I run it as the "Old Spice Racing Alfa" and have included a few pics of Darryl Meehan and I dicing at Lakeside in the last round of the Replica Tourer series 2023.*

*Looking forward to joining and maybe running at a couple of Sprint events this year if I get the time.*

Cheers,

Stephan Siegfried





# New Alfa Romeo Stelvio 2023 | Alastair Crooks | [Autoexpress.co.uk](https://www.autoexpress.co.uk)







When Alfa Romeo revealed its first ever SUV, the Stelvio, back in 2016, we found it to be a genuine contender for the established German competition, thanks to its fantastic driving characteristics and easy-on-the-eye design, inside and out.

Fast-forward to 2023 (yes, more than six years later) and Alfa Romeo has given the Stelvio a facelift, alongside the refreshed Giulia saloon, to bring it up to date with the fresher Tonale in its range.

In terms of design, Alfa Romeo clearly feels that less is more, because there are only a few subtle cosmetic changes here. The headlights now feature three individual lights, just like the Tonale, paying homage to the SZ Zagato. The distinctive triangular 'Trilobo' grille (as Alfa Romeo calls it) has also been given a new paint finish, plus there's a new fresh light signature and some extra gloss black trims on the exterior, but otherwise it's the same old Stelvio – which is to say a rather handsome SUV.

Since this model was first unveiled, we've seen new variants of the BMW X3, Porsche Macan and Mercedes GLC, with the last of those vehicles gaining electrified powertrains across the range.

But because it sits on the same Giorgio architecture as the Giulia, the Stelvio has no electrified powertrains to speak of. While company car buyers may be put off by this, it's worth remembering that the relatively straight-forward 2.0-litre turbocharged four-cylinder petrol engine and extensive use of aluminium in the body help keep the Alfa's weight down to just 1,660kg.

By comparison, a Mercedes GLC 300 tips the scales at 1,925kg and an entry-level, four-cylinder Macan weighs 1,920kg. This relatively low kerbweight means the Stelvio is pretty economical without any hybrid assistance, achieving a respectable 33.2mpg on the combined cycle.

That petrol engine puts out 276bhp and 400Nm of torque, figures that are unchanged for this facelift. There are no major issues here, though; the motor has plenty of punch across the rev range, even if it isn't the most tuneful Alfa engine ever. As before, there's an eight-speed automatic gearbox and you can still manually flick through the gears using the brilliant column-mounted aluminium shift paddles, although if you choose not to, it's perfectly responsive enough in automatic mode. The 0-62mph sprint is dealt with in a fair 5.7 seconds, beating both the similarly priced Macan and GLC by half a second.





“There is, of course, Alfa Romeo’s DNA drive-mode selector. The sportiest ‘Dynamic’ setting does what it says on the tin”











The Stelvio's number-one asset has always been its engaging nature from behind the wheel, and it's still a great car to drive. It feels just as agile as any of its rivals and the steering is as quick and precise as you can get from an SUV of this size. The Giorgio platform beneath the big body means you can spot the similarities between the Stelvio and the Giulia straight away. The brakes have plenty of stopping power and while we noted they were a bit abrupt on the old model, Alfa Romeo has smoothed out the pedal feel here. Tick that one off as a worthy improvement.

Our test Stelvio was based on the mid-spec Veloce trim level – the one Alfa Romeo expects will account for most of its sales on the Tonale, Giulia and Stelvio. It comes with 20-inch wheels as standard (21-inch rims are a £750 optional extra) and heated sports seats. The latter have rather pinchy side bolsters but otherwise feel premium enough and comfortable. The sidewall on those tyres has plenty of depth to soak up little bumps and ruts in the road. 'Alfa Synaptic Dynamic Control' suspension only features on top-spec Competizione trim, but the Veloce's multi-link rear axle and double-wishbone front-end set-up cope with rough roads just fine. Our only issue with refinement is that road and wind noise aren't as well damped as in rivals.

There is, of course, Alfa Romeo's DNA drive-mode selector. The sportiest 'Dynamic' setting does what is says on the tin (or on the rotary dial located on the centre console, in this case) by sharpening the throttle, adding weight to the steering and holding on to gears a bit longer.

It's not a huge departure from the default 'Natural' mode, however. 'Advanced Efficiency' focuses on safety by making sure the Q4 four-wheel drive system doesn't lose traction in low-grip environments.

Where the Stelvio loses a few points to its competitors is the interior. We found the array of physical buttons reassuring and ergonomic in these times of complex, large touchscreens, but the Alfa Romeo can't quite stand up to the usual German cohort in terms of tech and perceived quality.

The 12.3-inch digital dash is an improvement with this facelift, showing three different menu designs: 'Evolved' for a traditional readout, 'Relax' with minimal information, and 'Heritage' for a retro style. An 8.8-inch central touchscreen is standard across the range, but while Alfa's infotainment is pretty straightforward to use, the screen itself can be laggy at times and the display isn't very crisp.

Given that it's a family-friendly SUV, the Stelvio needs to swallow up both passengers and luggage alike. The good news is that there's plenty of room in the cabin and although rear-seat occupants do sit a little upright, it's far from uncomfortable. The boot is a little disappointing, however; the Stelvio offers 525 litres of storage compared with the X3's 550 litres and the 600 litres you get in a GLC.

The price is pretty punchy too, because at £54,240, the Stelvio is just £610 cheaper than a GLC 300 4MATIC AMG Line; and for a premium of barely £1,000, you could land yourself BMW's plug-in hybrid X3. The diesel options are thirsty, so we think this petrol-powered Veloce is the pick of the updated range so far – that is, until the fire-breathing Quadrifoglio model returns.

*Alastair Crooks | Senior news reporter*

*A keen petrol-head, Alastair Crooks has a degree in journalism and worked as a car salesman for a variety of manufacturers before joining Auto Express in Spring 2019 as a Content Editor. Now, as our senior news reporter, his daily duties involve tracking down the latest news and writing reviews.*



# Geneva Motor Show 2024 | By Richard Ingram



your origins, the greater your evolution. EVO38. U





The Geneva Motor Show returned in 2024, but it wasn't quite as we remember it. The previous show was in 2019, as the 2020 show was cancelled just days in advance. Plenty of rather unhappy car makers, then, and who very clearly didn't show up to the 2024 show.

The 2024 show's biggest names include Dacia, Renault, MG and BYD, as well as US luxury electric car maker Lucid and a new company called Silence that's fronted by ex-Jaguar Land Rover executive John Edwards.

Previous Geneva shows were jam-packed with huge names like Mercedes, Ferrari, Jaguar, Land Rover, Skoda and any other major brand you'd care to mention. That wasn't the case for the comparatively tiny 2024 show, but the makers that did arrive at least gave us some interesting new models to explore.

Key reveals included the new Renault 5 and the new BYD Seal U, both all-new electric cars with an affordable ethos. There were also new models from MG sister brand IM, plus even some new tiny cars from Silence and the Microlino.















This season marks some significant changes for the club competition. Not only we have added hill climbs to the calendar, but we also revisited the rules and now have classes to allow for more fair and fierce competition. Now the competition spans across Queensland Raceway, Lakeside Park, Morgan Park, Mt Cotton hillclimb and Noosa hillclimb.

The cars are now split into three classes by engine displacement. Turbo and superchargers have coefficient of 1.7

1. 0-2000 cm3

2. 2001-4000 cm3

3. 4001 cm3 and above

Points will be awarded on the following scale in each class:

1st = 10 pts,

2nd = 8 pts

3rd = 7 pts

4th = 6 pts

5th = 5 pts

6th = 4 pts

7th = 3 pts

8th = 2 pts

9th = 1 pts

## 2024 Calendar

13-14 April 2024 Mt Cotton - HillClimb

11-12 May 2024 Morgan Park - SuperSprints

25 May 2024 Lakeside - Sprints

8-9 June 2024 Noosa - HillClimb

20 July 2024 QR - Sprints

10-11 August 2024 Morgan Park - SuperSprints

31 August 2024 QR - Sprints

14 September 2024 Lakeside - Sprints

19-20 October 2024 Noosa - HillClimb

2-3 November 2024 Morgan Park - SuperSprints

16-17 November 2024 Mt Cotton - HillClimb







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# AROCA Qld Members Facebook Forum



Great resto project given 105 values - Graeme Berry



Reflections on a theme- Graeme Berry



JH Classics at Yatala (pre covid we had some great garage days there) have been working in this Giulietta Spider project for a customer -thought you might like to see it. - Paul Blake

Not a bad way to start the New year. There was a big push to get this original RHD 1963 Alfa Romeo Giulietta painted before the Christmas break. It looks stunning and we look forward to seeing it completed and on the road. Happy New year to all our customers and friends we hope 2024 is a great year for you all 🍷

#alfaromeo #europeanclassiccars #giulietta #restoration



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](mailto:editor@arocaqld.com). If you could include the name of the content being sent in the subject line. Kind regards Mark

May/June 24  
July/Aug 24  
Sep/Oct 24  
Nov/Dec 24

Ciao!

Next issue: May 2024



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