



## WINTER NEWSLETTER 2025

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Keith Mitchell

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Laurel Buckingham  
Mort Shearer

## A word from the Editor

Welcome to the 2025 Winter Newsletter. In this edition you will read about the annual Euro Motofest organised by the Hunter Valley MG Club and the CIAO 19<sup>th</sup> Birthday Lunch and the many Mid-Week Coffee Runs organised by Club members. The final article was taken from Just Cars and gives a nice overview of the Alfasud.

I would love a Club member (or three) to tell the history of one of their cars.....

CIAO also held its Annual General Meeting, where a 'new' Committee was elected. Some familiar faces plus one or two newbies!

I am thankful to those who continue to contribute to this Newsletter, and to those who have written for the first time, Thank you to Warren and Laurel Buckingham, Michael Johnson, Mort Shearer, June Stewart and John Leeks. for their written and photographic contributions to this Newsletter.

Keith Mitchell (Editor)

## Vice-President's Report

Springtime and time to catch up with what has been happening during Winter. Unfortunately, there were many wet, cold days which meant many events were cancelled or postponed. Despite this, we still managed to get a quite a number of events in.

The mid-week coffee runs are still very popular, with the number of members attending growing with each event. However, by far the most outstanding event was the Club's 19<sup>th</sup> Anniversary Lunch at the Brown Sugar Restaurant at Warner's Bay. Deb and Michael Johnson did an excellent job organising it. Can they beat it next year?

We also have some new members:

Scott Buckingham	Fiat 124 Coupe	Mel Buckingham	
Joe Coglitore	1985 Alfa Guiletta	Michelle Coglitore	Olivar Coglitore
Max Belmonte	Ferrari 360 Moderna		

Welcome to CIAO. We are looking forward to seeing you at our next event.

Warren Buckingham

Vice President [vicepresident@ciaoauto.com.au](mailto:vicepresident@ciaoauto.com.au) Phone: 0428 938 338

### CIAO LIFE MEMBERS

Michael and Deb Johnson  
Colin and Sheryn Goldie  
Trevor Edwards (Deceased)  
Kay Young (Deceased)  
Warren & Laurel Buckingham  
Phil and Becc Hitchcock



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## Members' News.

### CIAO COMMITTEE 2025/26.

An important part of the CIAO Constitution is that every year all Committee positions become vacant and a new committee is elected. In reality, committee members love their roles so much, that it is difficult to prise them out! Hence, there are many familiar faces in the following list. However, it is great to welcome two new faces: Craig Phillips as Event Coordinator (promising us many coffee runs to Cowra!) and Mark Brown.

Thanks firstly to George Grasso for his time as il Presidente. George brought great energy to the role and he has left a lasting legacy with CIAO: the Website, which, after many hours (days?) with Anthony Johnson, gave us a necessary exposure and the value and availability of sponsorship to name just two. Secondly to Laurel Buckingham who reluctantly (!) relinquishes the role of Events Coordinator! She has been in this role for many years and has done a sterling job to ensure we have enough events to attend.

Also it is great to welcome back Phil and Becc Hitchcock to the Committee.

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Phil & Becc Hitchcock

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## Special Event: Euro Motofest: Sunday June 22

### Chrome, Leather & Coastlines: MG'S Euro Motofest.

The alarm went off too early on a cold Sunday morning, I stumbled out of bed into the kitchen and made myself a mug of ambition, had a big stretch and tried to get moving. The Alfa was packed the afternoon before, so all I had to do was to make a coffee to have at the park and go. I said that I would get there around 7:30 to arrange our area and I was, but on the trip from Maitland I had a feeling this was going to be a big event with the various clubs parked along the way waiting for others to join and arrive together. It didn't take long for the foreshore to begin to fill.



As the sun poured golden light over Newcastle's Foreshore, casting a warm shimmer across the water as a cool but gentle sea breeze rolled in. It was the kind of day postcards envy—cloudless, crisp, and alive with the scent of salt air and polished chrome. Along the waterfront the busy harbour was a hive of activity, tugboats escorting huge ships into their docking location, smaller craft such as fishing boats and sailing craft of all sizes keeping a wide birth as the huge vessel sounding its foghorn to keep away moved through them.

Under fluttering banners in the colours of the European marques and the clubs, the Newcastle European Car Show unfolded like a dream, a kaleidoscope of colour with the backdrop of Newcastle Harbour had to be seen.

Families, collectors, and curious newcomers meandered



past rows of vehicles that spanned decades and nations.

There stood a gleaming lineup of



Alfa Romeos, Fiats, Ferraris in shades of deep red and racing green, flanked by a proud gathering of Mercedes-Benz classics, their three-pointed stars glinting with aristocratic flair. Nearby, Porsches crouched low like coiled steel muscles, while rows of BMW, Citroëns and MGs and many other marques. I estimate around 300 vehicles from old to new offered a charm that only time and culture could impart.

At the heart of our club display that was fourteen vehicles and two bikes strong was Warren and Laurel's immaculate 1954 Fiat 1900A Granluce that always drew a small crowd. The car, a local favourite, had been carefully revived by its owners, with its white top and deep maroon body with sparkling chrome bumpers did CIAO and its caretakers proud by scoring 3<sup>rd</sup> place in the Peoples Choice.







As the sun tilted westward, golden light spilled across the Foreshore. With the presentations being made by mid-afternoon, the event gently ebbed away, like the tide itself. But the feeling lingered: of being part of something timeless. A shared admiration for precision, beauty, and the way a car - any car - could hold a thousand stories in its frame.

A huge congratulations to the MG Club and all its volunteers who braved the early morning chill to make this event a success and attract vehicles from all over. Thank you from CIAO

Michael Johnson



### The pre-event 'convoy'.

While no-one could match Michael Johnson's dedication in arriving well before anyone should be out of bed on a Winter's morning, a number of people braved the cold to meet at the Fish Markets so as to arrive in a convoy.



By the time Gladys and I arrived there was already a nice collection of Italian machinery, plus a few stray English cars as well. As we were a little late, I am not sure who arrived first, but already in place was the Fiat 2300. Familiar to David



Cassaniti, the Fiat 1200 Cabriolet of Robert Sbrana, Craig Phillip's Alfa Romeo 159 Sportswagon and David Royston's Abarthe 500.

A noticeable absence were the Buckinghams, who NEVER miss an event! Just as we thought we were going to have to set-out, a phone call to Laurel told us they were on their way, but running a little late. Their windscreen kept icing over! And I was complaining about mine misting over.

We set off at a steady pace, joined by a lovely green Rover P6B and followed a number of other classic beauties. Already the Foreshore Park was quite full and we made our way over to the great position Michael had reserved for us, Already there were a number of Italian cars there, that very quickly expanded, so that it ended up quite a squeeze.



Thank you to Michael for arriving early to reserve us our spot and set up our bannes and other CIAO paraphernalia.

CIAO

Keith Mitchell



## Club Event No 1: 19<sup>th</sup> Birthday Lunch



Celebrating CIAO's 19th Birthday: An afternoon of Heritage, Harmony, and Heart at Brown Sugar

Thirty devoted members of CIAO gathered at Brown Sugar Restaurant in Warner's Bay to mark the club's 19th birthday: a milestone that resonated far beyond numbers. It was an afternoon etched with laughter, flavour, and community spirit; a tapestry woven from tradition and friendship that has defined CIAO's journey since its inception.

### A Club Built on Culture and Camaraderie

Founded nearly two decades ago by a handful of passionate enthusiasts, the club has grown into a local institution. From mid-week coffee runs, Sunday cruises along rolling country roads to family-style feasts in cozy restaurants and picnics every gathering amplifies the values of togetherness and pride in cultural lineage.

### Raising a Toast to 19 Years

As the sun sparkled off the choppy water (the wind was very cool and strong), members arrived at Brown Sugar, greeted with warmth and welcoming staff members. To make things easier Deb and myself also welcomed members and directed them to a staff member and pay for their meals then directing them to the table with their place card with meal selections and to find a seat, so all that was needed was to pay for any drinks as you went.

The venue, a gem nestled at the edge of Warners Bay, was elegantly prepared for the occasion. Crisp black linens, soft candlelight and floor-to-ceiling windows overlooking the water offered the perfect blend of intimacy and celebration.



For long-time members, the event was a reflective reunion. For newer faces, it was a welcoming embrace into a tight-knit group that cherishes every story behind each license plate and every moment spent together.

### A Feast Worthy of the Occasion

Brown Sugar didn't just host the event—they curated an experience. True to their reputation for delivering refined yet soulful cuisine, the 2-course lunch menu was perfectly prepared and served, every person enjoyed their selections. After the main course CIAO President George Grasso welcomed everyone with heartfelt words, and acknowledging the efforts of the organisers.

George also presented Life Membership to long-time members Phil & Becc Hitchcock for all their efforts, from just about the beginning of CIAO.. Congratulations Phil and Becc.

The clubmanship award was presented by Warren Buckingham and was awarded to Keith Mitchell for his sterling efforts throughout the year, not only attending events but also writing many articles, (well deserved Keith). Yours truly was runner up which was quite a surprise for me.







The table talk flowed freely—not just about cars and engines but about life's milestones, shared histories, and future dreams.

Before the dessert came it was time for the raffle tickets to be taken around and purchased, then folded and placed into a case. After dessert we drew the raffle prizes which took some time.

Also, a big thank you to Janelle and Louis Ippolito for also providing a raffle prize which was a very nice wall clock. Thank you both. Many, many thanks to our members for supporting and purchasing the tickets, we raised over \$200.00 on

the day thank you.

At this point I/we need to acknowledge the huge effort by Deb Johnson for organising the event, from co-ordinating with Brown Sugar with meals selection, and place cards with names and what they ordered. all the raffle prizes, and the sorting into 1<sup>st</sup> down to the 18<sup>th</sup> then wrapping them. On the day it took Deb and myself around two hours to decorate the area with the placing of the raffles on back table, placing flags and balloons.

The big one however was the magnificent birthday cake, NOT just any cake! This was a fantastic old fashioned traditional fruit cake with proper icing and adorning the top was some handmade, also out of icing, car and bike badges. (plenty of photos were taken). And the fruit cake was exceptional; everyone enjoyed their piece.

**ONCE AGAIN, A BIG, BIG THANKYOU TO DEB FOR ALL HER EFFORT.**

### **A Club That Keeps Moving Forward**



Beyond the beauty, the charm of Warners Bay, this 19th birthday was a reminder of CIAO's enduring relevance. In a world that moves faster every day, CIAO remains a gentle defiance: a community rooted in appreciation, intentionality, and the belief that heritage isn't just remembered; it's actively lived.

Plans were murmured for the upcoming 20th anniversary, any suggestions would be greatly appreciated

What struck many at lunch, however, was how CIAO isn't defined by grand gestures. Its magic lies in the smaller moments

### **An afternoon to Remember**

As the celebrations drew to a close, members, some lingering just a little longer in the warm glow of shared connection. The 19th birthday wasn't just a celebration—it was a declaration: that belonging, culture, and craft still matter. That a car club can be a family. And that even in modern times, tradition finds its way back to the table.

Scanning over our gathering I was aware that CIAO is becoming an old club. What I mean is that we don't have many younger people. How do we encourage the younger people to become part of our family? That is something we need to address sooner rather than later. Any thoughts?

**Happy birthday, CIAO. Here's to the road ahead.**

CIAO

Michael Johnson



A special thank you to Deb and Michael for all their work in organising such a special event. Just a quick look at THAT cake, with the Marque badges alone, each individually made by Deb and placed on the cake she herself made, is just one example of her attention to detail. Thank you Deb from all of us! KM



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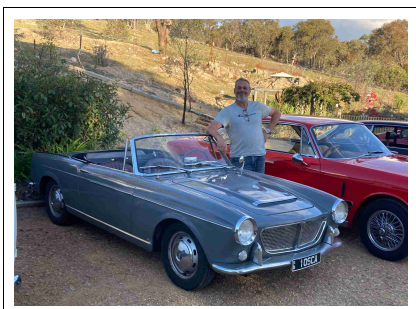
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## Turmoil at Tilligerry to Tranquillity at Toronto: August 31

Our latest CIAO lunch brought together twelve enthusiastic members for an afternoon of delicious food, lively conversation, and shared appreciation for community. Held at Toronto Workers Club, which was suggested to us by a friend. Deb and I went for lunch there a few weeks beforehand and thought this could be a nice relaxing lunch venue for us. Known for its generous portions and welcoming atmosphere, the club was the perfect replacement for the Tilligerry Motorama that had to be cancelled due to the grounds being saturated and unsafe.



From the moment everyone arrived, the energy was warm and inviting. Plates were filled with mouthwatering dishes; we were in the new area of the club named The Rise. Appropriately it is slightly elevated with wheelchair access and it boasts a large TV screen with a bar close by. A vast menu selection from burgers to seafood, it reminded us why we love coming together over food. The quality, quantity and service was exceptional, and the prices were just as impressive, making the afternoon not only enjoyable but accessible for all.

What truly made the lunch special was the company. Stories flowed freely, laughter echoed across the table, and connections, both old and new, were strengthened. It's these moments that remind us of the heart behind CIAO: celebrating heritage, fostering friendships, and creating space for meaningful exchange.

The staff added to the experience with attentive service and a genuine sense of hospitality. No one left hungry, and everyone left smiling.

Most stayed for the raffles that kicked off around 3:00 with club members Becc and Phil having a winning ticket, walking away with a meat hamper and a smile. The raffles finished around 4PM, saying our goodbyes and making our way home.

As we look ahead to future gatherings, this lunch stands as a reminder of what makes our community so vibrant. Good food may bring us to the table, but it's the people who make it memorable.

Thanks to the members that supported this change of event, everyone enjoyed and some suggested this could be a regular outing.

Michael Johnson

**With Summer fast approaching, make sure you have the ideal accessory for Club events. Laurel has a number of CIAO Caps for sale at just \$25 each.**

**If you are interested, contact Laurel Buckingham on 0456 933 883.**



## Mid-Week Coffee Run No 1: Veranda Cafe, June 18

It was another lovely Winter's morning for our Mid-Week Coffee Run to the Veranda Cafe, Poppy's Garden Centre, Gateshead, organised by June Stewart. Confusingly it was held on a Monday, but that was owing to the fact that parking at the nursery is very difficult on Wednesday. Obviously CIAO members are too smart to be caught out and we had another great number of attendees: Col and June Stewart, George Grasso, Laurel and Warren Buckingham, Janelle and Louis Ippolito, Sheryn and Col



Goldie, Brett Blackwell, John Leeks, Dave Royston, Tom Heard, Gladys and myself attended..

It was unfortunate for us that the Alfa was indisposed so we drove up in the Porsche, Gladys' least favourite car because the back seat is the least comfortable. But she was keen to attend and show off her new Winter jacket in Italian colours, so much so she insisted in being in every car photo.



There was a good turnout of Italian machinery, including the Fiats of Tom Heard, George Grasso and the Buckingham's. It was also good to see the Fiat 130 Coupe of John Leeks. An amazing looking car. The Alfas? Col and Sheryn were the sole representatives!!



Thanks to June and Colyn for organising another great event and the foresight to put it on a Monday so that we could get some good photos of the lineup of cars. People also enjoyed the opportunity to view the well-setout nursery and to hear of the owner's dad's love of Italian cars. Warren was quick to hand over a membership form!.

KM





## Mid-Week Coffee Run No 2: Mortel's Sheep Skin Factory, July 16



This was another well-attended morning tea. We had thirteen members along for the morning, comprising the following: Col and Sheryn Goldie, John Leeks, Ric Johnson, Michael Johnson, David and Barbara Royston, Greg Crow, Mark Brown, Brent Blackwell, Warren and Laurel Buckingham and Charlotte Buckingham.



As usual, we arrived at 10:30am, found our table and proceeded to sit down, only to realise the table needed to be extended to accommodate our group. Something we have done on numerous occasions.

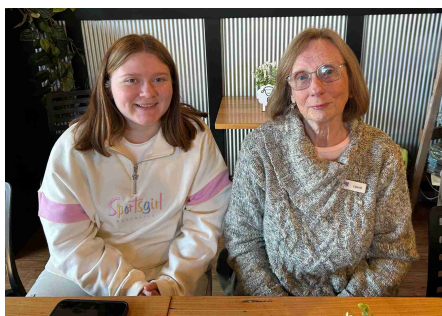


Teas, coffees, and sweet things ordered, we settled down to solve all the world's problems with a little bit of Italian car talk as well.

Greg Crow brought along his freshly registered 1972 Benelli 125 Sport Special motor bike on its maiden trip. The bike successfully made it to Mortels. It was a bit reluctant to start for the trip home, but with a little bit of fiddling by Greg, the bike was up and running and made it home with no problems.



After coffee, some members went next door to check out the Mortels shop, where money changed hands and Ugg boots bought.



The two iconic Ugg Boots that stand in front of Mortels had recently been replaced after being repaired and were getting a last coat of paint applied by painters. This meant we were unable to have



photos taken with the Ugg Boots.

Thank you to all that attended and help make it a good morning tea.

CIAO

Warren Buckingham



## A memory of our last visit to Mortels in 2020

Look what I found...

I am trying to remember who manoeuvred the FIAT 500 into position. Was it Col, or was it Sheryn?

I do remember it was a tight fit.\*

CIAO

Keith Mitchell

\* NB: no panel on the FIAT or UGG BOOT was damaged in the production of this photo!



## *Inflation?*





## Mid-Week Coffee Run No 3: Market Street Cafe, Wangi Wangi, August 20



Another wet morning on the Central Coast meant leaving the Alfa, and Gladys, at home. However, the further north I drove, the better the weather became, to the extent that there were even patches of blue sky!

The Market Street Cafe is attached to the Wangi Wangi Workers' Club, situated right on the banks of Lake Macquarie. Owing to the sketchy weather we had been having, the booking was made for an indoor table. This was a good move, as sitting outside would have been pretty miserable!

Four Italian cars were driven, despite the weather: the immaculate Alfa Romeo 164 of Rick Johnson, Sheryn

Goldie's trusty FIAT 500, the Abarthe 500 of Dave and Barbara Royston and Greg Crow's Alfa Giulietta. Wiseley he decided to leave the bikes at home.....



Riding shotgun in the 164 was brother Michael Johnson and Col accompanied Sherwyn. Warren and Laurel Buckingham also left their Fiats at home, and like me, decided on turning up in Japanese cars.



It was a great turnour, with Mark Brown, Brent Blackwell and Colyn and June Stewart making up the number. 14 people in all, enjoying the coffee, food,



and company....and the warmth!



This was our second visit to the Market Street Cafe, and it was worthy of an Encore! Dave made a great suggestion at our last meeting, asking if there could be a list made up of the Cafes we HAVE visited, so that newer members can find some new venues\*.

CIAO

Keith Mitchell

\*Not in Cowra, Craig Phillips!

## For the Diary....

### September 2025

- Sat 20th **Italian Festival Cars and Coffee**  
Time; 10am to 12pm (arrive from 9:30am)  
Location; Nicita Estate  
138 Mistletoe Lane, Pokolbin NSW 2320  
I need numbers for what should be a good day.
- Sun 21<sup>st</sup> **All European Automotive Show:** Sydney, \$57 Entry Fee.  
Check it out on the web.
- Wed 24<sup>th</sup> Robert's Midweek Coffee Run: **Paterson Country Café.**  
24 King Street Paterson (at the intersection of King and Duke Streets) Time 10:30am.  
This venue has a large deck with tables and chairs overlooking the Paterson River and valley. The café specialises in many coffees, teas and milkshakes plus cakes and slices and will not disappoint your taste buds.
- Sun 28th **Concorso d'Eleganza:** Gough Whitlam Park, Earlwood  
**Peninsular Cars and Coffee:** Gwandalan Bowling Club. Time: 8-10am

### October 2025

- Wed 8th **General Meeting:** 6.30 Dinner (optional) Meeting 7.30 Beresfield Bowling Club.
- Sun 19<sup>th</sup> **Lake Mac Action Festival**, formerly known as the Fast & Loud Festival, at Lake Macquarie, presents a Show & Shine.
- Wed 22<sup>nd</sup> Coffee Run (details to be announced)
- Sunday 26<sup>th</sup> **Kitchener Park Picnic:** Historic Plate Run – Open to all members,  
Bring a picnic lunch, BBQ facilities available.  
Arrive around 11:00 am  
Members with club plated cars, please bring them along as Warren needs photos to update his records. Alternative location, just up the road if the weather turns bad.

### November 2025

- Wed 12th **General Meeting:** 6.30 Dinner (optional) Meeting 7.30 Beresfield Bowling Club.
- Wed 19<sup>th</sup> Coffee Run: **The Watch House Cafe & Pizzeria** Time; 10:30 am  
14 Fishing Point Rd, Rathmines NSW 2283
- Sun 30<sup>th</sup> To be announced

### December 2025

- Wed 10th **General Meeting:** 6.30 Dinner (optional) Meeting 7.30 Beresfield Bowling Club

- January 2026** **New Year Picnic**



## Classifieds

CIAO's resident mechanic, Robert Sbrana has listed the following item, which any home mechanic could find useful.



Miller Econo Twin HF stick and tig welder, 3 phase. American made, purchased for using on aluminium, good condition. \$400.



**Rob is a corporate sponsor of CIAO as well as an active member, and he can be contacted for this item or any mechanical jobs on 0403 379 767.  
(See his advertisement on Page 8)**

## Lake Mac Action Festival

Last year for the first time, a number of CIAO members attended what was then know as the Fast and Loud Festival. Held over two days, it featured activities on numerous points around the Lake.

This year it has been renamed Lake Mac Action Festival and is being held on October 18 and 19.

The festival features events on both land and water, including high-speed boat races, a Classic Car and Motorbike show, and a professional junior surfing competition. It will also include live music, markets, and family-friendly entertainment, with various events scheduled at locations like Speers Point Park and Rathmines



Relevant to CIAO members is the Classic Car and Motorbike sjhow, which this year will only be held on SUNDAY, OCTOBER 19, rather than on both days as in 2025.

Make sure you keep an eye out for further details via email, the CIAO Facebook page or our own CIAO Website.

KM

## Checklist for organising a CIAO Event

With more and more people organising CIAO events, the following list of 'dos and don'ts' is based on a document previously devised by Laurel Buckingham to assist in this.

There are three types of events: permanent calendar items, eg Auto Italia, Euro Motofest, Lago di Mac  
Mid-week Coffee Runs  
Weekend drives

### Mid-week Coffee runs:

- select a venue for the event, usually Wednesday and check with the Event Coordinator for a suitable date.
- check with the proposed venue that they are open on Wednesdays, and if so, make a tentative booking for around 12 people
- confirm numbers closer to the actual day
- the editor of the Newsletter appreciates a written report, preferably more than 3 sentences and remember. It earns 5 points towards the end of year trophy, presented at the Birthday Lunch.

### Weekend runs:

- select a destination and discuss with the Event Coordinator a suitable date
- if there is a drive (convoy), where is the meeting place and time, and is there ample parking and toilets
- what is the departure time and estimated arrival time at the final destination for those who are going straight there
- event destination:
  - if a **picnic area**, is there a BBQ, and if so, is it electric or gas and does it need money to operate.
  - are there chairs and tables, or do we need to bring our own and are there toilets
  - if a **restaurant or café**, it is best to make for an initial booking for 12, and confirm a more exact number closer to the day
- what is the state of the roads ie sealed, dirt and road conditions to take note of.
- the editor of the Newsletter appreciates a written report, preferably more than 3 sentences and remember. It earns 5 points towards the end of year trophy, presented at the Birthday Lunch.

## Suggestions for writing a report for the Newsletter

If you are writing a report of a CIAO event, some of the following suggestions I found in Amatori Alfa (the AROCA magazine, who borrowed it from their Victorian counterparts) may help. They have been modified somewhat to suit our events and you don't need to answer all questions. They are suggestions only and don't worry too much about spelling, punctuation or continuity. You have to make the Editor earn his huge salary.....

- Event name and description (eg Club run, Mid-week coffee run)
- Place, destination (if applicable), date, time and duration of the event
- Weather details
- Food: menu, cuisine eg Italian, seafood, coffee and cake
- Most interesting car/cars in your opinion (why, model, colour, type, year, features)
- Did anything interesting, funny, noteworthy happen during the event?
- What did you like about the day/event?
- Tell us about your car and the day (the drive there, did you get lost, run late, get booked, company etc)
- Photos: of people (if seated at tables, better with plates of food, rather than the mess of finished meals and drinks)
  - : plates of food only if interesting
  - : menu, the view, the building and external signs
  - : of the cars (very important!)

KM

Remember: organising an event give you 5 points towards the Perpetual Trophy, a report (of more than 3 lines) also gives you 5 points.



# CIAO FINANCIAL STATEMENT.

Member Mort Shearer has been relentless in his efforts to get CIAO's first tax return completed. With the help of Mirella Grasso and after countless phone calls and meetings with the Taxation Department, he has done it! Thank you Mort!

## NOTES ACCOMPANYING THE CIAO 2024 FINANCIAL STATEMENTS

### NOTE 1

- **Mutuality**
  - o The Club (CIAO) operates as an incorporated not-for-profit under the Principle of Mutuality. Club income is derived from membership fees, sales of Club regalia to members and meeting raffles and are therefore not assessable.
  - o CIAO is a meeting place for members who own Italian vehicles – cars, motorcycles and motor scooters - classic, historic and modern.
  - o Activities include monthly meetings, regular runs with members vehicles to places of interest, display days for vehicles of our members and also attending other Club displays. There is also driving, technical interest and social interaction between our members.
- **Lago di Mac**
  - o Recently CIAO has been holding an annual event called Lago di Mac (Italian for Lake Macquarie) largely sponsored by Lake Macquarie Council. The Italian style event is a one-day display by our own members cars and invited Italian Car, motorcycle and motor scooter Clubs from areas outside Lake Macquarie including Sydney, NSW South Coast and Central Coast. It also attracts members of the local community. No entrance fee is charged and our members provide volunteers and local business support.
  - o As no entry fees are charged the event does not produce income other than sponsorships. Significant expenditure is incurred on hiring facilities and services which are primarily funded by the sponsorships.
  - o Some 80% of the sponsorship is provided by Lake Macquarie Council as the majority of the visitors and exhibitors at the car displays come from areas outside Lake Macquarie. Council views the event as attracting tourists therefore contributing to local tourism and local businesses. The LAGO event is also recognised as a popular local cultural event for some thousands of local visitors.
  - o Income and expenditure for the Lago di Mac event is assessable as there are no significant mutual relationships.

### NOTE 2

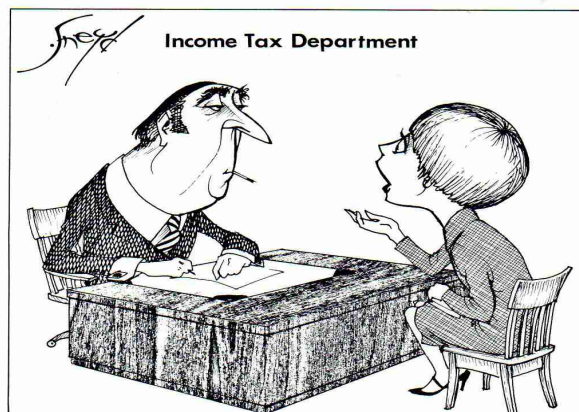
The Club does not have any long term assets, nor does it have any long term liabilities

### NOTE 3

#### Provision for Income Tax

For Income Tax purposes both mutual income and Mutual expense are disregarded. Therefore, the 2024 result from Club operations is:

Other Operating Expense	\$1,378
Surplus on Lago event	<u>2,880</u>
Assessable Income	<u>1,502</u>
Provision for Income Tax @25%	<u>376</u>



"Why can't the government just write me off as a tax loss?"

## COMBINED ITALIAN AUTO ORGANISATION INCORPORATED

**ciao**

ABN 26 390 368 339

### STATEMENT OF ASSETS AND LIABILITIES AT 30<sup>TH</sup> June 2024

#### ASSETS (Note 2) \$ 2024

##### Current Assets

Petty Cash	50
Greater Bank accounts	
Club account	4,163
Lago account	<u>4,333</u>
Total Current Assets	8,546

#### LIABILITIES (Note 2)

##### CURRENT LIABILITIES

Membership fees paid in advance	760
Provision for Income Tax (NOTE 3)	<u>376</u>
Total Liabilities	<u>1,136</u>

#### NET ASSETS \$7,410

#### Members' Accumulated Surplus \$7,410

6 Bronte Close, Raworth NSW 2321

### DRAFT FY 24 CIAO ACCOUNTS

#### Statement of Income and Expenditure for The Year Ended 30th June 2024

<b>Club Account</b>	\$	
<b>Mutual Income</b>		
Membership subscriptions	2,180	
Members raffles	243	
Net Sales of Club member regalia	<u>73</u>	
Total Mutual Income		2,496
<b>Mutual Expense</b>		
Memorial	130	
CMC Fees	<u>60</u>	
Total Mutual Expense		190
<b>Other Operating Expense</b>		
PO Box fees	174	
Public Liability insurance	833	
Fair Trading Fees	54	
Display Flags	<u>491</u>	
Other Operating Expense		<u>1,378</u>
<b>Surplus from Club Operations</b>		928
<b>LAGO Account</b>		
Sponsorship Income		<u>23,000</u>
<b>LAGO Event Costs</b>		
Hire Marquees and stalls	10,795	
Entertainment and PA Hire	1,046	
Tables, chairs, cool room	2,450	
Promotion	2,071	
Security, Ambulance	905	
Toilets, waste	1,440	
Traffic Control	<u>1,413</u>	
Total Event costs		<u>20,120</u>
<b>Surplus from LAGO Event</b>		<u>2,880</u>
<b>Surplus for the year before provision for income tax</b>		<u>3,808</u>
<b>Provision for Income Tax</b>		<u>376</u>
<b>SURPLUS FOR THE YEAR after provision for Income Tax</b>		<u>3,432</u>

## CODA

It seems many CIAO members have owned an Alfasud! It was my entry into Italian machinery. Michael Johnson has also owned one. The following article was given to me by Michael, taken from the Just Cars Magazine. I reprint it in full and add my experience of a lovely little 1982 Alfasud 4 Door.

### ALFA SUD: FLAWED JEWEL



When the Alfasud was released in 1971, the world's media wrote of it in glowing terms. In their humble opinion here was the perfect example of a compact family saloon that embodied all the features deemed desirable: roomy interior, sparkling performance, amazing standards of road dynamics and a style that was distinctively modern.

Little wonder really as two of Europe's most distinguished car men were responsible. Giorgetto Guigiaro from Ital Design, who carried out the styling, and Dipl-ling (?) Rudolf Hruska, an aristocratic Austrian who had worked for the Porsche family before and after the war, who was responsible for the technical aspects of the design.

With Hruska's experience at Porsche (he was intimately involved with the Volkswagen project), it was little wonder he chose to power the Alfa with a horizontally apposed "boxer" four-cylinder engine. However, he opted for water-cooling rather than air for greater levels of refinement. Like the VW, it would be of modest capacity (1186cc, 63bhp) although this would increase in time.



The suspension system, comprised coil springs all round: MacPherson struts up front, pressed steel beam at the rear, tuned to give a comfortable ride and brilliant roadholding: steering by rack and pinion and braking by four-wheel discs (unusual for the time).

Giorgiaro developed a smoothly rounded body shape that was efficient aerodynamically, smart looking and roomy enough for four passengers and some luggage. Amazingly enough, the body would remain in production from 1972 through 1984, and apart from the addition of a plastic front air dam and the conversion of the original bootlid into a hatch, very little changed.



Performance was good for the time with a top speed of more than 90 miles an hour and a 0-100km/h time of around 12 seconds. It was its point-to-point road times that drew international respect for the 'Sud. Soon Alfasuds were in the Experimental Departments of all major car companies as the engineers struggled to understand how Hruska and his team had developed such a desirable and competent car with seemingly conventional specifications. None, however succeeded in matching the Alfa's stunning dynamics.

Unfortunately, there was a more sinister scenario going on in the background. The Alfa's body was made from inferior quality Russian steel and it did not take long for rust to begin appearing to spoil the ownership experience. There were other issues that meant the owners were often on first name basis with their road-service people and this tended to take the shine off owning an Alfasud. However, as many said, that all paled



into insignificance when you could give the Alfa its head on a deserted highway early on a Sunday morning: its powers or roadholding left many speechless.



As the years passed the engine was expanded in capacity to 1.3 and then 1.5 litres, which enhanced the driving experience. In 1984 the 'Sud' was replaced by the mediocre Alfa 33, that promised superior quality and a better ownership experience, but failed on both counts. JC

I hope you enjoyed reading this article, and thank you again Michael for passing it on to me.

I have a few observations to add to this. Firstly, the blame on the quality (or lack thereof) of the Russian steel is very much a point of contention. Secondly, there were many issues I had with the 'owner experience'. Replacing the hand brake cable was a nightmare, the inboard front disc brakes were a constant headache, as was the already mentioned rust.



However, the car was a hoot to drive, very roomy, (I remember once my two brothers, myself and my father all fitting comfortably in it. All four of us were over 6ft tall.

Also, I'd drive over the the Sydney Harbour Bridge with the back windows open so I could listen to the exhaust reflecting off the siderails.

Pictured left is my rather plain Jane 1982 'Sud' which I bought off my mother in 1989, and the photo was taken in 1992, outside my newly bought house in Marrickville.

I kept it until 1996, when I replaced it with a Peugeot 306.

**Postscript: I would love to be given articles similar to the above with your own experiences of the cars. If you look at the index on Page 1, this Newsletter is dependent very much on a few people. It would be great to get articles from other Club members.**

**CIAO**

**Keith Mitchell (Editor)**