

ALFA OCCIDENTALE

Issue 70, March 2023



An Alfa Romeo 8C 2900 Mille Miglia is presented at MotorClassica, Exhibition Building in Melbourne.



You are reading the **70th edition of ALFA OCCIDENTALE**, the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). This issue includes current information regarding the WA Alfa Club's upcoming activities.

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U P C O M I N G A R O C A W A P R O G R A M

The “**Nautical Drive Festival**” in Busselton will be held over the weekend of **25th & 26th February 2023**. This event includes an auto show and other activities in Busselton, all after an informal tour down to the south-west from Perth. Attendees will need to make their own accommodation bookings. Look for more details below.

The Club’s **February club night** is scheduled for **Tuesday 7th March**. It will be held at the **Como Hotel on Canning Highway in Como**. We will enjoy an informal dinner as we discuss all things Alfa.

Enzo Simeone and Sam Tornatore have set up a **weekend tour to the Ferguson Valley for 11th and 12th March 2023**. Currently 14 vehicles have booked for the Saturday trip. Eleven of them have arranged to stay over for dinner on the Saturday night.

On **Tuesday 21st of March**, the **Jaguar Car Club of WA has invited AROCA WA members to join it for a track day at Wanneroo raceway**. Details of the event appear below. Some members have already signed up to participate. Remaining places are limited. Should you be interested, contact the organizers very soon. See details below.

On **Sunday 26th March, Shannons Classic Car Show** will be held at **Ascot Racecourse**. The Alfa club has not booked a formal display area for Alfas to be shown at the event this year, but you are invited to attend to view the many vintage cars, trucks buses and motorbikes on display. See the link to the event on pages below in this issue of the magazine.

On **Sunday 2nd April, 2023** a **Sunday morning run and breakfast** has been organized by Steve Sugden as a club group of **Alfas drive to Northam for its Motorsport Festival weekend**. Look for more details on this event below and in the next magazine issue.

From **6th to 10th April 2023, Alfesta**, AROCA’s annual national event, will be held in **Toowoomba Queensland**. A couple of WA club members are attending. Apparently, there is still space available to accommodate late booking attendees should you decide you are interested at the last minute. A potential bonus is that AROCA QLD may be willing to arrange a **loan Alfa for WA members** who fly in to Toowoomba. Note that direct flights to Toowoomba leave from either Melbourne or Sydney, should you be on the East Coast during the week before Easter.

Our regular monthly events also continue into 2023:

AROCA WA’s committee meets every 3rd Thursday of the month at 18:00, in the **Northbridge Italian club**. All Alfa club Members are welcome to join the committee at **the regular informal pizza dinner at 7PM**, following these 3rd Thursday committee meetings.

The WA Alfa Club’s monthly club meeting is normally scheduled for the first Tuesday in the month. Look for details including topics, locations, etc. in future magazines and in mailed-out updates. ♦



LETTER FROM THE EDITOR

Dear Alfa Club Members.

I do hope that you will enjoy reading Alfa Occidentale #70. You are welcome to let me know what you think about your club's electronic magazine, whether good or otherwise.

In this issue of the magazine, you will find articles that were extracted and edited from other sources. However, note that I am very keen to see more content being published coming from our club members. Therefore, I invite you to consider writing for future issues.

I do want to thank both Aidan Daly for his report on the last Classic Cars and Coffee meeting at UWA and Glen Phillips for the republication of a great article he wrote that first appeared in 'Al Volante Veloce' in 2007. This is about the very keen track racing participant and WA Alfa Club member, Dr. Frank Wilson.

Perhaps you would like to let everyone know what you enjoy about Alfa Romeos – or you may even feel the need to 'rant' about what bothers you about your Alfa, or even the classic car hobby generally? Subject to any editorial considerations that may be found necessary, both types of contribution will be welcomed in future magazines.

In part, this issue has been built around two particular topics. The first is to report on the Alfa Romeo 164, particularly as our Club President has recently bought a very nice 164 from its long-term owner, Leo LoPresti. A related article on the designer of the 164 (and the 916 series), Enrico Fumia, is also included.

A second focal point considers electric vehicles ('EVs'). Last December, Greg Smith and Enzo Simeone visited a company based in Bibra Lake that restores interesting vintage cars and while doing so, transforms them into electrically driven vehicles. An article on our visit there appears as a 'Last Page' supplement.

In addition, you can read another article about a Sydney couple who recently drove their Tesla 3 EV from Sydney to Perth (and then back again). It discusses their experiences with range, recharging availability and time taken, and includes lots of data that they collected along the way. It also mentions the other EVs they met along while on their trip, etc. I hope you find it as informative and revealing as I did!

Following a news update is included that mostly contains information originating from Alfa Romeo CEO, Jean-Philippe Imparato, concerning the arrival of Alfa's first EVs in 2024.

After reading and then editing the three EV-related articles, I decided that traversing our continent in an EV, while quite doable (and maybe even a little money-saving) is going to need some major things to improve/change before it can become anywhere near as easy as making that long cross-country trip in your ICE vehicle (which as some of us know, in itself is never just a 'walk in the park').

Best wishes,

Greg Smith
secretary@alfaclubwa.com.au



AT CLASSIC CARS & COFFEE FOR ITS FEBRUARY 2023 MEETING



The first 'Classic Cars & Coffee' meeting for 2023 was held at UWA on Sunday 5th February.

This meeting was very well attended, but held on a very warm summer morning.

A few of the non-Alfa highlights included the presence of a red Delta Integrale and a new Maserati MC20. However, it proved impossible to take a reasonable photo of the MC20 due to the crowd that surrounded this car.



Some Alfas were in attendance including:

- 2x Misano blue Giulias;
- 1x black Brera;
- 1x black GTV (owned by club member Neil);
- 1x green Montreal (owned by Club member Michael);
- 2x red 4Cs (One owned by club president, Aidan, the 2nd by a potential future member);
- 3x silver Giuliettas (Brendon + Mike + ?).





ALFA CELEBRATES AUTODELTA & QUADRIFOGLIO ANNIVERSARIES

Edited from an article found on the Stellantis Media Website, published 9th February 2023.



Alfa Romeo celebrates 100 years of Quadrifoglio and 60 years of Autodelta; two milestones in its history of Italian sportiness since 1910.

Alfa Romeo has announced the official start of the celebrations for the 100th Anniversary of the legendary 'Quadrifoglio' symbol and the 60th Anniversary of 'Autodelta', the legendary racing department in Settimo Milanese and Carlo Chiti's team.

These are two milestones in the history of the Alfa Romeo brand; that the website calls an expression of 'noble Italian sportiness since 1910, which, to this very day, triggers strong emotions and great pride among Alfisti'.

Alfa Romeo has revealed the two new logos to accompany the brand's events and the various communication activities that will occur during 2023. Both logos were designed by Centro Stile Alfa Romeo. They reinterpret, from a modern perspective, the original logos while projecting them into the future of the brand, with the underlying aim of reinventing sportiness in the 21st century.

The logo dedicated to the centenary of Quadrifoglio retains the sturdiness and elegance of the historic logo while evolving its colour point. A contemporary chromatic touch is used to recall the glorious past of those legendary Alfa Romeos that have entered our collective imagination.

Likewise, Autodelta's logo is a stylistic feature that is maintained and preserved both in its original look and colours. Despite the passing years, this symbol of sportiness remains deeply impressed in the memory of many motorsport lovers, which is why the new celebratory version features only a few changes to make it more contemporary. This is evident in the new Sequel font, the same font



employed by Alfa Romeo; the ever-present 'tricolor', as a proud expression of its origins; and the addition of the anniversary date that highlights the longevity of Autodelta.

For Autodelta's 60th anniversary, Alfa Romeo is setting up a conference at the Arese Museum on 5th March; the day on which the racing department was founded. Meanwhile on 25th June, as part of the brand's anniversary celebration, a Quadrifoglio Day will take place, followed by a "Backstage" conference open to all Alfa Romeo clubs.

Quadrifoglio: A symbol of 'Made in Italy' sportiness since 1923.



The constant pursuit of excellence was first applied to racing and then transferred to production cars. In a nutshell, this is the Alfa Romeo philosophy embedded in the 'Quadrifoglio', a legendary symbol that has identified Alfa Romeo's highest performance creations, not only on those employed on racetracks around the world, but also on some special production models, first starting on 15th April, 1923.

The first Alfa Romeo car adorned with the Quadrifoglio was the RL "Corsa" of the driver Ugo Sivocci, who won the 14th edition of Targa Florio in 1923, thus winning the first of the brand's ten laurels in this prestigious competition. The same symbol of good luck stood out on Brilli Peri's "P2" when he won the first "World Car Racing Championship" in Monza, in 1925; the first of the five World Titles won by Alfa Romeo. From the late 1920s, during races it was the Quadrifoglio symbol that distinguished Alfa Romeo cars of the parent company from others run by the Scuderia Ferrari, which had the "Cavallino Rampante" as its emblem.

In 1950 and 1951, Giuseppe "Nino" Farina and Juan Manuel Fangio drove Alfa Romeo 158 and 159, the iconic "Alfetta," to victory in the first two Formula 1 World Championships. Then, in the 1960s, the Quadrifoglio characterized the "ready-to-race" versions of the "Giulia," the "TI Super," and later it joined Autodelta's blue triangle logo for several decades: from the "GTA" to the "33" to the two World Championships of the "33 TT 12" (1975) and the "33 SC 12" (1977). Alfa Romeo's racing activity continued in the 1980s when, after its return to F1, it triumphed again in touring car racing ("GTV 6 2.5"), followed by the triumph in the "DTM" with the "155 V6 Ti" in 1993, as well as in a very long series of victories of the "156 Superturismo" (1998-2004).

Ordinary Alfa Romeo production cars featured the Quadrifoglio symbol too, however, only on particularly high-performance models manufactured between the 1960s and the 1980s. Some carried the symbol on the bodywork, with no appearance in the official name - such as the "Giulia Sprint GT Veloce" or "1750 GT Veloce" - while others, from the 1980s onwards, had 'Quadrifoglio' included in their official name, such as the various versions of the "33 Quadrifoglio Verde" or the "164 Quadrifoglio Verde." It is also worth mentioning that, between the 1970s and 1980s, the Quadrifoglio also evolved and was available in two versions: "Verde" for sportier vehicles, or "Oro" for more refined and luxurious set-ups.

Over time, the initial "Q" itself became a part of Alfa's vocabulary, eventually identifying the most advanced technical solutions: the most famous of all being the Q4 all-wheel drive, but there was also the Q2 self-locking differential, the Q-System automatic transmission and the Q-Tronic, just to name a few.

Lastly, the Quadrifoglio symbol returned, both on Mito (2008) and Giulietta (2010) and, when the new



Alfa Romeo generation was born in 2015 with the launch of Giulia in its Quadrifoglio version powered by the new 2.9 BiTurbo gasoline engine with 510 HP and an outstanding performance, it set a 7 minutes and 32 seconds category record at the famous Nurburgring circuit. Stelvio, the first SUV produced by Alfa Romeo, also has a 'Quadrifoglio' version at the top of its range.



Autodelta: Alfa Romeo's Legendary Racing Department.

On 5th March, 1963, Carlo Chiti and the Chizzola brothers founded a small company based in Feletto Umberto, near Udine, with the aim of collaborating with Alfa Romeo in the construction of the Giulia TZ, a compact gran turismo designed by Zagato, built on the Giulia's engine and mechanics and equipped with an exclusive tubular chassis, hence the acronym Tubolare Zagato. This event marked the

beginning of one of the most beautiful chapters in international motorsport, so much so that the company soon became Alfa Romeo's Racing Department.

As a matter of fact, in 1965, it was bought by Biscione with the aim of running the official comeback to competitions, after its withdrawal from the F1 World Championship in 1951, when it won its second title with 'Alfetta'.

For this reason, the car manufacturing company decided to create an *ad hoc* racing organization, physically detached from the production facility and with sufficient discretion to make its own technical and sporting decisions quickly.

The General Manager of the new industrial and sports business was the charismatic engineer Carlo Chiti, who relocated Autodelta to some anonymous warehouses in Settimo Milanese, not far from Arese. This is where some of the most famous Alfa Romeo racing cars originated, including the legendary 1965 Giulia Sprint GTA, which won three consecutive "Challenge Europeo Marche", dozens of national championships and hundreds of individual races all over the world. Fun fact: the Giulia Sprint GTA was the first touring car to race at Nurburgring's Nordschleife in under 10 minutes.

In 1967 Alfa Romeo decided to take the big step into the "prototype" category, the major international stage of motor racing at the time, with the "33/2-litre" model winning its first trophy when it made a debut in Fléron, Belgium. The following year Autodelta's prototype cars won the category victory at the 24 hours of Daytona, the 1000 km of Nurburgring, the 500 km of Imola and the 24 hours of Le Mans.

The "33 TT 12" of 1975 (probably the most successful year for Autodelta) was remarkable. The model made Autodelta the winner of the World Championship of Marche, repeating the victory two years later with the "33 SC 12". After that, Autodelta took over the management of all Alfa Romeo's sports programs, from the Alfasud trophy to Formula 1. However, in 1984 Carlo Chiti left the company, and in the following year, Autodelta was dismissed.

Autodelta was a formidable training ground for many Italian racing drivers, including Andrea De Adamich, Arturo Merzario, Andrea De Cesaris, Bruno Giacomelli, and Giorgio Francia, to name a few. In addition, just as many foreign champions: from Jochen Rindt to Jacky Ickx, from Jean Pierre Jarier to Mario Andretti also came through the Autodelta system. ◆



THE 'FLYING' DOCTOR IS IN FULL FLIGHT

The 2007 Winner of the 'Spirit of the Club' Award, Dr. Frank Wilson, is profiled.

Republished from an original article appearing in 'Al Volante Veloce' in 2007, written by Glen Phillips.

Perhaps you expect to chase after your local GP a bit in these days of medical aid shortages? I bet you wouldn't expect to chase after your GP on the race-track too, especially if he or she was in a bright red Alfa 105 GT! Yet plenty of competitors in classic sports racing haven't yet managed to keep Frank Wilson within sight when he is in his favourite 'step-nose' GT 1600 on the track at Wanneroo Raceway - or in round-the-houses events - or, for that matter, to match his times in hill-climbs and sprints.

The 2006-7 Winner of the AROCA WA 'Spirit of the Club' award, Frank Wilson MD, is indeed a man of many parts. Many of them are bound to be from his four Alfa Romeos. But, joking aside, few of our Club members actually build their own engines unless they are 'in the business' commercially. However, Frank not only does that, but he builds them for other classic Alfa racers too. With his three 105s in his capacious garage (all dating from the mid-sixties) and a 1967 Giulia Super sitting outside under a tarpaulin, Frank, now retired from medical practice, has his own lathe and machine tools to work on them. He is as adept at rebuilding your distributor as he is in removing your appendix. Surely this is a remarkable double-act in the Aussie classic car movement!

Frank came to racing Alfa Romeos about sixteen years ago after discovering the lure of 'big banger' racing while doctoring in the small wheatbelt town of Wongan Hills. (Note that, as a tribute to the Doc's nostalgia for the town, a 'wildflower run' was planned for September 2007 to revisit Frank's old home-from-home).

In the six or seven years that he ran his practice in Wongan Hills, it was big American Ford and Chevrolet V8s that massaged adrenalin into his arteries and heightened his blood pressure. That is one hell of a way to evolve from the humble side-valve 1951 Ford Prefect that Frank once nursed all the way to Sydney back as a callow youth in 1963 (never mind the burned exhaust valves and expiring back axle to which he had to give the kiss-of-life during that 9,500 kms journey). Later, in 1968, he drove again across the dust-bedevelled Nullarbor, but, this time, he was on his honeymoon in a Toyota Crown, eventually having to be towed 1,368 kms to Bullabulling while on one stretch.

Naturally, Frank lusted after something more exciting than these two cars (which probably rate close to zero on the excellence scale of motoring history.) As a result, he graduated to a brand new MGB (which soon upheld the reputation of 'BMC' at the time by expiring while under warranty - and in a comprehensive manner). But later Frank doctored the MGB himself into a potent competition machine with the help of the likes of master engineer, Don Hall, a notable guest speaker at a WA Alfa Club meeting also held in 2007.

Our racing driving Doctor, Frank Wilson, abstained from competition in the 1980s while his young family was growing up. But he had enjoyed a period of preparing the big V8s in Wongan Hills. In the late 1980s and the early 90s, he 'graduated' from an A9X Torana Sports Sedan to HQ racing and became the WA State Champion in 1991. He even took an HQ interstate for the Nationals and ran well at Winton in 1990 and again at Symmonds Plains in 1993.



But to return to Alfa Romeos: hearing about plans to hold the first Targa Tasmania in the early 1990s, Frank decided to resuscitate a 'barn find' 1967 GT Giulia coupe that turned up in a shed in 1985 and which he had bought while on a torchlight inspection. Although it did need a bit more than mouth-to-mouth resuscitation, the first of his four Alfa race engines was conceived and given birth in Frank's capable hands. The car performed well in the Targa, although the race organization of that inaugural running of the event left much to be desired in his opinion.

Frank was soon back in Tasmania, running in the Targas of 1994 and 1995 (navigated by his wife). Tasmanian road racing left him with some very fond memories. Frank generally managed to be at the top of his class and in fact, he won it in 1995 and was second in his category in 1994. Among Alfas of a similar vintage, he often had set the best stage times against the talents of those Alfa guys from other states.

Back in WA, at Wanneroo and at other local classic events, the name 'Doc. Wilson', has been known as an indefatigable competitor; especially so among the other 105 punters from the WA Alfa Club. His booming voice and formidable presence (at well over six feet in the old measure) dominates pit areas, not to mention post-race badinage. But it is the string of outstanding results that speak the loudest and Frank's familiar red Giulia certainly does not ask for favours from any of its fellow competitors.

As the 2007 winner of the 'Spirit of the Club' award; originally instigated by founding President, Norm Craven-Kelly, Dr Frank Wilson is a great example to other club members, especially to anyone who has newly joined. Frank has perfectly vindicated the marketing claim of the Alfa Romeo Company that their cars can be driven on weekdays and then raced on the weekends. Frank says that he is mightily impressed by the sound engineering and quality materials of his 105 engines and transmissions; to such an extent that his cars only need routine maintenance during a season's racing.

This longevity is a tribute to the 105 series, given birth at that great 'Ospedale per Neonati' which used to be at Arese near Milan—the Alfa factory for so long in the post-war period.

It may be that Frank also personifies a well-known slogan: 'Always Looking For Another', which has haunted many a club member. Still, with his three 105 coupes and a Super, for Frank that surely is not too many?

Afterall, as Glen Phillips notes in closing his article on Frank Wilson, we are only the custodians of these cars that were so well-conceived by their designers. As such, we pass them on, not so much as former owners, but as their caretakers who were only temporarily, but lovingly, in charge. And, just as good doctors are taught to preserve life, we don't ever let them die.

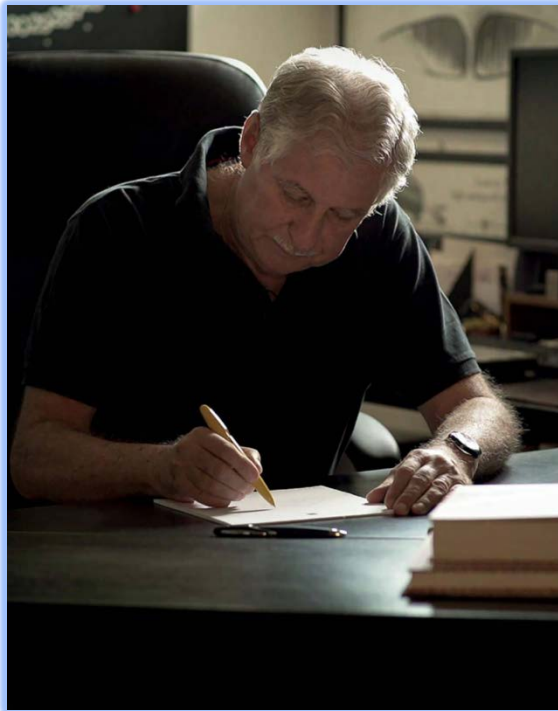
Unfortunately, to date, photos of Dr. Frank Wilson, or his Alfa in action, have not been discovered for inclusion in this article. We intend to keep looking! - Ed. ♦

ENRICO FUMIA 'Signor Pininfumia'

The designer of the Alfa Romeo 164 and the 916 GTV and Spider.

Derived from an article in Auto Italia's January 2020 edition & republished here with permission.

Images by Enrico Fumia, Fucina Editore, Erik Bulckens and Chris Rees.



The name Enrico Fumia may not be as deeply carved into car enthusiasts' minds as are the names of Giugiaro or Gandini, but his CV certainly puts him at the forefront of modern Italian car design. Enrico Fumia's talent was clear from the outset as in 1966, when aged just 18, he won the Grifo d'Oro design prize, run by Bertone.

Later, after graduating with an aeronautical engineering degree, he was hired by Pininfarina in 1976; very aptly, given that his childhood nickname of 'Pininfumia' reflected the passion he always had felt for the design house. Fumia swiftly moved into management roles within the R&D department of Pininfarina, but his talent for designing cars was ever present; the most celebrated being the 1981 Audi Quartz concept, the Alfa Romeo 164, the Alfa GTV/Spider 916 series, the Lancia Y, and Lancia Lybra, as well as the interior of the Maserati 3200GT.

In his later working years, Fumia was employed by Lancia and, thereafter, for Japanese companies and the Chinese car company, Chery. In 2012, at the time, 72 years old, he remained active even after closing his own independent company, Infumia Design.

Fumia talks about how, while working as a manager at Pininfarina, he found that the company had a very open attitude. Everyone in the team was encouraged to put their sketches up on the wall. It was then up to clients to decide which of these were best suited to their needs, but without knowing who was responsible for the design. While at Pininfarina, Fumia did designs for Alfa Romeo and for Ferrari, but not for Peugeot, he notes.

Fumia continues: "Recently, I rediscovered a BMW design project that I had done for Pininfarina in 1980. It does look very similar to the 164 that I designed later. That 164 project really started in 1981 as the Alfa Romeo 154; a rear wheel drive car with a shorter wheelbase and smaller overall dimensions. But when the 'Type 4' project was agreed to between Fiat and Alfa Romeo, we had to scale up the design in 1982."

The 164 was a true Alfa Romeo, a fresh step and not just in terms of its styling. The flat surfaces looked new in every sense, while the distinctive waistline groove went almost all the way around the car. If you look closely, you can see that the lines of this groove are not parallel, so it feels more dynamic.





The front end, where the scudetto extends into the bonnet, was also something new, as was the 'trilobo' triple grille design. The rear lights were also an original concept, but, actually, they were quite tricky to homologate. Fumia's design for the lights was extreme at only 7 cm tall, but luckily, this was adopted unchanged in production. This innovative 'Made in Italy' design later continued into the Alfa Romeo 145, 146 and 155.

After seeing the other Type 4 designs for the Fiat Croma and the Lancia Thema, Fumia was very happy that Pininfarina had done something very good. He also developed designs for both the two-door coupe and cabriolet versions of the 164 and for a station wagon version of the 164 as well. While the wagon was put into preparation right from the beginning, after Alfa Romeo was absorbed by Fiat, pursuit of the 164 wagon was abandoned, given that Lancia also had a Thema SW in development.

Fumia is most famous for the Tipo 916 GTV and Spider which have emerged as timeless designs, perhaps more so than did the Alfa Romeo 164, which today may be seen as a project more of its era.

The initial plan for the Tipo 916 was first to be a spider only, with the coupe coming later. The differences between the Spider and the GTV are all at the rear with the groove continuing right to the back of the GTV.

The headlamps were the major innovation and were similar to those that Fumia had done in 1981 with the Audi Quartz concept. Fumia discovered that Carello had developed lights like his design and therefore he knew it was feasible. In 1989, he made enquiries about the lights at Carello but the technical team there thought it impossible. Fumia supposes that change always seems risky.

He then saw similar headlamps on the Nissan Cefiro. At the time, Pininfarina had good connections with Honda, so a telex to Japan soon led to the receipt of a package which contained an actual set of the Nissan light units. This led Alfa to ask Bosch if they could produce a similar light unit. However, in the end, the rear light panel was built by Hella.



While Fumia had designed the Tipo 916 GTV in 1987, it then took seven years for it to reach production. According to Fumia, the issue was that Fiat's then CEO, Cantarella, was not that keen on Alfa Romeo and with a Fiat Coupe in development, the Alfa GTV just had to wait.



In 1991, Fumia left Pininfarina and moved to Lancia, leaving the Pininfarina company on good terms to become the leader of Lancia's styling centre, where he was in charge of the team, but also saw himself as more of a 'player-manager.' He did design cars, but when better ideas came from someone else on the team, they were happily adopted. Fumia says that his management style was quite unlike that of Giugiaro, who even described himself as a 'dictator'.



In Fumia's view, Lancia represented innovation, as exemplified by the Lancia Lambda and the 1995 Lancia Y. Sadly, Fiat CEO, Cantarella, did not take care of Lancia, which he regarded as 'a marque designed for retired people'. Thereafter, Sergio Marchionne really killed off Lancia with his rebadged Chryslers. Fumia notes: "Of course, brands do die, as we all do, but there is a constant need

to reinvent a brand's image through innovation."

Fumia believes that as, for many decades now, it has been impossible to know who really designed any car, he prefers to talk about what he does not admire about the current car design world. He dislikes those car design 'myths' which have appeared without evidence – e.g., with no hand-made early drawings being available. In his book, Fumia mentions some famous designers who never actually designed a car throughout their careers. But then, as discussion continues, he recognises that a better choice might be to stop further discussion of this topic.

In ending his discussion, Fumia mentions that he is considering the use of his own 916 spider design to make a one-off that will demonstrate his ideas for a new Alfa Romeo image.

It would involve a new bumper and bonnet with all-new lights and the loss of the scudetto. He points out that Tom Tjaarda did something similar when restyling his own Fiat 124 Spider to make it look more like the Pininfarina Rondine, which was its inspiration. ♦





JAGUAR XJ40 VS ALFA 164

Edited from an article in www.classicsworld.co.uk that appeared on 21st November 2022
written by Craig Cheetham with images by Paul Walton

Two very different 1980s sports saloons for the executive market, the Alfa 164 and Jaguar XJ40 were the final cars developed by their makers while still independent marques. How do they stack up today?



it is often said that 'the best things come to those who wait'. But, sometimes, they don't come at all. This was exactly the case for Jaguar during its period of British Leyland ownership that led to a very drawn-out replacement plan for the XJ6. It took 14 years and Jaguar's release from Leyland ownership to get the XJ40 beyond the drawing board, out into the showroom; or about 6x the usual time required to develop a car.

In contrast, the Alfa Romeo 164 was 'only' a decade in gestation; which is still a woefully long time to wait compared

with the norm. Yet, when both cars finally appeared, they were the most soulful and characterful of all the executive cars of the late 1980s and early 90s. So perhaps the old adage may ring true afterall?

In the case of Jaguar, there was a will to replace the XJ6 sooner. The plan for what ultimately became the XJ40 began as early as 1972. By 1973, there were even design concepts floating around that, much later, proved to be incredibly similar to the new model that ultimately arrived. But, with no money in the BL coffers and a desperate need to improve volume models such as the Morris Marina and Austin Allegro, the new Jaguar constantly was left on a back burner.

By the time the Jaguar XJ40 appeared in 1986, the company had seen unprecedented changes. A tumultuous period of Leyland ownership led to the E-type being replaced by the bulkier, non-convertible XJ-S, while the XJ series saloon was put through two revisions, but left largely mechanically untouched, as it became woefully outdated. It took a return to independence after the sell-off of Leyland's non-essential businesses for Jaguar to finally crack on with the car and develop its AJ6 engine; something that a new Jaguar chairman pushed through more rapidly than BL would have signed off on a new door mirror. Between 1984 and 1986, the XJ40 went from being passed around as an engineering concept to become the most technologically advanced production Jaguar ever.

Meanwhile, in Italy, conversations between Fiat and Saab began in 1978. Both companies needed a new executive saloon but neither wanted to foot the development cost of this car alone. For Saab, a bigger car to sit alongside the 900 was essential for it to maintain its independence. For Fiat, the Swedish firm's reputation was hugely desirable, as it built cars that were renowned for their enduring quality. Meanwhile, around then, Fiat and its additional brand, Lancia, had earned a reputation for corrosion and flaky build quality. Both Fiat's Argenta and Lancia's Gamma were struggling to achieve volume sales in Italy, let alone anywhere else.

Similarly, Italian Government-owned Alfa Romeo was struggling with build-quality issues and diminishing sales. Its top-of-the-line Alfa 6 was hopelessly dated and, a commercial flop. Alfa needed a new range-topper, but it didn't want to spend heavily on development. With the Milanese marque's entire range ripe



for modernisation, plans to work with (and part-fund) Fiat on the new project were in place long before Alfa Romeo actually entered Fiat's stable in 1986.

The 'Type Four' program was agreed in 1979, along with a short-lived plan to sell the Lancia Delta as the Saab 600 in Scandinavia. Under this program, the Fiat Croma, Lancia Thema, Saab 9000 and Alfa Romeo 164 were all to share the same platform, floor-pan, rear suspension, electrical architecture, heating/ventilation system and four-speed ZF automatic transmission, wherever specified. Each marque was maintain its independence in terms of body styling and engine options. Although the Alfa 164 was designed while the company was still independent of Fiat, the 164 was released after the takeover. It was first previewed in 1987, but not on sale until 1988. After launch, the 164 proved the most individual of the group with its own unique, stylish Pininfarina body, as well as its bespoke front steering and suspension.



The 164 was a huge diversion for Alfa. It was Alfa's first large, front-wheel-drive car, with a fully galvanised body and the choice of four-cylinder or V6 engines; the latter engine sitting closest to the XJ40 in terms of appeal.

In Italy, you could buy the 164 with your head as much as your heart – something that was entirely believable in the late Eighties - thanks to its galvanised body and much-improved build quality, but far less so now that the 164 is both rarer and, with age, viewed as more fragile.

By contrast, the Jaguar is a more sensible proposition, and even more so now than when first launched, initially a little underdeveloped, rust-prone and electrically temperamental. The early versions of the XJ40 were as risky as any Italian car for those traits, although by the time that the XJ40 ceased production, all of these issues had been fixed.



This discussion now brings us to a comparison of the two cars under review – one a 1994 XJ40 4.0 S runout model and the other a 1996 164 3.0 24v V6, also coming from late in this Alfa's life cycle. This choice means that both examples were as well-developed as they could hope to be. The questions to be answered are which one makes most sense and which will truly stir the soul?

If there was one common theme in Eighties car styling, it was design boxiness. Both cars exhibit the styling of the era in their own unique ways.

Starting with the Alfa, it has an undeniable slab-sidedness to it, with square edges, rectangles and trapezoids all evident in its styling. However, the body is by Pininfarina, and arguably is the best-looking of the Type Four saloons. While the 164 has lots of flat edges, one thing it most certainly achieves is 'handsomeness'. It is a great-looking car, with a purposeful wedge-shaped profile, a pointed nose and a kicked-up rear; the signature of which is a single reflective strip connecting both tail-lights. There hadn't been a car like it before, or since. Our test example looks amazing, as presented here, in Alfa Romeo Racing Red with factory side skirts and its 'telephone dial' alloy wheels.



In contrast, the XJ40 does have a more refined, mature appearance. The car did away with the sinewy curves and peaked headlamps of early XJ models, bringing in squarer front and rear ends that defined its era. When seen in profile though, it was still unmistakably an XJ6, with the same drop-away rear end, curved screen and long, low bonnet which always had defined the model.

Two things are obvious here. The first, that both are cars designed for the 1980s, and second, that they are two of the best-looking cars of their era. Both still look fabulous today.

When it comes to the cabin, there can only be one winner. While both are stylish inside, and each car is comfortable and well-equipped, the Alfa Romeo cannot match the Jaguar's sense of occasion. Like every XJ6, simply climbing into the XJ40 brings with it a feeling of accomplishment. The driver or passenger physically has to step in over a deep sill before lowering his or her body into the ample leather seat. The dash is a slab of veneered wood, punctuated by a wide centre console. The driver sits a fair width away from the front seat passenger, with the gear selector, radio and a 'ski slope' between the occupants. It is a grand experience and quite regal, built in a manner unique to British luxury models.

However, that is not to say that the Alfa doesn't have its own appeal. The 164 cabin is taller and narrower than that of the Jaguar, while the driving position is uniquely offset - and this is something you notice more in a manual transmission example, such as this one. The fluted leather seats are really comfortable, but while the dashboard is stylish, it is also an ergonomic nightmare. Trying to work out the heater controls while on the move requires a level of mental dexterity beyond that of most people. Although the slatted and slanted air vents do look cool, the quality of some of the interior plastics might be more at home on a Fiat Uno than inside an executive car of this calibre. But then, Italian cars are all about the driving

With this in mind, it is on the road where the Alfa really comes into its own. Yes, it may be a whole litre smaller in terms of overall engine capacity, but with 229bhp, the V6 Cloverleaf model tested here is only 6bhp behind the Jaguar's 4-litre straight-six. The Alfa engine sounds amazing, too, with a guttural exhaust note that rises to a howling crescendo when it is opened up.

Then there is the steering. No executive car should have this sharp a turn-in, nor such precision on a twisty road. The 164 goes exactly where you steer it, instantly and without delay. And it lets the driver know exactly where it is going. For Alfa Romeo, enthusiastic drivers are and always have been the core of its customer base - and enthusiastic response is a key feature of the way the 164 behaves. There is no over-assisted effort-free steering or comfort suspension, just pure dynamic focus. It is a terrific car, impossible not to enjoy and it is difficult not to drive the nuts off every time you get behind the wheel.

In many ways, the XJ40 is the 164's polar-opposite. Sure, it handles beautifully in the way that all Jaguar saloons do, but its manner is much more serene and mature. It is much softer, more detached, yet always reassuring. It seems that the XJ40 was developed with more than just enjoyment at its core, and it is a far more refined and cossetting experience as a result. As an all-rounder, the XJ40 is fabulous - but then that was always the XJ's trump card. The ability to move along with both alacrity and grace, while never feeling less than safe, is what it does best. This 4.0-litre model does so with appropriate gusto - albeit not as urgently as the Alfa. While the XJ40 certainly is a fine car to drive, it is the Alfa that is by far the most engaging.

Jaguar XJ40 vs Alfa Romeo 164 - what is the verdict?

So, which of these two executive expresses is the better choice? In simple terms, the Jaguar stands head and shoulders above the Alfa Romeo. It's sturdier, more plush, more the all-rounder, easier to own and more comfortable. But does that make it an easy victory then?



No, not at all! While the XJ40 undeniably is a wonderful car, especially in the later more desirable specification of our example, with its 4.0-litre engine, in the Alfa Romeo 164, it meets its nemesis in a car that is far better than the sum of its parts.

The Jaguar does have lots of character - but the Alfa Romeo has soul. If you put both sets of keys down on a table, it will be very hard not to pick up the keys to the 164. If you had to take a long cruising journey from one end of the UK to the other, then perhaps you would take the Jaguar every time. However, on a real driver's route, the Alfa will be the more rewarding and enjoyable car.

On this occasion, I can't help it; my heart is ruling my head. If you gave me 24 hours to stew it over, I might even change my mind. But, the Alfa Romeo wins! ♦

ALFAS SEEN AT RÉTROMOBILE PARIS, IN FEBRUARY 2023



VeloceToday.com's regular contributor, Jonathan Sharp, wrote about the Rétromobile, Paris show of 3rd February, 2023, saying, "If I had a £1 for every time I said WOW! (or words to that effect,) I would have had enough money to pay for my trip.

Seen adjacent is the stunning way that this 1938 Alfa Romeo 8C 2900 Berlinetta (#412035) by Touring was displayed at Rétromobile.

Sharp noted that Rétromobile was back to its usual self; with the big hitting dealers returning, the Artcurial Auction jammed and with lots on offer, tons of spare parts available to purchase and art for sale for you to hang on your walls - plus lots of visitors.

A few negatives were also noted. The show was back in the older halls, with less lighting and perhaps



the car club displays were a little below par this year due to the size of the stands. Nevertheless, Sharp commented that the Rétromobile show was back to its glorious old self.

Adjacent is another 1938 Alfa Romeo 6C 2300B Mille Miglia Berlinetta by Carrozzeria Touring that was auctioned at



Rétromobile. While the estimated pricing was €1-1.4m (RM Sotheby), it sold for €850,000.

This 6C is a part of Michel Dovaz's 'Sleeping Beauties' collection. It was extensively restored by two of its former owners. Over its lifetime, this pre-war classic passed through the hands of several notable collectors across Europe, but it now resides in USA. Fitted with its original Berlinetta body by Carrozzeria Touring of Milan, it has been maintained to a concours standard condition. The car won 'Best in Class' at both the Concours d'Elegance at Pebble Beach in 2007 and in 2009 at Amelia Island.



Also presented at the Paris auction was this 1965 Alfa Romeo Giulia Tubolare Zagato with an estimated value of €1.2-1.4m (RM Sotheby again). It was sold for €1,140,000.

Zagato designs are famous for being eye-catching and this Alfa Romeo is no different. The car has a significant pedigree as racing driver, James Bernard Fortmann, bought the vehicle and took it to its competition debut at the 1968 1000km race at Nürburgring. The

certification report by Registro Italiano Alfa Romeo says that "the car has never undergone a radical restoration and presents a high degree of conservation and authenticity." As such, the vehicle has been mechanically maintained, but it could do with some cosmetic attention.



Also at Rétromobile was this Alfa Romeo 1900 SS Zagato. In 1955, it was delivered new to Vittorio Vanini, a Swiss-Italian Chocolatier. Later, in that same year, the 1900 SS Zagato was entered in the Millie Miglia where it finished 14th out of 400 and was the first Alfa to cross the Brescia finishing line.



ALFA OCCIDENTALE

Issue 70, March 2023



Listed in the archives of Alfa Romeo, is this 6C 2500 SS Coupe Superleggera by Touring (also shown above at Rétromobile). It was constructed on 18th May 1949, but not delivered to its first owner in Paris until 16th January 1950. Unfortunately, the original owner's name is not known. The oldest available title information dates from February 1964 with the car registered to Andre Safran of Lyon.

Also appearing above is a photo of the engine of this 6C2500. The Alfa was owned for more than 50 years by the collector Mr. Rene Cornillac. It was never restored, only ever having one repaint - and that was just a quick respray back in the 1970s.



Meanwhile, gracing the FCA Heritage stand at Rétromobile was this immaculate Touring-bodied Alfa Romeo 1900 Super Sprint. It was constructed on the 14th July 1956 and, in this case, it sold in Paris just three days later.



The 1959 Angelo Molinari Class LV Hydroplane also appeared in Paris at Rétromobile. This hydroplane was delivered new to the French racer, Rene Milon. Then powered by a 1300cc Alfa Romeo motor, in 1961 it set a new class record speed of 128.57 kmph on the lake at Saint Cloud. ♦



“ I ’ M I N A N E V , D R I V I N G 9 6 3 0 K M A C R O S S A U S T R A L I A ”

Edited from an article by Kim Wainwright on the ‘SolarQuotes’ blog on 9th February, 2023.

Editor’s Note: With the approaching introduction of the first all-electric Alfa Romeos (at the moment, still not quite waiting in the wings – see next article), perhaps it is time for readers to consider a recent account of some experiences of long-distance travel across Australia undertaken in an electric vehicle – a Tesla, no less!

Those braver AROCA WA members among us who may be willing to travel to a national event like Alfesta, each year held somewhere in the eastern states, might want to think about the additional considerations that become necessary when they first decide to cross the Nullarbor driving their new Alfa Romeo EV. The article appearing below, while written about a recent return trip involving a Tesla between Sydney and Perth, does make for interesting and informative reading.

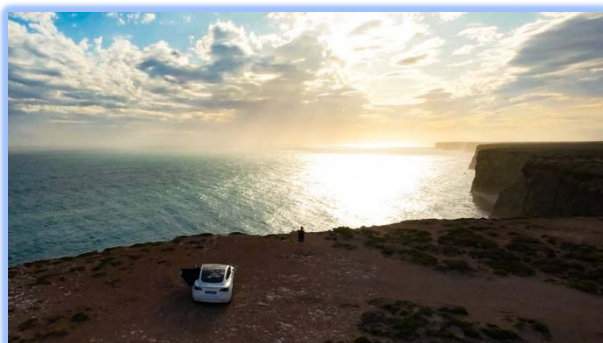


Rob and Sally needed a holiday, so they jumped into their EV and drove from Sydney to Perth – and then immediately drove back again. They wanted to know what the experience would be like. They also thought it might be a good opportunity for them to show the world how easy it is to drive between the Pacific and Indian Oceans in an EV.

One thing that they found out was that they are not the only EV drivers doing this trip. With electric

vehicle sales in Australia in 2022 up 65%, compared to 2021, EV owners have been reaping the benefits of cheap fuel as they seek out new frontiers with their cars.

Rob and Sally are passionate renewable energy advocates. Rob runs a YouTube channel ([@SydneyEV](#)) where he discusses aspects of EV ownership, including charging, infrastructure, EV features, and dealing with range (rather than rage). Sally makes plenty of YouTube appearances too. Undoubtedly, we will see videos of their epic trip on their channel soon.



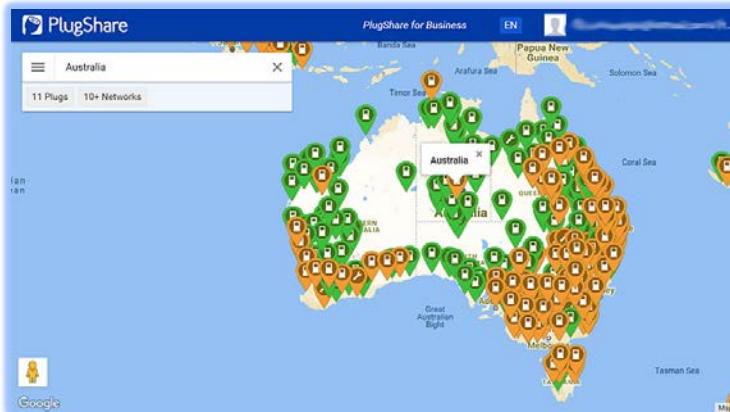
Meanwhile, this is an outline of their trip which also describes their thoughts about the journey. But first, adjacent is a view of their Tesla overlooking the Nullarbor cliffs above the Great Australian Bight near the WA-SA border.

Planning The Trip

‘SolarQuotes’ was particularly interested in how they managed to charge their vehicle while on the trip. Did they plan the trip before they left, or just

hit the road and then see what happened out there? Rob says, “The only part that we really planned was from Sydney to Broken Hill. Many of the sites on that route are in the NRMA network, but they only have one charger per site, so you need to make sure that each of them is working before you go. We simply checked on ‘PlugShare’ to make sure that they have recently been used, then off we went.”

For non-EV owners – [PlugShare](#) is a website and mobile app that helps electric vehicle drivers to find charging stations along their route. Users can search for charging stations by location, connector type,



and/or availability, while also reading reviews and photos of the stations. The link to the [PlugShare map](#) is also available here on [SQ](#).

Charging Equipment

Below is a list of the assorted chargers, cables and adapters that Rob and Sally decided to take with them:

- Standard single-phase Tesla charger (used on trip).
- 15A single phase extension cord (used).
- 3-phase charger (used).



- Standard 3 phase adaptor for above (used).
- 32A 3-phase extension cord (not needed).
- Standard Type 2 to Type 2 extension (not needed).
- J1772 plug to Type 2 adaptor (not needed).
- 32A 3 phase to 15A single phase adaptor (not needed).
- 10A to 15A single phase plug adaptor (not needed).



Internet

Rob and Sally also purchased a [Starlink](#) kit including a satellite dish and modem, which gave them high-speed broadband at up to 150 Mbps anywhere along their route, even while driving.

They were able to track the car the entire way and collected data such as GPS position, average speed, average charge times, and power usage, as well as a whole lot of other stuff that they are yet to collate.

Road Tripping

Crossing the Nullarbor by EV is becoming more common than you might think. Actually, Rob and Sally met quite a few like-minded EV owners while crossing Australia. One Perth girl, who they met in Poochera, SA, had just finished her return trip from Perth to Sydney in a BYD Atto 3.

In Ceduna, another Tesla was charging at their hotel. The driver was heading from Brisbane to Perth. On two occasions, while at the Nullarbor Roadhouse, Teslas pulled in to re-charge. On several occasions, Teslas also whizzed past, going the other way.

However, at the level of maturity of the current rural and outback charging network, it helps to have a casual approach when you decide to undertake a trip like this. Plan to enjoy the ride rather than being focused on looking at the clock with any “are we there yet?” mentality. Sally says: “As far as charging goes on the route west to Perth, after Broken Hill there is not much in the way of DC fast chargers until you enter WA. You do need to take it day by day because there is no guarantee that you will reach your destination at a particular time. Unfortunately, South Australia is a bit of a desert when it comes to DC fast chargers, apart from the southeast corner of the state. The most westerly located fast charger on the route across SA was in Clare. Other than that, we had to rely on 3-phase power outlets until WA.”



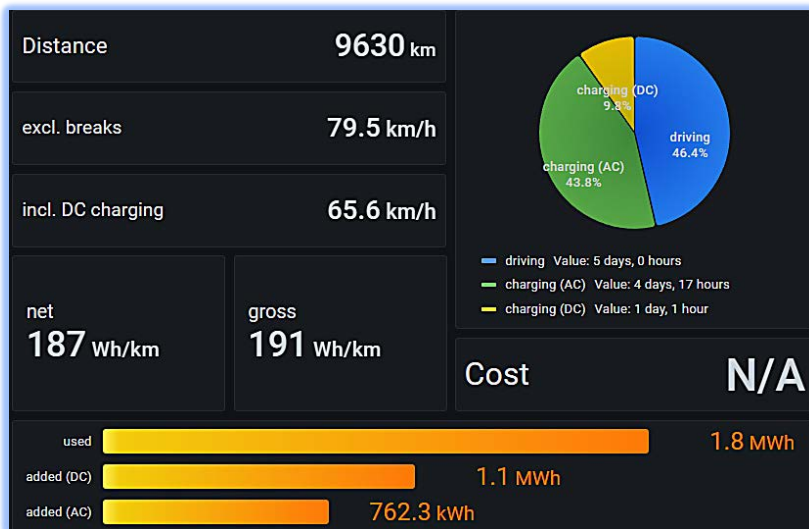
Fun fact: A 32A 3-phase outlet can charge at a rate of up to 22kW, depending on the vehicle. Rob and Sally's Tesla will only charge at 11kW with an AC charger. DC fast chargers start at 22kW, and some can charge up to 350kW. The process is much quicker with DC chargers because they don't have to convert (rectify) AC to DC, and so they can inject high DC current straight into the car battery. For example, a 20kW DC fast charger can theoretically charge a 60kWh battery in 3 hours (from 0%), whereas an AC charger will take about twice as long. You can read more about EV chargers in this [EV Charging 101 Guide](#).

The Fuel Bill

Sally says: "How much it typically cost to 'fill her up' depended on quite a number of things. While some places have a flat fee, others ask for a donation to the RFDS or to their local bush fire service. Some others charge an hourly rate, or charge by the kWh. At hotels, sometimes there is free charging with accommodation. All this information is available on 'Plugshare' which is updated with prices provided by an active user community".

On their trip, the average cost of charging on a fast charger was approximately \$0.40 per kWh, whereas slower roadhouse chargers cost about \$1 per kWh. Over the full return trip across Australia, the total cost of charging was \$714 for the 9,630km travelled, including all the Tesla Superchargers and the Chargefox DC fast charging stations used.

Compare that cost to an average petrol car (say consuming 9L/100km) with an average fuel price on the same route of \$1.95/litre¹, i.e., a total of around \$1,700 for petrol². That represents a saving for the electric car of almost 60%. Considering that Rob and Sally usually charge at home, using their surplus solar energy for free, the economics of electric vehicles do look good.³



Anything Learned On The Trip?

Rob says "Phone ahead! That way you will know if there is a charger available. It is easy if you put your route into 'Plugshare', which gives you a list with details of all the chargers available along the route with phone numbers. Phone up and give them your ETA. Every place was happy to see us and all were very friendly."

Charger Reliability

Forget range anxiety; that isn't really a thing for EV owners, the issue is more about charger reliability anxiety. As Sally says, "You don't always know if a charger will be available or working. To put it mildly, reliability on the non-Tesla network is lacking right now. Unfortunately, this is a big problem in Australia that needs sorting".

Car Energy Management (and 'Nerves of Steel').

¹ Early in March 2022, your editor found that petrol then cost close to \$3 per litre out on the Nullarbor!

² But taking additional days to do the trip, both ways, our EV owners also should offset the costs of more nights in motels.

³ While pulling a T-van across the Nullarbor last March, fuel economy was more like 14litres/100km! Refuelling was needed about every 400kms, i.e., similar to EV recharging frequency, but then our fuel stops were quite short & a van was in tow!



They learned to trust the range of the vehicle and found out exactly what it was capable of. And, just as in any petrol-driven vehicle, in an EV slowing down does save lives and improve fuel economy.

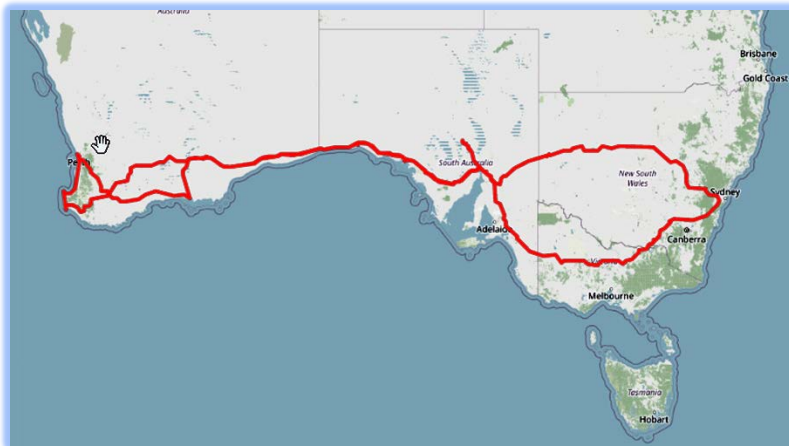
But, perhaps they pushed the envelope a little too far for Rob's liking, he confesses, "On the return trip, when leaving Madura, our destination that day was the Nullarbor Roadhouse. The car told us we would arrive with -5%

charge (translation: would not make it!) By adjusting our speed, however, we were able to reassess the energy demand on the go and so we drove past two roadhouses (Mundrabilla and Border Village) without stopping; finally arriving at the Nullarbor Roadhouse with 2% charge left 'in the tank'!" Anyone who has travelled on this remote stretch of road surely will agree that Rob and Sally certainly are made of sterner stuff than most of us mere mortals!

Improvements Are Needed

As stated above, the number of chargers available and, particularly, the reliability of the non-Tesla network are giant roadblocks to mass EV adoption across Australia today. Fortunately, this will change, but, in reality, it can't come soon enough. While not every potential EV buyer wants to own a Tesla, the network of 3rd party chargers should be reliable and more available. Most Tesla sites have at least 4 serviceable chargers, however, many towns have only one 3rd party charger, which may be out-of-service.

The Route



The next section shows a GPS tracking outline of Rob and Sally's route, including the distances, maps and the charging stops with charger details all shown, wherever possible.

Day 1 – Sydney to Cobar (684 kms)

A quick top-up was made at Bathurst (120kW Tesla Super-charger) while buying last-minute road snacks. The next stop was at Dubbo (120kW Tesla Super-charger), then a quick top-up at Nyngan for lunch (NRMA DC fast

charger) before heading into Cobar for the night (75kW NRMA fast charger).

Day 2 – Cobar to Jamestown SA (785km)

After a recharge at Wilcannia (75kW NRMA fast charger), the next charging point was at Broken Hill (50kW NRMA fast charger). Arriving at Jamestown, where we stayed overnight, there was free charging at the Jamestown Railway Hotel (Tesla 22kW charger).

Day 3 – Jamestown to Ceduna (597km)

A five-hour recharge was made starting at midday in Kimba, SA (32A 3 phase outlet – \$50 donation to RFDS). We later arrived at Ceduna with an overnight free recharge at our motel (11kW Destination Charger).

Day 4 – Ceduna to Mundrabilla WA (580km)



Lunch and a recharge occurred at the Nullarbor Roadhouse for 5 hours (32A 3 phase outlet – \$50 donation to RFDS) before we finally arrived for an overnight free recharge at the Mundrabilla Roadhouse (32A 3 phase outlet).

Day 5 – Mundrabilla to Norseman (621km)

Recharge at Madura Pass Roadhouse for 2 hours (22kW CCS2 DC charger – \$20 donation), then making another stop at Balladonia for 1.5 hours (22kW CCS2 DC charger – \$1 per kWh), before we finally arrived at the Norseman Caravan Park for slow charging overnight using just a 15A single phase outlet.

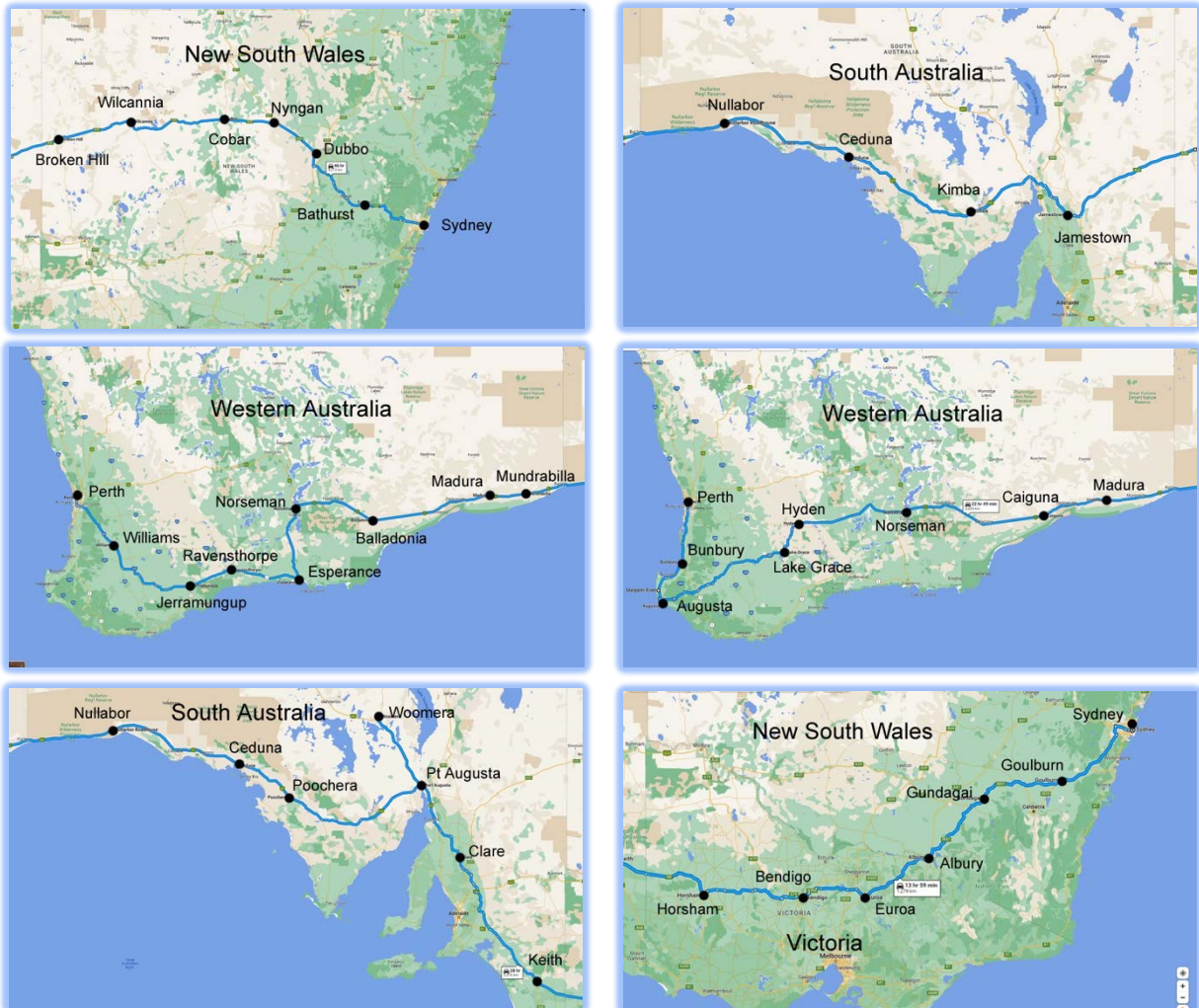
Day 6 – Norseman to Jerramungup (470km)

We recharged at the Esperance Country Comfort Motel for 2 hours while doing our laundry for a \$10 fee (11kW Destination Charger) before heading to Ravensthorpe for a recharge (11kW Tesla Destination charger), and then staying overnight at the Jerramungup Caravan Park (22kW DC fast charger).

Day 7 – Jerramungup to Perth (441km)

After a 10-minute stop at Williams (250kW Tesla Supercharger), then we then spent a day in Perth before heading to Bunbury (Chargefox 50kW RAC Electric Highway network – 45c/kWh).

The Charging Points Used



Return Trip

Day 8 – Bunbury to Augusta (145km)



Travelling via Margaret River, then overnight stay at Augusta (Chargefox 50kW RAC Electric Highway network – 45c/kWh).

Day 9 – Augusta to Lake Grace (409km)

Overnight stay at Lake Grace (Chargefox 50kW – public donation for the Perth to Esperance EV Highway).

Day 10 – Lake Grace to Norseman (400km)

Travelling via Hyden with a midday charge at the Hyden Roadhouse for 2 hours (32A 3 phase outlet – 40c/kWh), then via the dirt road between Hyden and Norseman to an overnight stay at the Norseman caravan park (with its slow 15A single phase outlet).

Day 11 – Norseman to Caiguna Roadhouse (372km)

Recharge at Caiguna on a 50kW DC fast charger powered by cooking oil. Overnight camping (\$50 flat fee).

Day 12 – Caiguna to Nullarbor Roadhouse (534km)

We 'topped up' at Madura (22kW CCS2 DC charger – \$10/hr donation to RFDS). Then, leaving Madura with an estimated -5% on our intended arrival at the Nullarbor Roadhouse, we bypassed the Mundrabilla and Border village chargers as we found that by reducing speed to 90Kmph it increased the car's range. However, we arrived at Nullarbor Roadhouse with only 2% remaining in the battery. Charged overnight at the Roadhouse (32A 3-phase outlet – \$50 donation to RFDS).

Day 13 – Nullarbor Roadhouse to Ceduna (297km)

Left the Roadhouse at 5:30 am, as another EV driver had arrived from Melbourne on the way to Perth at 5 am. Arriving at Ceduna mid-morning, we relaxed in town with a free overnight recharge at the Ceduna Motel (22kW Tesla Destination charger).

Day 14 – Ceduna to Port Augusta (469km)

Made a mid-way charge at the Poochera Hotel (32A 3 phase outlet – \$20 fee). The hotel owner says he wants to install fast chargers as there are now so many EV drivers arriving to recharge, and the local petrol station has closed down. Overnight charge made at Port Augusta (11kW Destination Charger).

Day 15 – Day trip Port Augusta to Woomera and return (362km)

Overnight stay at the same motel in Port Augusta and a recharge (11kW Destination Charger).

Day 16 – Port Augusta to Horsham (736km)

Charged at the Clare Valley Supercharger (150kW Tesla Supercharger – 51c/kWh), then at Keith (Chargefox 100-350kW DC fast charger), before driving on to Horsham for an overnight stay and charge (type 2 charger).



Day 17 – Horsham to Sydney (1060km)

13.5 hours total trip time, including charging at Bendigo (120kW Tesla Supercharger), Euroa (120kW Tesla Supercharger), Albury (120kW Tesla Supercharger), Gundagai (120kW Tesla Supercharger), Goulburn (120kW Tesla Supercharger), then returning home to Sydney.

Final editorial comment: This is valuable information concerning current EV recharging capabilities and requirements in rural and outback locations across southern Australia, together with data on the resultant impact on the time required for an EV road crossing of the continent. The article teaches that it is critically important that very fast charging stations be placed and maintained at all locations (however remote). It is also clear that the advent of extended range batteries is needed to improve long-distance touring in an EV. Recent reports have suggested that EVs with >1000 km range batteries may arrive in the market soon. Achievement of these goals will be required for Australian long distance road travel in a post-fossil-fuel environment. Of course, local urban commuting in an EV is not that much of a problem today, even if requiring the use of your slow at-home charging capability into your current range-limited battery. ◆



ALL-ELECTRIC ALFA B-SEGMENT SUV LAUNCHING IN 2024

Edited from an article by Luke Wilkinson in www.carmagazine.co.uk on 8th December 2022.



Giulia saloon.

Alfa CEO, Jean-Philippe Imparato, confirms that work is underway on a new B-segment electric SUV to be unveiled in 2024. It will slot into the line-up below the Tonale and against rivals from Peugeot, Mercedes and BMW.

This B-segment crossover will kick off Alfa's ambitious plan to launch a new car every year between now and 2029. It should also become a major breadwinner in Alfa Romeo's electrified line-up, while granting Alfa the financial wriggle-room to launch exciting products like its upcoming supercar and a replacement for the

Until recently, projects like these were hanging in the balance. Imparato told CAR Magazine that, when it was governed by FCA, Alfa Romeo was losing money which made it difficult to secure funding from head office. While plans weren't shelved after Stellantis took charge in 2021, new group CEO Carlos Tavares wasn't prepared to let other brands bankroll the Alfa Romeo product strategy.

Imparato expects this new SUV to bring in big numbers for Alfa Romeo, as it will be marketed as an upgrade for drivers of the company's older, smaller, high-volume vehicles. He explained the SUV's positioning, saying: 'What do I give to the owners of a MiTo? What do I give to the owners of a Giulietta? What do I give to the guys who bought the Stelvio in 2018 and now want to continue with us? The first answer is the Tonale PHEV, but the second is this launch in 2024.'



"With these two launches, we will tick the boxes of 'Alfa Romeo is sustainable' because Alfa Romeo is able to feed its finances with a car that brings some volume but that is affordable for people who are waiting for us in this segment."

Imparato has brought Alfa Romeo a long way since being appointed the Alfa boss in January 2021, but there is still some way to go. Nonetheless, he is confident that his strategy will improve the firm's position, both in terms of profitability and its reputation within Stellantis.

"I'm back to profit since 2021," he said. "At the end of 2022, we are crossing [margins for] the full year 2021. So, in one semester, we made the same amount of profit of the full year 2021. Boom. So, having said that, when you come back to your president and ask: Hey, Carlos, I would like to close the product plan until 2030; you are more welcome than you would be if you were losing money."

The crossover will be based on the same e-CMP architecture that is in the new Jeep Avenger. It will share that car's 51kWh battery pack and 154bhp electric motor. Launch edition models will probably be front-



wheel drive only, but it is likely that Alfa will introduce a more powerful four-wheel drive variant in the future. Jeep has already tested an Avenger 4x4 concept, which means the technology is available and should be compatible with the Alfa chassis.

Like the Avenger, the Alfa's maximum range will be around 375 kms on the open road or 500 kms around town. Charge times should be fast as Jeep says that the Avenger can recover an 80% charge in 30 minutes if connected to a 100kW rapid charger.

Naturally, electric power is the focus of Alfa's new baby SUV, especially in view of Alfa Romeo's plans to become an electric-only car manufacturer by 2027. However, Imparato told Wilkinson that, in certain markets, the car will also be available with a mild hybrid powertrain (likely based on the Stellantis group's 1.2-litre three-cylinder PureTech petrol engine) to bring the price down to a more affordable level.

Imparato explained: "We are in a world where people cannot afford to always pay £40,000 for a car. So, I will have a hybrid version and an MHEV version in parallel." Despite this statement, there is no guarantee that the hybrid model will be sold in the UK (or Australia?), especially if EV sales continue their upward trajectory. Imparato points out: "I can easily sell the car either in BEV or MHEV form. For me, the engine is not something anymore that we can use as a differentiator."

I can easily say: "Okay – in UK, if you want to be BEV guys, that is no problem. Or in the Netherlands, if you want to be full BEV? No problem. In Italy? No, because I know that Italy needs some hybrid versions. But it's completely feasible. It's the same Alfa Romeo whatever the engine."

Imparato walked Car Magazine through his new SUV's straightforward trim range, which closely follows the conventions used for the Tonale. This system was designed to suit Alfa's new online sales model, which is to be rolled out over the next couple of years.

"Two engines, two trims, two packs, five options, all put out the same everywhere," he said. "Net pricing, same range, super simple – because you would switch to selling online in parallel with your guys in the [dealer] network, with exactly the same price for everybody, whatever the country."

Alfa is still coy about this new SUV's name, but Jean-Philippe hints that it will be inspired by the company's back catalogue. He says: "Okay, let's take back all of the data since the beginning, right? 8C, 6C, Cento, Cinquento – everything. So, you have a pizza of the ingredients."

"We put everything on the pizza – but what is the choice? It's more a name? It's more numbers? How do we disrupt without betraying our history? To answer your question, the naming strategy will need to be far more driven by the respect we have towards our history."

"The naming strategy will be absolutely Italian-rooted. And that's important you see, because if, in this context, where you have all the worldwide competition coming at us, we have to be straight and sharp in our position. If you should derail, you open a Pandora's Box and you can have an issue. Do not derail. You are Alfa Romeo. You are Italian. You are sportiness. Do your job like that." ♦



RECENT ALFA SALES

Edited from reports found in the March 2023 online edition of Sports Car Market (SCM).

BONHAMS KNOCKE-HEIST, BEL

1948 ALFA ROMEO 6C 2500 SS Pinin Farina cabriolet.



S/N 915696. Eng. # 928001. Verde Petrolio/beige cloth /beige leather. RHD. Odometer: 28 km. 2.4-L I6, 3x2-bbl, 4-speed. Built in late-1948, sold early 1949 to an Italian customer, then in "petrol green." Sold to USA in 1958 with 100k already shown on the clock. San Diego-based student, Fred Puuhn, was involved in a crash on the day he collected it. Long repairs followed, during which the car was repainted red. Puuhn kept and used it until the early '60s. It then stayed with different owners in the San Diego area until 2013. Sold to Europe and restored in France in 2019, including back to its original colour. Almost fully documented and unseen until now. Cond: 2+.

NOT SOLD AT US\$518,261. *This is a concours-level restoration.*

Even if paint quality is not entirely flawless, this Alfa has the

"wow" factor. It looks stunning, with an interesting history as well. However, the asking price of over US\$600k was clearly too high compared to the market average of around US\$500k, which is where the bidding stopped. The car was sold post-auction for an undisclosed amount.

ONLINE ROUNDUP

1955 ALFA ROMEO 1900 Super sedan.



S/N AR190014396. Blue/grey vinyl. Odometer: 68,934 km. 2.0-L I4, 2x1-bbl, 4-speed. This is an attractive post-war Alfa. Unibody construction with wishbones and coil-spring independent front suspension. It was advertised by Alfa in-period as "The family car that wins races." Nice, even interior patina, although the exterior is a bit rough, with paint cracks, chips and bubbles. Car has been stored and not run in a while and so will need mechanical attention. Offered with no history or service records. This car is in need of a restoration. Cond: 3-

SOLD AT US\$24,567. The Market by Bonhams, 12/1/22. *1900 Super sedans are rarely seen at auction and so are difficult to*

value. While the mechanicals are fairly straight-forward, sourcing parts could be a problem. Based on this lot's likely needs, it appears to be well sold at the final price.

1967 ALFA ROMEO DUETTO spider.



S/N AR664465. Rosso/black vinyl. Odometer: 56,246 miles. 1,750-cc I4, 2x2-bbl, 5-speed, LHD. It is well known that vintage-car buyers prize information, history & documentation when looking for that dream car - but not a 'question mark' that is dropped off with a dealer for sale. This lot seems a nice driver-level car, claimed to be "well maintained," but with no records or history mentioned. Thick-looking paint with normal vintage-Italian panel gaps, but nicely presented seats and dash. Clean undercarriage. Cond: 3. **NOT SOLD AT US\$24,100. eBay, 12/4/22.** *While this lot gathered some interest, with over 40 bids, on-line bidders usually seek a big discount for cars without*

documentation. For this lot, the desired discount was too much, and the seller was right not to sell the car at the highest bid received. The car remains for sale on the dealer's website for US\$39k. ♦



2023 CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
<i>Club Picnic Evening</i>	<i>Tuesday 10th January 2023</i>	<i>Sam Calabro</i>	<i>Meet at Swan River, South Perth for fish & chips club night. Details below.</i>
<i>February club night</i>	<i>Tuesday 7th February 2023</i>	<i>Aidan Daly</i>	<i>At Light car club of WA — beer wine & pizza available</i>
'Nautical Drive' weekend	25 th & 26 th February 2023	Aidan Daly	Drive from Perth, then weekend of events in Busselton. Attendees need to book own accommodation. Details are provided below.
Club night at the Como Hotel on Canning Hwy, Como	Tuesday 7 th March 2023	Greg Smith	Meet at the Como Hotel between 6:30 and 7:00 for an informal dinner and discussions about our Alfas.
Ferguson Valley weekend	11 th -12 th March 2023	Enzo Simeone & Sam Tornatore	Currently 11 vehicles are booked on the tour and staying for Sat night, with 3 more only doing the Saturday day trip.
Jag car club track day	Tuesday 21 st March 2023	Andrew Murray & John Reed	At Wanneroo – AROCA WA members are invited to join Jag club's track day.
Shannons Classic Car Show at Ascot	Sunday 26 th March 2023	TBD	Announcement appears below. Note no Alfa group space booked in 2023. Fiat 124s will be there to celebrate Fiat's 124 th anniversary.
Motorsport Festival in Northam / Sunday visit	Sunday 2 nd April 2023	Steve Sugden	Sunday morning run and breakfast while en route to Northam. Note event scheduling issue question now resolved – it is on! Steve has a run plan and tour group breakfast for the 2 nd April morning.
Alfesta 2023 in Toowoomba, Qld.	6th to 10 th April 2023	AROCA QLD.	Aidan will attend. Easter event in Qld still short on attendees apparently.
Classic Cars and Coffee (UWA).	Sunday 7 th May 2023	Aidan Daly	First official Alfa club day at CC&C?
British Car Day Raid to GinGin. This date is also National Motoring Heritage Day.	Sunday 17 th May 2023	Richard Peirce, or TBD?	Plan is to run direct to GinGin and later repeat past annual run + coffee in Bindoon – but to do this on the return trip. Maybe will also consider a lunch at Stringy Bark winery.
Albany 'Classic' long weekend	3 rd & 4 th June 2023	Aidan Daly, Andrew Murray	Notification went out for anyone planning to book accom. in Albany. Group dinner in Albany planned. June meeting at UWA.
Classic Cars & Coffee (UWA)	Sunday 4 th June 2023		
Alfa Birthday dinner	Saturday 24 th June 2023	Andrew Murray, Greg Smith	Availability of "1934 Restaurant" at Italian club is being investigated.
Classic Cars & Coffee (UWA)	Sunday 2 nd July 2023	Aidan Daly	This may become a formal CC&C Alfa club meeting for third quarter 2023.
Stellantis day concept	TBD	Aidan Daly	Progress report on this concept has been developed. Aidan testing interest with relevant car clubs in WA.



Winter weekend away	Dates TBD	TBD	Considering multi-day tour to RAC Karri Valley resort and on to Margaret River.
Other event proposals?			Technical events, e.g., Sat morning paint shop, detailing or bodywork. Event at Steve Boyle's and Bernard Cecchele's workshops ?
New members night or day time BBQ.	Probably in May or June	Aidan & Greg	May or June club night, or a weekend day BBQ – TBD.
Como Classic Car Show, 2023 at Wesley College www.comorotary.org	Sunday 8 th Oct. 10AM - 3PM	TBD	Will WA Alfa Club have a formal display this year, or will it be up to individuals who wish to attend?
Pasta Run	October	TBD	Details to come
Italian Car Day	November	TBD	Details to come
Christmas run and Lunch	December	Greg Smith	Sunday morning club run to precede a leisurely Christmas lunch.

3^RD SUNDAY INFORMAL RUNS CONTINUE



DATE: Every third Sunday of the month
TIME: 09:30 coffee, departs 10:00.

STARTS FROM: Boatshed café, South Perth.
 See: <https://goo.gl/maps/KVSxLuP4Atx>

Every 3rd Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park near the Boatshed café and the water ramp in the foreshore park. These informal

trips depart soon after 10:00am.

A run can commence once participants decide to depart from this starting point. Either individuals or groups can do so as soon as they like after 10:00.

This informal monthly event will continue as per normal during 2023.





NEXT CLASSIC CARS & COFFEE

The poster features a photograph of a red Alfa Romeo sports car in the foreground, parked on a paved area. In the background, there are other classic cars, people, and trees. The text "CLASSIC CARS & COFFEE PERTH AUSTRALIA" is overlaid on the top half of the image. At the bottom left is a circular logo with the text "Classic CARS & COFFEE". At the bottom center, the date and time "SUNDAY 5 MARCH 08:30 - 10:30" are displayed. At the bottom right is an icon of a blue coffee cup with the Alfa Romeo logo on it.

**At the University of Western Australia. Event starts at 08:30, ends at 10:30.
Do try to get there well before 08:30 though if you want to avoid the long line of cars
entering the carparks! Look for the other Alfas and, if possible, and park as a group.**



N A U T I C A L D R I V E F E S T I V A L 2 0 2 3

Cruise from Perth to Busselton • Show & Shine • Competitions • Outdoor Movie • Treasure Hunt • Food Vans & More



FEBRUARY 25TH-26TH
2023

📍 Barnard Park, Busselton

Proudly Supported by



The Nautical Drive Festival will take place over the weekend of 25-26th February 2023.

Tickets are available to the general public. You do not need to be a member of a Car Club in order to attend.

It is expected that 100-150 cars will be present. Note that 5 or 6 Alfas have already booked. Tickets for the event are \$55.00. You will need to arrange your own overnight accommodation in Busselton on the Saturday night.

Date and time: Sat, Feb 25, 2023, from 11:00 AM until Sun, Feb 26, 2023, at 3:00 PM

Location: Barnard Park, Busselton, WA 6280

To obtain tickets for the Nautical Drive, book using this link:

[Nautical Drive Festival Tickets, Sat, Feb 25, 2023 at 11:00 AM | Eventbrite](#)





AROCA WA'S CLUB NIGHT FOR MARCH 2023

Tuesday 7th March 2023



COMO HOTEL

243 Canning Highway,
Como, WA, 6152

Phone: (08) 9367 6666

For the WA Alfa Club's March 2023 club-night, we will meet at the COMO HOTEL for an informal dinner and discussions between members concerning all matters Alfa.

We look forward to seeing you at the March club night to be held at the Como on Canning Highway on Tuesday 7th March from 18:30. Plan to order dinner by 19:00.

Do look for the other Alfas lined up in the carpark.

- - - -

PERTH CLASSIC CAR SHOW



bookings@premevents.com.au

Ascot Racecourse, Sunday 26th March 2023.



J A G U A R C A R C L U B T R A C K D A Y

Tuesday 21st March 2023

JCCWA invites members of the WA Alfa Romeo Club to join this event at Carco Wanneroo Raceway. The format is a Super Sprint with timing based on Regularity.

- Gates open shortly after 7AM. Scrutineering/registration at 7.30AM.
- Driver briefing at 8.15AM.
- Familiarisation laps start at 8.30AM (depends on number of first time participants.)
- Sessions comprise 1 warm up lap, 3 timed laps, plus one cool down lap.
- Cars in small groups are signalled onto the circuit, one group at a time at regular intervals. It gives drivers a clear circuit for the timed laps and allows them to focus on consistency.
- Sessions continue until drivers or cars are worn out or available track time expires.



Registration

All entrants should register very soon. Numbers limited to 30 participants. Register early - avoid disappointment. Register and pay using the Green Register Button below. Entry form, day licence application and disclaimer must be downloaded, completed, signed and ready to hand

in on the day.

Click on [Track Documents](#) to download and complete forms so that you assist the organisers to commence track activities on time.

Click on [Information](#) to download other **important reminders** for the day.

Driver's apparel

- Long sleeved shirt & long trousers (slacks for ladies) – preferably in cotton. Closed shoes.
- Helmets available for hire at the track at a cost of **\$22 per helmet** and hair cover.

Car checks

All cars scrutineered before the event. It is the driver's responsibility to present cars in road-worthy condition. Loose items must be removed from car. Licenced or unlicenced cars not deemed safe will not be permitted to participate.

Timing

No timing devices allowed in the vehicle other than the Dorian timers which are supplied on the day. No pit wall, radio or phone communications to or from the driver permitted.

Cost.

Entry cost per driver is **\$130.00 for JCCWA members and \$170.00 for non JCCWA members**. There are no ATM facilities available at the track. **Payment should be made online after registering.**

Lunch.

A light lunch is available at no cost to participants and officials. This will be served from midday.

Licences and cost.

Compulsory AASA day licences available for **\$25** if you don't have a valid CAMS or AASA licence.

DON'T FORGET TO BRING YOUR COMPLETED FORMS & LICENCE TO PRESENT ON THE DAY.

[Register](#)

[Not attending](#)

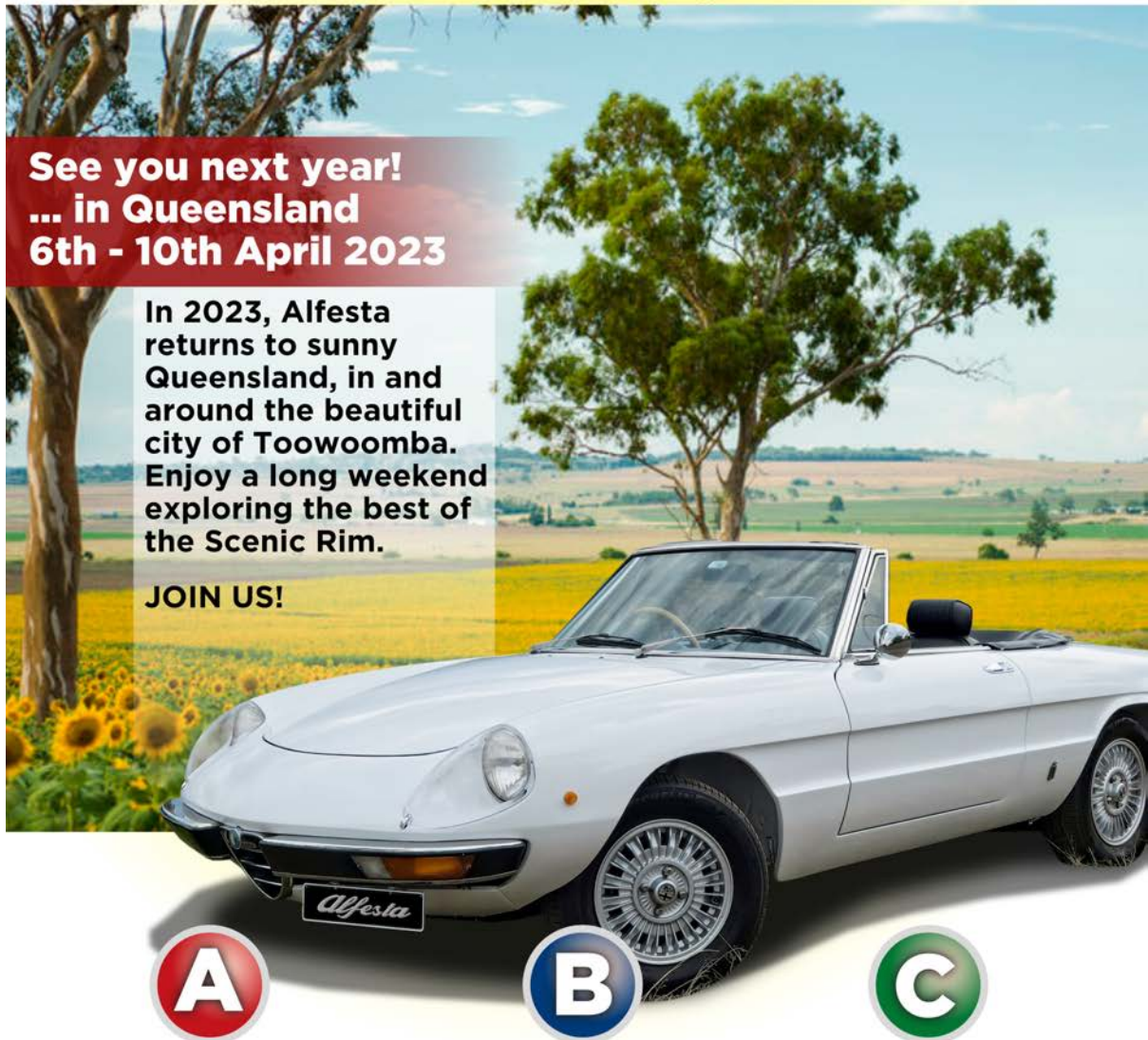


Alfesta 2023 TOOWOOMBA

**See you next year!
... in Queensland
6th - 10th April 2023**

In 2023, Alfesta returns to sunny Queensland, in and around the beautiful city of Toowoomba. Enjoy a long weekend exploring the best of the Scenic Rim.

JOIN US!



Create an account on the Alfesta 2023 website and register your interest



Select and pay for your accommodation directly with the hotel



Select your Alfesta Activity Package via the website and pay directly to the Club

<https://www.alfesta2023.net>
email: admin@alfesta2023.net





A L B A N Y ' C L A S S I C '



June Long Weekend - Saturday 3rd & Sunday 4th June 2023

Mount Clarence Hill Climb is on Saturday 3rd June.

Albany Classic "Around the Houses" will be held on Sunday 4th June.

Details and Registration -see:

<https://albanyclassic.com/>

Note that a group from the WA Alfa Club will be in Albany over this long weekend; some are competing in events, others will be watching the racing and/or attending social activities. As in past years, an informal dinner will be held for WA Alfa club attendees who are at the Albany Classic.

Accommodation in Albany

If you are planning to visit Albany over this year's June long weekend, be aware that it is highly advisable for you to book your Albany accommodation ASAP!

Historically, accommodation in the town books out over this weekend with many very early reservations from keen Albany Classic competitors and spectators.

To book accommodation in Albany:

<https://www.amazingalbany.com.au/accommodation/>

BURSON AUTO PARTS
THE PARTS PROFESSIONALS

ALBANY Classic
EST. 1936

2022

"Around the Houses"
in Albany WA

Saturday 4th June 2022
Mt Clarence Hill Climb

Sunday 5th June 2022
"Around the Houses"

- * Vintage & Classic Cars
- * Entertainment
- * Car displays & more

Further information
www.albanyclassic.com
coordinator@albanyclassic.com

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AW7219876



AROC NZ'S 50TH ANNIVERSARY

Be there in Wellington, New Zealand, in October 2024



Kia Ora! This year, 2023, AROCA NZ's national event, 'Festa Annuale,' is scheduled for Christchurch, New Zealand on 13-15th October. As always, international Alfisti are welcome.

Perhaps more importantly, in **October 2024**, the **50th Anniversary Celebration of AROC NZ** is being held in **Wellington, NZ**. This important celebration will include Alfa tours that start both at the top of the North Island and the bottom of the South. Eventually the two tour groups will join up in Wellington for AROCA NZ's 50th Anniversary Celebration. Anyone from Australia interested in joining AROC NZ members at this important event will be very welcome.

TREASURER'S REPORT FEB. 2023



ALFA ROMEO OWNERS' CLUB of AUSTRALIA (WA Division) Inc.

Treasurer's Report as at 16th February 2023

Opening Balance b/f 20/01/2023 \$7,575.40

INCOME

Memberships

PAYMENTS				
14/02/2023	I.Olsen	Renewal Motorsport Mem	\$787.00	
	A.Murray	Liquorland reim Club Night	\$89.30	
	D.Hamlyn	Postage on Member cards	\$24.00	
TOTAL PAYMENTS				\$900.30
Net Movement				-\$900.30

Closing Cash Book Balance \$6,675.10

Closing Balance Westpac 16/02/2023 \$6,675.10

Reconciliation Variance \$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 20/01/2023 \$14,234.47

Interest Received 31/01/2023 \$14.35

Closing Balance c/f 16/02/2023 \$14,248.82

TOTAL FUNDS AVAILABLE \$20,923.92

EDDIE BERNARDI
TREASURER
16th February 2023





NEW MEMBER APPLICATION AND CURRENT MEMBER RENEWAL

Dear current AROCA WA members and others considering applying for membership in AROCA WA,

NOTICE TO CONCESSIONAL LICENSE HOLDERS: *Those AROCA WA members who make use of Western Australia's concessional licensing system to register their historic Alfa Romeos must remain as financial members of the club into each new financial year so that their vehicle's concessional license remains in tact.*

NOTICE TO NEW MEMBERS: AROCA WA seeks to increase the number of WA Alfa Club members among Western Australian Alfisti.

Whether you wish to become a new AROCA WA member, or if you need to pay your AROCA WA Subscription for the present financial year, please complete the information request shown over-page and pay your subscription amount to the club, following either of the methods outlined below.

The annual fee continues to be \$80.00 for the financial year, 2020/2021. **Please note that AROCA WA membership renewal for all existing members falls due on 30th June each year.**

You can either pay this subscription fee by cheque, making it payable to AROCA WA and then mailing it C/- The Secretary, AROCA WA, P.O. Box 8231, Perth BC, WA, 6849.

Alternatively (or from the club's point-of-view, much preferably), you can pay the amount directly by making an electronic transfer into the club's bank account using the following details:



**Account Name: AROCA WA.
BSB: 736-054
Account No.: 070313.**

(Do note that, if you are paying electronically, then you should include your surname in the payment reference and also advise the club of your payment via a separate email.)

Membership Fee: \$80 (1st July 2022 – 30th June 2023)

Associate Member Fee: \$80 (1st July 2022 – 30th June 2023)

We look forward to seeing you at the WA Alfa Club's future events.

Aidan Daly
President, AROCA WA.



FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

ADDRESS: _____

_____. POSTCODE: _____

LANDLINE: _____ MOBILE: _____

EMAIL: _____

NEW MEMBER, CURRENTLY PAID-UP MEMBER (OR PAST MEMBER):

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

Manufacturer	Type	Year	Colour	Registration OR Concession Plate # <i>(if applicable)</i>
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Please complete the above form and email it to AROCA WA at memberships@alfaclubwa.com.au.

IMPORTANT NOTE FOR THE AROCA WA CLUB'S CONCESSIONAL LICENSE HOLDERS:

If you are a concessional registration plate holder, note that data on your concession registration has to be provided annually by the club to fulfill Western Australian state regulatory requirements. The due date for this information provision falls immediately after 30th June.

Therefore, be sure to renew your membership before the end of each financial year in order that your concessional vehicle registration remains current. Otherwise, as a non-financial member who owns a Code 404 concessional registered vehicle, you will be deemed by the WA Department of Transport to be unlicensed.



OWNER DECLARATION – CODE 404 CONCESSIONAL VEHICLE LICENCE

I declare that the vehicle, as listed below, is in factory standard specification. I acknowledge that, if the vehicle is modified, then it no longer complies with the regulations and cannot be used under Code 404.

I understand that the onus is with the owner of the vehicle to ensure that the vehicle as listed complies with the regulations and that it is driven within the conditions applied under Code 404. The owner must at all times be a financial member of the Alfa Romeo Owners Club of Australia (WA Division) for the Code 404 registration to remain valid.

Name of Owner:.....

Alfa Club Membership number:.....

Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

If you own a concessionally registered vehicle, please complete this form and then email it to the attention of AROCA WA's Concessional registrar at concessions@alfaclubwa.com.au



DRIVING YOUR CONCESSIONALLY LICENSED ALFA LATEST UPDATE

Dear Members,

The Department of Transport (DOT) has recently advised several clarifications to the Code 404 Concession scheme and, in particular, the conditions for undertaking an impromptu run in your CODE 404 concessionally licenced vehicle.

The Alfa Romeo Club impromptu run form (attached on the following page) has been updated to capture some additional information that the WA DOT now requires be recorded by the club.

Please discard any old forms you may have saved.

FROM NOW ON, ONLY USE THE VERSION ON THE FOLLOWING PAGE.

If you are undertaking a run, please either complete the form and return it via ordinary mail to the club, or else, please email the following details, to me directly (see address below), at least one or two days before the run so that I can enter this run into the Club log before you go on your concessional run.

Note, this applies to Code 404 concessionally licenced vehicles only. It is additional to other permitted uses that are detailed in the Code 404 handbook.

If you have any questions, please do not hesitate to contact me.

Cheers

Steve Sugden

Concessions Officer,

Alfa Romeo Owners Club of Australia; W.A. Division

M: 0419.490.527

E: concessions@alfaclubwa.com.au



Owners' Club of Australia (W.A Division) Inc.

ABN 75 478 073 135

P.O. Box 8231, Perth BC, WA, 6849

www.alfclubwa.com.au

Impromptu Run Advice

If you wish to take your Code 404 concessionally registered vehicle on an "Impromptu Run" please complete this form and return via email, or email the required details to the AROCWA Concessions Officer at concessions@alfclubwa.com.au who will record it in the club log.

An Impromptu Run is a one-day event, meaning the run must commence and end on the same day. It can involve one or more vehicles.

Note: Activities you can undertake without notifying the Club are detailed in the Code 404 Handbook (<http://www.councilofmotoringclubs.asn.au/index.php/downloads/code-404/22-code-404-handbook-v3/file>) include:

- Any advertised AROCWA or other Car Club event.
- Travel to and from a place of repair or mechanic.
- Within a 30km radius of the registered address for the purposes of maintenance and repair (e.g. keeping the car running reliably, battery charged, refuelled etc).

Run Details:

Date:	
Start Time (Approximate):	
Finish Time (Approximate):	
Start Address:	
Destination:	
Finish Address:	

Participating Members:

First Name	Surname	AROCWA Member No.

Participating Vehicles:

Vehicle Make/Model	Registration Number

It is advised to keep a copy of the completed form or email with you while on the run

AROCWA Code404 Impromptu Run Form_V1.1.docx

29-Jul-22



Preferred Partner Program

Welcome to the Alfa Romeo® Preferred Partner Program

You can now take advantage of some incredible discounts across the Alfa Romeo® range.

Just head to www.alfaromeo.com.au/fleet using the Preferred Partner Login code below.

Company Name: Alfa Romeo Owners Club of WA

Preferred Partner Login: APP6753

How to Redeem



Select the model you wish to purchase and click 'Redeem Offer'.



You'll then receive a voucher through email displaying your bonus offer.



Print the voucher and present it to an Alfa Romeo® dealership to redeem and purchase your new Alfa Romeo.



MEMBER PROFILES IN PAST ISSUES

Below is a directory of profiles published to date in Alfa Occidentale, mostly based on interviews with individual Club members, but with some other interviewees from elsewhere. All profiles appear on the club's website and in Alfa Occidentale issues. <https://www.alfclubwa.com.au/newsletters/>
Note that the issue and page number where each profile appears in past magazines is shown below.

Profile	Issue	Page	Comment
Glen Phillips	5	22	<i>Glen is AROCA WA life member #2. A club hero of the WA Alfa & WA Fiat/Lancia clubs – both are surprised by how much Glen is involved in the other.</i>
Bruce Thomas	6	20	<i>Bruce is an AROCA WA foundation member. He has owned his beautiful green 105 GT which he bought brand new while in the UK.</i>
Norm Craven-Kelly	7	15	<i>Bruce Thomas recalls the late "Il Presidente", a key founder at both the Vic. & WA AROCA divisions and a larger-than-life character.</i>
John Schoen	9	17	<i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>
John Court	12	21	<i>Renovator of Alfas, classic British cars and military vehicles owner, many of which are in his lock-up factory, south of Fremantle.</i>
Andrew Murray	13	24	<i>AROCA WA president, Andrew has owned many important Alfas and other classic cars. He is a walking encyclopaedia on all matters Alfa – especially if it concerns a 105.</i>
Michael Barrenger	15	8	<i>Michael Barrenger writes about his "Alfettish" and the acquisition of sought-for cars he now has in renovation or modification.</i>
Leon Cottle	18	21	<i>AGOG founder, AROCA Vic Goldfields group convenor and serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>
Greg Smith	19	13	<i>Greg recalls his Alfa 75 QV in snowy New Jersey and its sad demise on the NJ Turnpike (on his birthday, but now 26 years ago!)</i>
Ivan Olsen	19	15	<i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa in Perth in 2009.</i>
Ugo Sivocci	25	13	<i>Early 1920s Alfa racing driver originated the Quadrifoglio Verde badge, the absence of which coincided with his death while driving.</i>
Keith Martin	28	8	<i>The founder of "Sports Car Market" magazine, multiple Alfa owner, US car concours judge and appraiser, talks about his recent stroke.</i>
John Reed	33	7	<i>Ex-Royal Navy engineer, John has built a 105 GTA replica and fully renovated his favourite Giulia Sprint GT – not just once, but twice!</i>
Paul Blank	34	10	<i>WA's classic motoring events organizer extraordinaire, Paul loves all types of classic cars. He has owned many - including Alfas.</i>
Keith Martin (update)	35	24	<i>Keith describes replacing his long preferred manual Alfas with automatic classic cars due to the limitations caused by his stroke.</i>
Rachelle Domansky	36	10	<i>Rachelle says: "At last, a female is profiled among all those male Alfa car addicts!" She owns a white Duetto named "Audrey".</i>
Piero Pagano	37	13	<i>New WA AROCA member, Piero's love of cars started very early. His career has always been in automotive electrics.</i>
Scott McKivett	38	10	<i>Scott is also new to AROCA WA. An auto mechanic with a life-long love of cars, he is currently restoring his 1973 105 GTV.</i>
Anita Percudani	40	10	<i>Anita joined AROCA WA in 2018. She has owned her 1969 Alfa 105 GT Junior since she first qualified for her WA driver's license.</i>
Kyle Atwood	42	14	<i>AROCA WA member, Kyle, drives a 2003 Alfa spider. An auto photographer, he has made many impressive car photoshoots.</i>

ALFA OCCIDENTALE

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Profile	Issue	Page	Comment
Peter Mathews	44	22	<i>In 2020, Peter became national coordinator of AROCA. He has owned some very well-prepared Alfa Romeos over a long period.</i>
Aidan Daly	47	12	<i>IT security guru and AROCA WA member, Aidan Daly, talks about the new Stelvio QV he recently drove out of the showroom.</i>
Sam Calabro	48	18	<i>Long-term AROCA WA member, Sam can't count how many 105 series Alfas he has owned (plus the Porsches, Alpines, Ferraris, etc.)</i>
Enzo Simeone	49	16	<i>Enzo loves driving his new Giulia QV, but worries about his beloved 105 GTV, which still waits for him, idle under its dust cover.</i>
Andrew Stevens	50	13	<i>Former club secretary, Andrew has lived in the UK since 2006. He drives his 1750 GTV to car events everywhere across Europe.</i>
Steve Sugden	51	10	<i>Club committee member and Alfa representative to the CMC, Steve Sugden loves his long-owned Alfetta GTV 6</i>
David Hamlyn	52	9	<i>Membership Secretary, David Hamlyn has many non-work interests including MotoGuzzis, Alfas, Electric Bikes, Kite Boarding, etc.</i>
Eddie Bernardi	55	18	<i>AROCA WA Club Treasurer, Eddie Bernardi, talks about his love for the black, 2.4 litre diesel Alfa 159 that he has owned since new.</i>
Richard Peirce	57	15	<i>AROCA WA member, Richard, owns Alfas, Mercedes and some British cars. Are there too many for him to drive them all?</i>
Norm Craven-Kelly	58 (& #7)	4	<i>On our 50th anniversary, the late "Il Presidente", a larger-than-life character and WA AROCA division founder is recalled once again.</i>
Bruce Thomas	58 (& #6)	9	<i>The profile of AROCA WA foundation and life member Bruce Thomas is similarly republished. Bruce's beautiful green 105 GT has been his since bought brand new in the UK over 50 years ago.</i>
Glen Phillips	59	13	<i>Life member #2, Glen is a club hero in both the Alfa & Fiat/Lancia clubs in WA. His profile appears again on our 50th Anniversary.</i>
Peter Neale	62	10	<i>Although not (yet) a club member, what a collection of written-off Alfa Romeos Peer Neale owns in Fremantle and elsewhere!</i>
Someone you know ?			<i>Alfa Occidentale is very keen to interview more WA Alfa Club members when this series of profiles is continued.</i>





T H E L A S T P A G E

Please also see the separately provided supplement about a visit by Greg Smith and Enzo Simeone to an open day held at the company "Unique EVs", based in Bibra Lake, WA.

Unique EVs restores interesting vintage cars (mostly these are 1960s era VWs to date). While doing so, it also transforms them into electrically driven vehicles.