

C.I.A.O.



SPRING NEWSLETTER 2023

CONTENTS:

Page 2	President's Report
Page 3	A word from the Editor, the new Committee
Page 4	Lago di Mac 2023: an update
Page 5	Position Vacant: Events Co-ordinator
Events:	
Page 6	Club Events
	- Weekend Run No 1: Giro a Inverell
	- Sunday Run No 2: Broke Village Fair and Car Show
	- Sunday Run No 3: Concorso d'Eleganza
Page 10	Mid-week Coffee Runs
	- Wattagans Café : May 31
	- Milo's Cafe, Caves Beach: June 28
	- Katt's Café, Wyee Nursery: July 19
Articles:	
Page 15	Meet the Member: John Leeks interviews Phil Hitchcock
Page 19	For the Diary.....
Page 20	Classifieds
Page 21	Coda

President's Report

Buona Sera Tutti.

It's a great honour to be elected as president in any organisation, let alone a club like C.I.A.O. I would like to thank Greg Crow for his efforts over the past 2 years and as anyone will tell you, running a club is like a duck gracefully crossing the pond with the tiniest of a wake, with the onlookers not seeing the legs churning at 100mph.

This club has been going for some time now and sprang out of the Aroca club that started in the 60s with our founding president Col. Goldie. I was a member of the original Alfa club in Newcastle back in the late 70s and it was exciting with Oran Park lap dashes, orientation events, picnics and other activities. In fact, we couldn't wait for the weekend to test out our cars and have fun. Yes, fun! It wasn't a case of 'well I suppose I should go', it was a desire to get there early.



We have a grand opportunity coming up again in December with **Lago di Mac**, that our friend Geoff Boog started 3 years ago. This one is probably even more important, the importance being we are running it this year. This is a pure C.I.A.O. event and hence we get greater kudos and visual activity as a club. In some ways, being on a Sunday is an advantage. I hope and pray the car club support would vastly increase over last year and our vendors are better prepared. I would like to thank the team in helping me in this little ordeal, in particular Michael Johnson for his constant support with his wife Debbie, Warren, Phil and Robert without whom I could not do all this, Warren with Fiat Club, Michael with the Alfa Club, me with Ferrari and Phil with the bikes. Keeping these clubs in tune is like balancing eight carburetors and which constantly need to be revisited. But like their cars and bikes, they can be just as cantankerous.

C.I.A.O. is an extraordinary opportunity for social interaction for so many. Unfortunately, for the club elderly, we are not seeing the apparent value for them. This is becoming a real choice about cost and benefit. Therefore, we are seeing increasing numbers being lost to the MG club due to their more frequent and substantial activities. So, I suggested at the last meeting that perhaps we should look at helping that sector of our membership and reinstate those that have left by making it a \$35 per year membership.

As we become a little more active or actually visually active (perception) this could bolster our club for the future. I strongly believe that in this honeymoon period clubs are having with 60 useful days of registration will come under scrutiny, mainly due to the number of pseudo or start-up clubs. We are already seeing this in the way of auditing which comes in this year as I think they will try and cull the numbers. Due to this, it makes it so much more crucial that we improve the perception of the club, as I think there will be a migration as they close these smaller organisations due to costs and compliance.

Carlo Rossi
il Presidente

A word from the Editor



Welcome to the 2023 Spring edition of the CIAO Newsletter.

You may have noticed that this newsletter is a little later than usual. I guess you could say one of the idiosyncrasies of the CIAO Newsletter is that they have been coming out just after the midway point of each season. The next few newsletters will each be again slightly later, so that eventually they will align more closely with said season. You may also notice that there are

no cartoons in this edition. That is not a new policy, it's just that I can't find any more good car or Italian jokes online. Please send any to me if you spot some!

As always it has been a busy few months for the group, with various runs, including the ambitious **Giro a Inverell** and the very popular Mid-week Coffee Runs. The **Lago di Mac** Committee has been very busy organising this year's event which promises to be even bigger than last year's very successful event.

The AGM elected a mostly unchanged Committee, although members were greeted with the news that Laurel Buckingham, who has been responsible for the club's Calendar, has called it a day and will vacate the position at the end of the year. Laurel has done a wonderful job over the years and whoever takes over the position has big shoes to fill. Volunteers????

Finally John Leeks continues his always entertaining series of **Meet the Member**. This edition's victim.....I mean subject, is Phil Hitchcock. I am sure you will enjoy this article. Many thanks to John for spending so much time interviewing and writing the report.

Thank you to Carlo Rossi, John Leeks, Warren and Laurel Buckingham, Mort Shearer, Greg Crow, Craig Osborne and Craig Phillips for their written and photographic contributions to this Newsletter.

The AGM and the new Committee: September 13

The 2023 Annual General Meeting was held at the 'Bero Bowlo' on Wednesday September 13. The new committee is as follows:

President:	Carlo Rossi
Vice President:	Warren Buckingham
Secretary:	Craig Osborne
Treasurer:	Phil and Bec Hitchcock
Historic Vehicles Registrar:	Warren Buckingham
Events Registrar:	Laurel Buckingham (Acting until December '23)
Membership Registrar:	Laurel Buckingham
Newsletter Editor:	Keith Mitchell
Committee Member:	Adam Collins
Committee Member:	Mort Shearer
Public Officer (Appointed):	Michael Johnson

Lago di Mac '23: Update.



On the 3rd of December this year at Thomas Halton Park, Eleebana, we will be celebrating not only the third annual event, but the largest all-Italian event ever in Lake Macquarie City and even Newcastle. Starting at 10am, this celebration is unique to our area.

This year will be the third time Lago di Mac has been held and will be the biggest by far with over 3000 people, 150 classic Italian cars and at least 100 Italian bikes and scooters, some arriving from as far away as Canberra. The Leichhardt Scooter Club are riding up for the weekend and we have classic cars coming from as far away as North Queensland to attend.

The Committee, made up of CIAO members has sourced over **15 of the BEST Italian** food providores (cannoli, pizza, porchetta, panini, padina, and of course, coffee and cake). Wine and beer outlets from as away far as Sydney, the Central Coast and locally are also attending. So, if you have ever wondered what good authentic Italian food tastes like, come along and you will be spoiled for choice. I also suggest you don't eat breakfast!

There will be plenty of live music and entertainment, as well as various displays and even a soccer clinic. There will be a huge circus tent for all-weather enjoyment and shade, so bring the family for a great day out.

This event has been made possible because of the generosity of our supporters: the City of Lake Macquarie, Electrodry Storage, Di Lorenzo Tiles, Belle Property Charlestown, Shannon's and Koulis Smash Repairs. We cannot thank them enough for their generosity and foresight so that this community event can remain free to the public.



Position Vacant: Events Co-ordinator

Club members who attended the 2023 AGM were greeted with the news that the ever-effective Laurel Buckingham was stepping down from the position of Events Co-ordinator (effective December 2023) while maintaining her position as Membership Registrar.

Laurel has held this position (officially) for over four years and although the role is mostly to set dates for events (see below for Role Description), it has become more and more incumbent upon Laurel herself to organise events. I was always amazed at the variety of cafes, wineries, car displays etc she found for our enjoyment.

Role Description: to set dates for activities in the Monthly Calendar and send out to members. These could include:

- major 'regular' events such as Auto Italia, Concorso d'Eleganza, Lago di Mac, EuroFest.
- set dates for the popular Mid-Week Coffee Runs and canvas CIAO members to find venues
- confirm numbers for events.
- include 'special' events organised by members such as Louis Ippolito's wonderful 'Lap of the Lake' and John and Greg's 'Giro a Inverell'.

For the Club's busy activity schedule to continue to thrive, members need to put in the effort and organise events to make this position viable. Many regular events eg Auto Italia in Canberra, EuroFest in Newcastle are set dates and venues, but the very popular Mid-week Coffee Runs for example don't organise themselves and need someone to find a venue, ring to make and confirm a booking and write a brief report....or ask someone to do that for them.

Warning: guilt trip follows.....

Question: have you put your hand up to organise an event in the past 12 months? The answer is most probably no and so it has usually fallen to Laurel and a handful of other members to do this.

KM

(By the way, Laurel would like to thank those members who have suggested and organised events over the years,)



Since 1990

Ph: 02 4933 1185

72 High Street, MAITLAND NSW 2320

www.gilbertsmotorgarage.com.au

Licensed Vehicle Repairer MVRL 57092
Licensed Motor Dealer MD 077789



SPECIALISTS IN SERVICE, REPAIRS AND SALES OF EUROPEAN, CLASSIC AND EXOTIC VEHICLES

- BUY, SELL OR TRADE-IN • CONSIGNMENT SALES •
- PRE-PURCHASE REPORTS AND VALUATIONS •
- MECHANICAL REPAIRS • HANDBOOK SERVICE •

COMPUTER DIAGNOSTICS AND SERVICE CAPABILITY FOR ALL EUROPEAN CARS

YOUR NEXT APPOINTMENT

Club Drive No 1: Giro a Inverell. August 18-21

Inverell...a little cold with a hint of freezing!

The QV was prepped as usual the day before. A wash, vac and a check of the most necessary fluids. Reversing out the garage next morning, the auto wipers started and we drove on wet roads to meet up. We met just north of Heatherbrae at 12 Mile rest area for a 7.30am departure. After a short briefing from John, we headed off. Craig Phillips in his 159 and John and Una in the Stelvio, Sharon and I in the Giulietta and Mort and Elaine determined to follow behind respectfully in a vehicle from another country close to Italy.



Buckett's Way was ordinary in the QV and we all bounced into Gloucester for morning tea. Then it was time to use the turbo torque of all four cars, the run up to Carson's Lookout on "Thunderbolts Way" was let's say spirited. We weren't there very long however as whilst the views were amazing, the wind chill was single digit.

Uralla for lunch provided bright sunshine and if you were out of the wind, was warm and friendly. We arrived in Inverell around 4.30pm and it was time to rest before dinner, a short walk next door to the adjoining club.



The next morning was all sunshine and although a



jumper was necessary, it was a perfect day. A local tour, quite a few kilometres, of Myall Creek with its moving history, a beautiful original homestead with a cuppa and freshly baked cookies, and the National Motor Museum for a lunch prepared by the museum volunteers. At day's end, we were ready for a big feed at the local Chinese, highly recommend (by John) and it didn't disappoint!

There happened to be a Car Show in the morning at the Showground. An annual event which attracted classics from far and wide. While we were on a pretty strict deadline a few of us



couldn't help ourselves and, after promising John we would be back at the motel for our scheduled departure, raced off to said car show. It really was an unexpected bonus to our trip.



We did depart Inverell on time and arrived at Bob's Shed in Quirindi for yet another meal. It appears we did a lot of eating on this trip and it's true. I highly recommend a trip to Quirindi to Bob's Shed as he has a remarkable array of Peter Brock memorabilia and cars along with many other items from the fifties and sixties from Brylcream to Bex powders.....all past their use by date!



We all made our own way home from that point at our own pace.



That's Inverell. Was it cold? The nights were freezing!! BUT the days were glorious. A huge thankyou to John Greco for organising this trip. For the small but



enthusiastic CIAO group, it was greatly appreciated. Good company, cars, and yes, food. I look forward to heading up that way again next year, maybe Armidale and surrounds. Let's get thinking!

CIAO

Greg Crow





Warner's Bay Florist
 Phone (02) 4948 5111
 Shop 1/ 450 The Esplanade
 Warner's Bay

- Lake Macquarie's Premier Award Winning Florist
- Same day deliveries Available 6 Days a week
- Member of Interflora
- Phone Orders accepted
- Qualified Wedding Florists

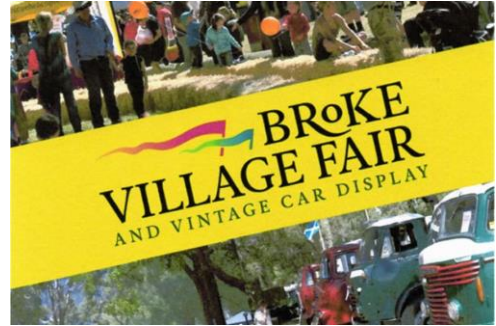
Trading hours
 Monday-Friday
 9:00am-5:00pm
 Saturday
 9:00am-12:00pm
www.warner'sbayflorist.com
 Email: floristwarner'sbay@gmail.com



Club Drive No 2: Broke Village Fair, Sunday, September 10.

The CIAO trio of Keith, Adam and myself set off for Broke Village car display early Sunday morning.

We set up in our CIAO bay a display of Adam's wonderful bright yellow, very popular Ford F100. It attracted many "I have one of those" comments on Adam's stead. Then Keith's highly original Renault 16TS with its quirky front mounted gearbox and



unequal wheel base, and finally, something Italian, the 1998 Alfa Romeo 916 V6 GTV. Thank you for the loan from my son Wade.

Keith had also brought along the very knowledgeable Shane Godwin and of course, Gladys. Shane was his insurance policy. It was the first long drive in the Renault and he thought it was a good idea to have a mechanic in the car, just in case....

We did manage to find a couple of Ducati bikes, a Fiat spider and Adam's old Alfetta. Adam talked to the new owner and was able to help cure a couple of issues and fill in some background information which was gratefully received.



There were many vehicles to view from the 1920s to modern day cars, a display of stationary machinery, an Italian tractor and of course the market. Some lovely musical entertainment closed off a great day.

Craig Phillips



Club Drive No 3: Concorso d'Eleganza, Sunday September 10.

For those who are unfamiliar with this event, the Combined Concorso d'Eleganza is organised by AROCA (Alfa Romeo Owners Club Australia) in association with Shannon's and is open to all Italian car clubs including CIAO, the Fiat, Lancia and the Italian Made Social Motoring Clubs.

Last year's thrice postponed event was held in Concord owing to the wet condition of Gough Whitlam Park. Although smaller, this was a more convenient location for CIAO members.



After much deliberation, Laurel and I finally decided to battle the traffic and attend this year's event in Earlwood.

This year the marques were in different areas to past years' events but this was not a big problem, although it was still a long walk to the toilets!

There seemed to be as many cars as usual although I noticed the Fiat X/19's were absent. Politics I believe.



There were several CIAO members present; Col and Sheryn Goldie in their immaculate Alfa Romeo 164, Mark Johnson in his beautiful red Alfetta GTV and myself and Laurel in the Fiat 2300S. Although he didn't display his lovely Alfa Romeo 159, Louis Ippolito attended as well.



Come 3pm and we had packed up and were heading home with a trophy for 2nd place in the historic class, I lost out to a beautiful Fiat 600.

Warren
Buckingham



(Editor's note: Warren won the trophy last year.)

Mid-Week Coffee Run No 1: Watagans Takeaway Cafe August 23

Spring arrived a little early for this run, a warm, perfectly clear morning.

The Café is situated on the main road, just next door to the Elephant Gift Shop.

Unfortunately for us, there were serious roadworks going on at the time, which meant the CIAO vehicles were spread all over the village and it was difficult to get a photo of the cars (and bike) for a line-up, something which is becoming a feature of our runs these days. I couldn't even find Bec's Fiat.



The Café was very busy, and although advertised as a takeaway cafe, there were plenty of tables for people to sit and eat. Friendly staff also brought drinks and food to the table, again, something you wouldn't expect of a Takeaway Café.

The turnout was perhaps a little underwhelming, five members (six including Gladys), which was a shame as the Café was great, and the nearby Gift Shop very tempting to a number of the group. However, we enjoyed the coffee, food and the company, if not the noise.



Many thanks to Laurel, who is tireless in finding us great destinations for our runs. KM.



Mid-Week Coffee Run No 2: Milo's, Caves Beach. September 27

This was our second attempt at coming to Milo's Café at Caves Beach, our previous attempt aborted owing to unseasonably cold weather. Luckily on that occasion we had Mawson Restaurant as a very satisfactory alternative. This time we had a perfectly clear and sunny day, although the wind was a little brisk.



Gladys and I arrived early to

ensure we had a table. The Café is perfectly located right on the beach, under the Surf Lifesaving Club and there are many picnic tables to choose from. It became evident very quickly our first choice was too small as more and more people arrived. Some were a little delayed as Google sent them on a bit of a wild goose chase!



Attendees were our old (ex?) and new presidents, Greg Crow (Motoguzzi), Carlo Rossi and Wendy Rossi (Alfetta GTV), Stephen and Sue Wines ('84 Giulietta), June and Col Stewart (no Ferrari today sadly), Bec Hitchcock (Fiat Freemont) Judy and Dave Hynes in their Triumph Stag. Also present were Brett Blackwell, Sheryl Symons and Lee MacKenzie. It was also great to meet a new 'old' member Jon Dickson and his friend Bob McIlhenny in the red GTJunior1600.



Our final seating destination proved to be ideal for such a large group: some of the area was under cover, but also plenty of space in the sun for those who felt the wind was a bit chill. It



also sported an electric BBQ, something to consider if people wanted to have lunch there.



Milo's staff were friendly and efficient, great coffee and there was a wide variety of meals available: breakfast, cakes, and lunch.

As always it was the usual case of herding cats to get the cars in position for a final line-up and photo, The Alfas were first in line. Surprisingly (NOT) red was the most popular colour. Adding the Triumph Stag was not so incongruous, being designed by Michelotti, and finally the Motoguzzi of Greg Crow. A nice lineup indeed.



The Mid-Week Coffee Runs are proving by far to be the most popular events in the CIAO calendar, although it is not convenient for those members who have to work. Maybe a Mid-Week Dusk Run? Members are encouraged to organise a run to their favourite cafe as the variety of venues in different parts of the Hunter and Central Coast is always refreshing. KM



Mid-Week Coffee Run No 3: Katt's Café, Wyee Nursery October 18

Wednesday 18 October saw us return to the Wyee Nursery for our October midweek coffee run. Why a return so soon? Rumour has it that Gladys so enjoys watching the fish (dreams of being a mermaid) or that the ladies amongst us quietly disappear into the nursery whilst the gentlemen ramble on about their cars.



Whatever the reason we had a great turnout with a couple of Alfas and a few Fiats. Keith brought along his recently acquired and recently christened "Magnetello" (MG Magnette for those without imagination.)



We also enjoyed the company of some international guests from Canada, Keith MacKenzie (brother of Lee) and Barbara Jones.



The coffee was good and the food looked sensational. Keith seemingly ordered enough for everyone but after one taste of his pancakes, bacon and maple syrup, sharing was NOT going to happen!

Thanks to everyone for attending.

Craig Osborne



A Member's Profile: Phil Hitchcock

Phil Hitchcock, owner of **Road and Race Motorcycle Engineering Workshop** at Berkeley Vale, Treasurer and Committee member of CIAO.

When you walk into Phil Hitchcock's Road and Race Mechanical Engineering at Berkeley Vale motorcycle repair workshop, you are met by someone who has motorcycle oil in his veins and a motorcycle carburettor for a heart. I won't tell you where some other parts fit, except to say that they are probably old and Italian. And no doubt you can guess which part is probably called 'DUKE'!



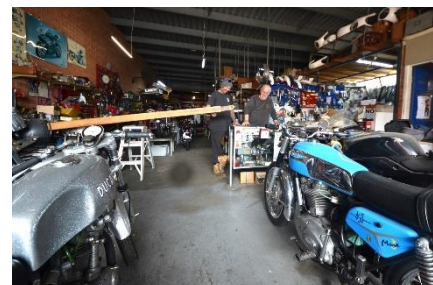
I doubt anyone will have met someone who lives and breathes pre-1990s Italian motorcycles as much as Phil Hitchcock does! He told me how much he loved racing his bikes and I think when he dreams, he dreams about winning some GP...probably the Italian GP! Well, if you continue reading you will learn a lot about what makes Phil tick ie pre-1990s Italian motorbikes and especially bevel head singles and twins!



I only previously knew Phil from attending CIAO meetings, where he has been the long-time Treasurer and Committee member. He attends most dinners, meetings and functions, which is a testament to him and his wife Bec. Many members ask for his help and advice and he is always keenly available to pass on his deep mechanical and historical motorcycle knowledge. At these meetings he often talks about his overseas trips and

what old parts he found over there. Funny, I don't think he does anything else on these trips ...suffice to say that his wife, Bec, must be approaching motorbike partners 'Sainthood' or maybe some 'Martyrdom' award!

When you walk up to his workshop, you can't help but be amused by a quirky gate arrangement, much like when you go to a parking station. As Phil says, "keeps out the Riff Raff ". If you take note, the gate is in two parts. This is due to Ben (co-worker) breaking it after the throttle on a quad bike jammed, thus smashing into the sacred 40 year old wooden arm. Almost every square inch of the workshop is taken-up by some motorbike, motorbike part or machinery to fix them. What you notice is how clean the place is. Don't get me wrong: there are parts and equipment everywhere, but Phil is a 'place for everything and everything in its place' sort of guy.



Phil has been in this business for more than 41 years, so he knows where to place every machine and every nut and screw as well as those parts he acquired when he went on those trips to places like Italy, South Africa or the USA. In fact, Phil started in the automotive repair business when he was only 15 years old. He used to paddock bash around the Point



Clare area of the Central Coast in an Austin A40 and his first bike was a Suzuki 120cc. He got a job at BMC (Leyland)/Jaguar, then at a Suzuki and Honda dealerships for a couple of years. It could be the reason that Phil doesn't have a bad word to say about Japanese bikes. (Unlike certain bikes from the USA!).

He decided to go out on his own and start this business. You get the feeling that Phil

might have a name for each well-maintained workshop machine, but deep down I think that one of his favourites is the machine that puts threads on the wheel spokes as well as the spline broach tool for cutting splines in round holes. The splined shafts produced are used for gear change levers on bikes. So, if you ever wanted to know how wheel spokes are made then see the separate interesting article on how Phil makes these wheel spokes.

Phil walked me around the workshop where I met Ben, his co-worker, who is probably turning into an older motorbike head like Phil, and he is almost as dedicated. He probably has motorbike oil in his veins as well, but just thinner more modern synthetic oil.



Don't have any doubt of the eclectic range of motor bikes in this workshop. Phil told me that there were probably approaching 35 assembled bikes on the floor and thousands, if not many thousands of parts. Just look

at some of these bikes. There were a wide range of bikes including Aprilia, Parilla, MV Augusta, Maserati and of course his beloved Ducatis. The interesting one is a 1954 Maserati 125 Sport bike. Yes, you read that correctly: Maserati! And it's right near a 1980s Cagiva. Boy, the Maserati looks like a little minibike next to the Cagiva.



As if there weren't enough bikes in his shop, Phil makes up his own bikes from bits and pieces of other bikes. For instance, just look at the classic racer 'beauty' using chrome-moly frame that Phil made himself with all Ducati and other Italian parts (see photo below)..



As an example of Phil's eclectic bike stuff, he showed me his Gino Bartali motorcycle fuel tank (see below). Well, the story that unfolded was magnificent and is a story just as good as in Schindler's List. Bartali twice won the Tour de France and the Tour of Italy bicycle races including in 1938. During the war, this very famous cyclist worked against the Fascists, but somehow, they used him to deliver documents and plans because he was judged as reliable. He

used to hide secret documents in the frames of his bike and if a soldier at a checkpoint wanted to check his bike, he would tell them not to touch it as it was especially and carefully tuned just for him. You can find out more about his heroic efforts at the following website:

<https://www.bbc.com/news/magazine-27333310>



After the war, Bartali started making motorcycles and these bikes are extremely rare and collectable. Phil is working on restoring, for a client, the only Bartali bike in Australia. When he received it, it was rusty and he has sent many of the parts to be restored and painted. Somehow, I think that what this fuel tank represents is what will be a major achievement for him once the bike is restored. It will be one of things that will be most important to Phil, as it has got a bit of scallywag about it!!!



After more than 41 years in the business I asked Phil what the worst sort of customers were. It was clear that they didn't like customers looking over their shoulders whilst they worked on their bikes. I asked them if they liked to work on cars. No siree...cars are dirty, especially underneath. You see, bikes are easily cleaned underneath but cars not so often. Okay, we can agree there! The worst job he has ever done? A Suzuki Trail bike. I can tell you right now that I could feel the hatred coming out of Phil as he told me he wasted weeks and weeks of time on it. In fact, he said if it came in again he would burn it!! The best job? It was a 1954 MV Augusta 175 CSS. He told me it was a dream job, just beautiful to work on.

Whilst everyone was in a good mood, I asked the boys what their dream bikes would be. Phil said it would be a Ducati Super Mono of which only 130 were made. Ben said New Zealander Bert Monroe's famous Drag Bike! We were talking about how values for older cars have gone up unbelievably. Well, motorbikes have not gone up as much. But he did mention some old Vincent that sold for \$1.1 million. I asked Phil what he liked about being a CIAO member. He told me it was the general camaraderie, but particularly the different runs/excursions and he told me not to forget the wine, food and cheese outings (Hi Bec!) During my visit to the workshop, I truly got the impression that Phil, and Ben, really have more than a certain pride in their work. It is immensely clear to me that Phil loves these bikes and I felt

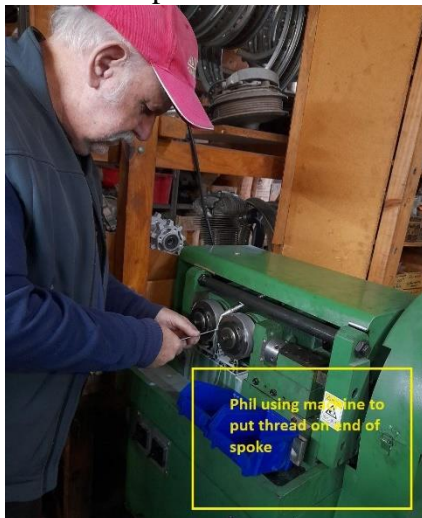
that it is with workshops such as these that helps 'keep the dream alive!' Let's hope that Phil, and Ben can continue for many years to come and hopefully get younger people involved. Otherwise who will be able to operate all this specialised equipment? Because these bikes have a certain quality that modern bikes can't match. Bravo Phil

How Phil fixes wire wheels.

Okay, let's say that you have broken some of the spokes on your wire wheels. My advice? Go to Phil Hitchcock's Road and Race Motorcycle Engineering at Berkeley Vale.

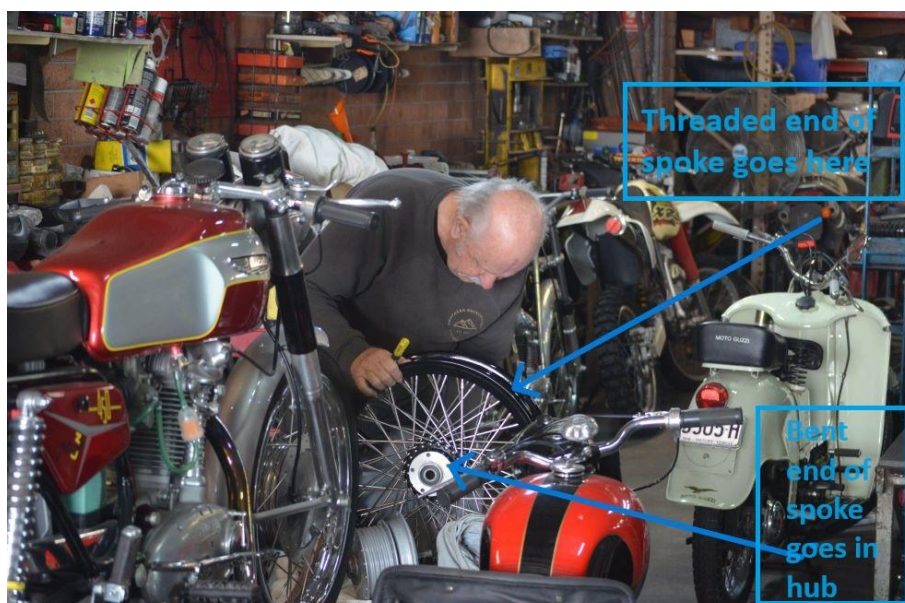
He will measure a straight wire and use a special tool to bend it to the correct angle hook at the end which attaches to the hub.

Then, the crucial part is that he needs to put a thread on the other end. For this he uses a beautifully simple machine. It has two rollers with former to make the threads on them. When he puts the end of the spoke in it he ends up with rolled thread.....easy!



So now, one end hooks in near the hub and the other end ends up in the outside rim. Now if Phil's machine was set up right he screws a threaded nipple onto the end and he tightens it to the required torque with a spoke spanner **...then the broken wheel is fixed.** So simple and effective don't you think?! See photo 3 where Phil has installed the new spoke in the wheel and has tightened the nipple into the rim.

Now, if you think about the thousand, no millions of spokes in motorbike and car wheels, you will realise how valuable this service is!



For the diary.....

Saturday, November 18. Meet at Doyalson (Metro Petrol Station), ready to leave at 7.15AM and drive to Lakes Beach, Budgewoi. The event finishes at approx. 11AM although you can leave anytime.



Classifieds



November 1983 built GTV with approx. 267,000km from new and under 20,000 since rebuilt some 7 years ago. This wonderful example of a GTV is quite special as it was purchased late 2014 from (Il Presidente) Greg's brother at a car show at Tomago. It has all receipts and original manuals and handbooks and all services from new and lived most of its life in a garage in Armidale. It is one of the first models with the hot dip gal process and consequently has NEVER had rust. Fully restored by Murray and his daughter, the only upgrades I have made is to the motor which appears as original but has been brought up to Autodelta specification for a Group 1 Touring Car. This includes Autodelta camshafts 10.92mm lift and increased duration, 9.7:1 compression and carburettors reworked and sized utilizing the 40mm originals as per Autodelta spec (not 45mm which are Group 2). I think this is how they all should be and uses less fuel on highway, believe it or not. This brings the car up to a much more lively 160hp @6250 rpm and still keeping it virtually identical in nature to original idle and smoothness . Also, with great appreciation to Warren, we rebuilt the tailshaft with new rubbers the lot ...smooth. Comes with spares, including a spare engine, original wheels and it has new gearbox mounts and new master and slave cylinders.

Regretful sale at \$25,000. Ring Carlo Rossi on 0412 494 094

Coda

I hope you have enjoyed reading our Spring edition of the CIAO Newsletter. Hopefully there was enough content therein for you to enjoy and reflect on the activities of what is a busy and active club. And perhaps occasionally, to make you smile.

I take this opportunity to apologise for any errors, misspellings etc in this newsletter, especially in articles written by other members.

Members are always welcome to suggest things to help improve the newsletter and are especially encouraged to send these suggestions or, even better, write articles and send to keithrmitchell@yahoo.com for inclusion. A variety of 'voices' always makes for a more interesting newsletter.

Two final things: start thinking about what activities you can organise for the club and please get involved in Lago di Mac. It is a huge event and the organising committee will need many hands 'on deck' on the day.

Ciao

Keith Mitchell

