

C.I.A.O.



SUMMER NEWSLETTER 2023/24

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President's 'Estate' Report

Before the leaves start falling and birds fly north, I would like to say what a pleasure it has been to be a part of this club, I ask you allfriends, amici, lend me your time.

Fabulous is the only word that comes to mind for the last 4 months for C.I.A.O. The club members are all charged with excitement and enthusiasm which I have to say I have not seen for some time. The numbers at the meetings are growing, with no small thanks there to Keith and Louis.



The Club itself, since taking over Lago Di Mac, has more purpose and validity and an unprecedented exposure. We are currently outperforming the MG Car Show Days, which I did attend at Lambton Park and there were maybe 150-200 people.

So, congratulations to you all for a job well done, as a team this can only get bigger and better.

It's heart-warming to hear that the Ferrari Club Sydney has already pencilled us in on their 2024 Calendar, as has Maserati. It's as if they were waiting to see how professional and consistent the show was going to be. Once again, a big thanks to Max Belmonte for organising the Ferrari club. Like all events, there is always room for improvement. I think everyone can agree with the new format over 2 days. I believe this will actually be beneficial but will also smooth things out.

Membership-wise, I still feel that we need to extend a warm welcome back to past members that seem to have 'fallen off the radar', and that our fees should be reduced to \$45 annually now that we have an increase in numbers. Also, as the economy bites, people are being more frugal with their funds. I hope this can be considered.

As I stated previously in the last report, if we didn't move on with Lago, the club was slowly becoming irrelevant, but not so now. Now we are a major club in the Hunter. What a turnaround! Thanks to you all, I won't mention names as it's a huge list. It would be more like a roll call.

The club has already locked in the dates with Council for the 23rd and 24th November 2024 and I will be applying to Council in late March 2024. Hopefully they will be supportive of the festival again.

Let's enjoy the passion!

Grazie Tutti e Viva CIAO

Carlo Rossi
il Presidente

A word from the Editor

Welcome to the 2023/24 Summer edition of the CIAO Newsletter.

As always, it has been a busy three months at CIAO. Obviously, Lago di Mac, being the most significant event of the CIAO Calendar, took a lot of time and energy of the organising committee and their helpers. It is exciting that already plans are afoot for the 2024 Lago,

With the various runs, some new, some tried and tested, have made for an interesting programme of events, including a great turn-out at Surf, Sand and Cars at Lakes Beach in Budgewoi and the always popular Mid-week Coffee Runs.



A Blast from the Past makes a welcome reappearance to give context as John Leeks continues his always entertaining series of **Meet the Member**. This edition's subject is Lance McKenzie-Murray. Another 'Coastie', Lance and his good mate Rocky are a great addition to the club, boosting the FIAT numbers. I am sure you will enjoy this article. Many thanks to John for spending so much time interviewing, taking photos and writing the report. **For the Diary** also includes the welcome return of Kariong Cars and Coffee, now known as Cars and Coffee Madness!!!!!! Hmm.....

Finally, **Col Goldie** goes full pirate as he introduces hitherto secret specifications of racing Alfa Romeo GTJuniors.

Thank you to Michael and Deb Johnson, Carlo Rossi, John Leeks, Warren and Laurel Buckingham, Greg Crow, Adam Collins, Craig Osborne and Col Goldie for their written and photographic contributions to this Newsletter.

KM

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Lago di Mac '23: December 3



The organisation for Lago 2023 started immediately after the hugely successful 2022 event finished. Plans were underway early with the securing of some of the stalls and our major sponsors, indicating they were very keen to be part of the 2023 festival.

With that in place, everything was coming together with the securing of the marques, traffic control and security among others as the event drew closer. We knew that the 2022 event was going to be hard to match, but I think 2023 exceeded all our expectations, thanks especially to the hard work of Carlo and Wendy.

The event started on the Saturday afternoon in the rain when the marquee and chairs were due to arrive and erected. The park was surprisingly dry and the forecast for Sunday was looking positive with sunshine. We finished at the park at around 6.00 pm when the security team were in place and the Buckingham's took over for a Fiat BBQ!

Sunday dawned clear and sunny, all set for an early start. Carlo arrived around 6.00am so there was someone there when the security contract finished, I arrived not long after with a quick meeting with Carlo. I stayed at the entrance to set up the event flags and also traffic control.



As the morning drew on and our stall holders arriving, it was becoming very busy. Brent Blackwell came and gave me a hand in ushering vehicles in and moving them out of harm's way off the main road. With things ramping up a team of members came and took over, which was much appreciated! I went down to assist Carlo directing stall holders into their allotted areas and erecting extra shelter, directing the cars to the area for our display.

And what a day Sunday was, sunshine and blue skies all the way, it was quite warm as was the atmosphere, the coffee was on, the food was cooking spreading its aroma all over the park, people taking advantage of the seating in the shade to sit back and take it all in while consuming their morning teas or lunches.

There were a lot of people also just walking around enjoying the relaxing ambiance, families with children using the play area or just walking around admiring all the cars, bikes and scooters, people coming and going all day, many



commenting on what the great event, congratulating the organisers, stating their intention to return next year. What a fantastic colour pallet we had: blue skies, green grass, all the colours of the rainbow with the display vehicles.



We took a count of the static cars and bikes, with Ferrari, Lancia, Fiat, Alfa, Ducati, Moto Guzzi plus. I can remember totalling some 140 vehicles at around 11.30am, Warren counted some 240 overall for the event with the number of stickers used.

It was a great team effort from everyone, coming together to bring this event up to the level of the '22 event and surpassing it in my mind. We know that there will be a 2024 Lago, so bring it on, we can make it bigger and better again with the experience gained so far.

A big thanks to the committee and everyone involved, we put in the effort and produced a fantastic event, enjoyed by all who attended.

Michael Johnson.





The Stalls







Club Drive No 1: Fighterworld, Williamstown November 12



On Sunday November 12, a group of 18 CIAO members met for coffee in Morpeth and a drive for lunch at Fighterworld in Williamstown. Organised by Adam Collins and originally proposed as a Wednesday Mid-week coffee run (because he works on the RAAF base and could attend, something those amongst us still in the workforce find difficult with the Midweek Coffee runs) but it worked very well as a weekend run.

After a lineup of (mostly) Italian machinery for the now customary photoshoot in Morpeth, the group set off to Fighterworld. Greg is reported to have been zipping around like a mosquito on his Moto Guzzi until he disappeared momentarily nearly out of petrol, with only a few litres left in the tank.



Adam reported that he thought Morpeth was a great start point and the town could probably do with a little bit of a focus for another run. He went on to say the drive out was through some decent country and the road conditions suited the cars.



Lunch itself at the Fighter Beans Cafe was top notch as always. Present were Adam and Kate Collins, Craig Osbourne, June and Col Stewart, Michael and Deb Johnson, Greg Crow, Carlo and Wendy Rossi, Mort Shearer, Craig and Wade Phillips, Warren and Laurel Buckingham, Louis Ippolitto, Stephen Wines and Robert Booth.



Fighter World is dedicated to preserving the history of the Royal Australian Air Force and is located adjacent to the entrance to RAAF Base Williamtown at Newcastle Airport.

Exhibited in two hangars, visitors can walk around, touch and look into the cockpits of such famous aircraft as the Mirage III, the Avon Sabre, the Gloster Meteor, the first Vampire

jet built in Australia, the mighty F-111C and the F/A-18A Hornet. Also on display is a World War 1 Sopwith Camel replica, WWII Spitfire replicas, a PC-9A(F) Forward Air Control aircraft, Winjeel trainer and much more. Fighter World also offers the opportunity to sit in the cockpit of a Macchi jet trainer.

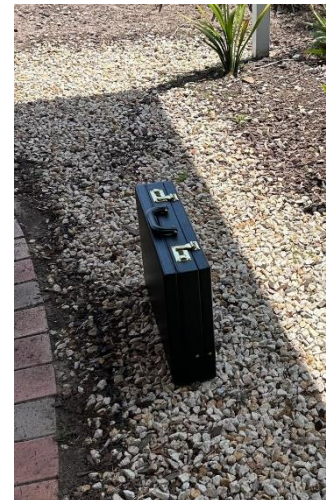
Inside the main hangar you'll also find the Norm Forrester Collection. Unique to Fighter World, it is undoubtedly one of Australia's greatest displays of hand-built model aircraft.



As always, Craig O. noticed suspicious activity around Warren's briefcase (!) and Carlo lamented the Vespa used as a garden ornament in Morpeth. Oh the humanity!



Overall it was a great day and those who went into the Fighterworld Museum seemed to enjoy the displays.



Thank you, Adam, for organising such an interesting and educational Sunday drive! KM

Adam writes: breakdown of the day! Of all the "unreliable Italian cars" on the run, the only casualty reported was my own Subaru - which started intermittently misfiring during the run, getting worse on the return home. Nothing substantial fortunately, it just picked its moment to have a spark plug fail. A quick replacement of the offending plug had it going properly again.



Club Drive No 2: Surf, Sand and Cars, Budgewoi. November 18

For years, Fiat 124 owners Lance and Rocky had been the lone Italian car representatives in a sea of American and Aussie 'Muscle' in their 124 Coupe and Spider. CIAO member David in his silver FIAT X1/9 is also an occasional attendee. I started going along in my AR GTJunior and so it was suggested we organise a CIAO Club Drive to add more Italian style to the event.



and Sharon Crow in a very clean AR Giulietta, and Steve Wines in an equally clean, but quite a deal older Giulietta.

Arriving at the Lakes Beach Surf Club, we found Lance, Rocky and David had nabbed a good spot with plenty of space for the convoy. Greg and Warren were quick to set-up the CIAO flags and the lineup of 6 Alfas and 4 Fiats made a very stylish impression.



It was great to see the hot little Alfasud



The event starts officially at 8AM but experience has shown that if you want a good spot or you want to park as a group, you have to arrive by at least 7.30. Our plan was to meet at the Servo at Doyalson, ready to leave at 7.15. Craig Phillips in his AR 159 received the award for coming the furthest, leaving his farm at 5AM. Warren Buckingham in his beautiful Fiat convertible was a fairly close second. Laurel sensibly stayed home! Completing the 'convoy' was Greg

creating quite a contrast to the Hitchcock's white 164. They later joined CIAO, having been to the '22 Lago di Mac and had intended to join. Even had the membership form in the glovebox! Needless to say, Warren was quick to pounce!

It was a great morning; the event officially finishes at 10AM when various prizes are given out although people are free to leave in their own time. KM



Club Drive No 3: Christmas BBQ, Pelican Beach, January 14



Sunday 14th January, CIAO's first outing for 2024. The popular Pelican Foreshore Park on Lake Macquarie near Belmont was the location. Our club has visited this beautiful park for the last couple of years, and all attendees enjoyed the day so much we decided to



hold our first event for 2024 at the same venue, with the bring you own everything theme that was well received. It made for a very relaxing day. Added to the event was our Monthly Meeting. Not wanting to dis the 'Berro Bowlo', it was a pleasant venue for the meeting!



The park is usually extremely popular. However, this year the weather forecast wasn't looking good for the Sunday, so with the help of our event coordinator, we monitored the forecast over a few days, which appeared to be on the improve the closer we got to Sunday. We made the call to go ahead, and an email was sent out on the Thursday that it was still on. A big thankyou to Louis (because he lives so close to the venue) who said he could get there early and claim our spot.





As it turned out the park wasn't overly busy with very few people using it all day. We had a shower of rain early on but that was it, it turned out to be perfect weather for a picnic, some cloud cover and not too hot. We put up some tarps around two sides mainly for a windbreak rather than shelter from rain. Once again, we used a large, covered area with picnic tables with the covered BBQ's just a few steps away. Louis and I started to

decorate the area as our members started to roll in. *(It looked great! Good to see the CIAO banners and flags being put to such good use. KM)*

By late morning there were 20 of us becoming a bit peckish so out came the nibbles and beverages of choice, everyone sampling the nibbles. As the morning all too quickly became afternoon it was time to hold the meeting. As can be seen from the photo above, Gladys was rivetted. However, it proved to be a great debrief on Lago and opportunity to make further plans in 2024.

Time to ignite the BBQ and for others to organise their lunches. enjoying the good company along with some beer, wine, and laughter.

Towards the end we drew out the raffle tickets provided by Deb Johnson, who put a lot of effort into making sure everyone won something. She can be seen in the photo to the left doing her Mary Christmas impersonation.



It was a great way to spend a Sunday: the weather was very kind to us, no rain and not too hot with the wind coming off the water. All made for an enjoyable Sunday, great company by the shores of beautiful Lake Macquarie. To all CIAO members who joined us for the day, thank you. For those that didn't you missed out on a great day once again.



To all CIAO members who joined us for the day, thank you. For those that didn't you missed out on a great day once again.

Thanks again to Louis for the support and for Deb for organising the raffles. Thanks also once again to John Leeks, CIAO's happy snapper.

CIAO Michael.

(PS there may be a change of venue next year.)

Club Drive No 4: MAD Day, Newcastle, February 4.

The 2024 MOTORIST APPRECIATION DAY, better known as MAD Day, was held at the Newcastle Harness Racing Club in Broadmeadow, with the cars displayed around the trotting track. I expected it to be a very dusty location considering the expected temperature on the day being in excess of 40degrees C, but I was pleasantly surprised how good it was.



Those attending had agreed to meet in Jackson Street at 8:30 so we could enter and park together. Four cars showed up for the day, 2 Alfas, 1 Fiat and a Montreal owned by Phillip, a friend of Carlo. Members in attendance were Carlo and Wendy Rossi, Steve Wines and Warren Buckingham.



One good aspect of using this location was the availability of the function rooms to cool down with a drink and solve the world's problems.



There were also heaps of raffle prizes with over twenty winners. They have a different method of choosing the best car of the day. The organisers chose two people at random from the crowd to each pick their favourite car. This meant that a drab looking XP Falcon Ute and a VW Ute with a roof rack won, each receiving a \$250 petrol voucher.

I think we all enjoyed the day and we are looking forward to next year's event.

Warren Buckingham



Mid-Week Coffee Run No 1: Jimmy's on the Esplanade: January 24



If we were looking at just the number of events, December was a 'quiet' month for CIAO, and there was a good reason for this: LAGO di MAC! However, as you will have read from earlier in this Newsletter, something as big as Lago in a small club like CIAO requires a huge number of hours in organisation and the actual running of the event.

Hence we found two Weekend Runs in November, the Christmas Party and Meeting and the first Mid-Week Coffee Run for 2024 in January. A sensible deviation for our usual programme. Laurel and Warren had found again another great venue for the latter.

The weather was perfect for an outdoor event with clear blue skies. Those of us lacking air conditioning lost a few pounds of weight on the way home owing to their cars becoming mobile dry saunas after being parked in the sun for a few hours.



Lining the street was a nice variety of Italian machinery: Alfa Romeo Alfetta GTV, 1983 Giulietta, the lovely blue MITO and my 1600GT Junior. The Buckingham's Fiat 1900 and Bec's Fiat Tremont representing Fiat.



Attending the event were Il Presidente Carlo Rossi and Wendy (First Lady?), Warren and Laurel Buckingham, Steve Wines, Micharl and Deb Johnson (excited to be able to attend finally a Mid-Week Coffee Run), Bec Hitchcock, Col and June Stewart, Brett Blackwell and Gladys and me.





The coffee 'shop' is a converted Viscount (?) caravan, the model famed for its 'eyebrow' above the front window. It had been converted cleverly, especially the wood panelling. The cafe is dog friendly with ample water bowls and it has a constant stream of customers, ensuring the food is always fresh.



There were many interesting and lively conversations happening and I seem to remember a rash invitation at some future date to a significant birthday event. Am I mistaken?

Thanks again to Laurel and Warren for organising another great coffee run and I know many people are looking forward to the March 2 event, which will be held at 5.30 in the afternoon. Finally working people will be able to attend, not just we retirees! A drive home in the dark....I guess I better work out where the headlight switch is! KM



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Mid-Week Coffee Run No 2: Museum of Art&Culture. Feb. 21

This month's coffee run was to the Museum of Art and Culture at Lake Macquarie. This wasn't our first visit here, it was part of Louis and Janelle's Lap of the Lake run last year. A smaller group of members than usual joined us at the Three Bears Café for morning tea. They were Laurel and Warren Buckingham, Greg Crow, Brent Blackwell, Andrew Horvath and Wendy Rossi.



It was a pleasant morning followed by a visit to look at the current exhibition called



First Class 23, which celebrates the exceptional work of local HSC Visual Art Students. Exceptional indeed. Then A Closer Look – Australian society in miniature. All very well done.

CIAO

Warren and Laurel Buckingham



A Blast from the Past: FIAT 124 Coupe



Fiat's CEO in the 1960s, Genoese octogenarian ex-economics lecturer Vittorio Valletta (often referred to as "Il Professore") had decided that front-drive cars as replacements for the backbone of Fiat's lineup wasn't a viable option, so engineer Oscar Montabone was recalled from Simca to produce a RWD alternative to those being proposed.

Montabone's idea was entirely conventional, a regular front-engine, rear-drive, three-box sedan using largely proven mechanicals. While Montabone's project got the nod from Valletta over the series of "123" prototypes Giacosa had created, some of the elements of those prototypes were incorporated into the 124, namely its lightweight construction and all-around disc brakes, a real novelty for any cheap car in the 1960s.



Its specs read mostly like a sports cars in that era, even with the basic 1,197-cc engine that came standard in the sedan. The car's poised suspension, double wishbones with coil springs and an anti-roll bar in front and a rigid

axle with trailing arms, coil springs, a panhard rod and an anti-roll bar in back, resulted in engaging handling that entirely belied the regular 124's plain looks. Because it was mostly a clean-sheet design, though it reused the Fiat 1500's gearbox, it was possible to plan sporty 124s right from the beginning and relatively easy to engineer them.

Alfa-Romeo's 105-series Giulia Sprint, introduced in 1963, was more within the range of ordinary people if still not "cheap." Alfa advertised it, at first, as a full four-seater, though its rear seat was cramped compared to the sedan it was based on. Not surprisingly, since 16cms were cropped out of the wheelbase to produce the coupe. Alfa soon listed it as a 2+2.

But in 1965, Milan added the GT Junior version, an even more affordable 1,290-cc 1300 GT Junior. This was a truly affordable car by Alfa standards, and it became the best-selling of the 105-series Alfa Coupes, with 91,000 built over a ten year period. In the meantime Lancia launched the Piero Castagnero-styled 1,216-cc Fulvia Coupe, 15cm shorter in wheelbase than the boxy Berlina. Also not really a full four-seater, but even more affordable than the Alfa.



To create a volume-production car that could take on these vehicles, Fiat worked to keep as much of the 124 sedan as it could intact. It would not lose any wheelbase, to ensure maximum passenger space, and to give it the long-hood/short-deck proportions that suited the Alfa so

well, In fact, Fiat made the coupe *larger* than the sedan.

Structurally, the 124 Coupé would use much of the sedan's structure and mechanical parts almost unaltered, including its 242cm wheelbase. The rear was stretched by about 7.5cm and the cowl moved back a similar amount to give it different proportions. The height was reduced by about 5cm, which resulted in a very different looking car even if most of the components underneath were the same.

Centro Stile may have been in contact with Pininfarina, as the front styling of the original coupe bore some resemblance to the Spider, but the rest of the car looked like neither the sedan nor the Spider, and it had sedan-like room.

Many of the sedan's mechanical pieces were used, though the coupe had stiffer springs and thicker anti-roll bars. What was not the same, however, was the engine. The 124 had an all-new 1.2-liter overhead valve engine, and the coupe's engine was based on the same block, but ex-Ferrari engineer Aurelio Lampredi helped turn the powerplant into a sweet-revving twin-cam that was cheaper to manufacture and maintain than Alfa's or Lancia's V4.





A Ferrari man for nearly a decade and responsible for many Ferrari racing V12s in the 1950s, Lampredi was displaced at Ferrari by Vittorio Jano, whom Ferrari got in a deal to take over Lancia's racing program in 1955. After that, he went to Fiat to design engines for the people, and he would be responsible for millions of Fiat powerplants.

To make the new engine stronger and sports car appropriate, Lampredi gave it a three-piece light alloy, cross-flow, twin-cam head with what he called a "polyspherical" combustion chamber. It was bigger, too, bored up to 1,438-cc. The camshafts were driven by a rubber belt rather than chain, which at the time seemed radical. Fiat cautioned that the belt needed changing every 36,000 miles, but it was also much easier to change than a conventional cam chain.

The 124 Coupe was at first aimed at its Italian competitors, and the original design was the series "124 AC." About 20% cheaper than the Lancia or the Alfa and more practical than either in every respect, the 124 Coupe was an instant hit. The original AC coupe was built from the spring of 1967 until late 1969. 113,000 ACs were made, which was a huge number considering it was only built for about two years. It took Alfa-Romeo a decade to build its 91,000 GT Juniors. Australia saw its first 124AC coupes in early 1968 but sales didn't start until the following year. The Fiat with its fresh lines and huge glass-house cost \$3648 – money that would buy an MGB or GTS Monaro with change left over.

In 1970, the AC gave way to the BC, with new front and rear styling done by Gian Paolo Boano and an altogether more 1970s look. The delicate detailing and tall greenhouse were preserved. The BC got even more power (about 10%) and a second version of the twin cam, now in 1,608-cc. Eventually it switched over altogether to the larger engine. With its quad round headlights and slim bumpers, the BC is arguably the best looking Fiat 124 Coupe, and it sold just as well as the first. 98,000 of them rolled off the line in just three years.

The BC gave way to the CC at the beginning of 1973 and a rather unfortunate restyle up front, with a big opening carved into the front fascia and a brand new rear bumper. As emissions rules began to bite, the 1,608-cc twin cam was revised into a 1,592-cc unit, and then CCs were fitted with the larger 1,756-cc engine.

Under the bonnet a 1.8-litre engine from the heavier 132 sedan should have provided a solid power boost but emission-controls slated for 1974 ensured the bigger engine developed only 84kW.

A Member's Profile:

Meet Lance McKenzie-Murray: CIAO attendee and future member!



I met Lance, and his mate Rocky, at a CIAO meeting in August 2023. To tell the truth, I thought that he was very quiet and so I wondered how this interview would go. I needn't have worried, as it turns out Lance has been a car guy for over 50 years. His love of cars started when he was 14 and he used to drive his father's car when his dad went out. But Lance was worried about being caught when he noticed that his father marked the tyres. However, Lance was up to that challenge and so he remarked the tyres. His father taught him to drive, and he must have

been surprised how easy Lance took to driving. Lance's first car was an Anglia ...like in Harry Potter...this was followed by a Datsun 1600.

Why Italian cars?

You know, I have done quite a few of these interviews and the main reason why they caught the Italian car bug is usually because someone in the family had an Italian car and bang they, in turn, fell in love with Italian cars. In Lance's case it was his brother's Fiat 125 Special. It turns out that Lance likes very unusual cars that handle really well. Thus Italian cars.



The list of Italian cars he has had are Fiat 128 Sport, Fiat 124 sedan, Fiat 124 coupe (current car), two Alfa Sud Sprints and an Alfa GTV (pictured above). This wasn't any ordinary GTV ...it had the 3 litre engine, which came from South Africa, unlike the 2.5 litre ones we got in Australia.

His best and worst moments ...in Italian Cars

It took him a millisecond to tell me that the **worst moment** was when his girlfriend mixed up reverse from first gear and smacked his beloved GTV into a solid fence. **The best moment** took even less time to recall, and it was when he was in a major car rally, the Dandilup Rally in Western Australia. Lance was in the navigator's seat, his car came second. Just one wrong call, otherwise they would have won! As his friend, the driver, still often reminds poor navigator Lance until this day of this mistake. The other memorable event was when he won a Perth Motorkana in his Fiat 128. He told me what was especially pleasing was that he left quite a few V8 Falcons and hot Toranas in his wake.



About his present Fiat 124

Well, he now has a very special car and whilst we were taking photos, quite a few people came up to us and openly admired this red 124. Take, for instance, the lady that admired his car whilst we were taking these photos and added that her father had a hot Torana. Lance is very honest about his car. He said that he intends to respray the car, although it looked okay to me, but a respray would really make this car something else. Mechanically, the car is very good and the interior is ultra clean. In fact, this car won the award for best car at the last Surf, Sand and Cars in Budgewoi.



When I heard the detective work he undertook re the history of the car, and, most especially the engine, I was very impressed. Lance bought the car from a Victorian person and the engine intrigued Lance. It turns out the original engine was badly damaged, and the previous owner found it hard to get a replacement. So, they found one on the internet ...but overseas! It turns out that in 1989 the engine came out of a Lancia Beta Coupe that travelled from South Africa to Germany and eventually

to Wales. It ended up being worked on by the famous Guy Croft from England. If you know anything about this famous engine builder, you will guess that the engine must have been something really special. Anyway, it ended-up in a Caterham race car. That car crashed and from there the engine and the worked gearbox ended up in Australia, in Lance's 124!



Lance told us that the engine was tuned for racing and was too hot to drive as a daily driver. It meant that he effectively had it detuned and today it is very tractable and easy to drive. I bet that Guy Croft might come back from the dead and haunt poor Lance if he knew about this detuning 'tragedy'. He reckons that his Fiat has oodles of torque, and "...pulls all the way to 7500 revs...with a closer ratio gearbox". I can tell you that it sounds terrific.... really terrific.

Lance's Dream car

We ended by talking about what floats our car dream boats and I asked him what his dream car would be. His answer was one of my all-time favourites too: **a Fiat Dino Coupe**. In case I didn't know what these looked like Lance quickly pulled out a pic of one of these Dinos. He need not have worried as I often feel bad about not buying a white one myself a few years back.

After talking with someone like Lance it helps to get your own car mojo back as his love of his car is very infectious. May the Fiat 124 live on and give Lance many happy future memories.... and trophies! John Leeks.



For the diary.....



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More info: [f](#) Lago di Mac - Lap of Lake Macquarie

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

Col Coldie's Treasure Chest



Ah ahh....., you'd be wantin' to know about some of me secrets for racing Alfa Romeos, particularly the 1300 and 1600 GTJuniors. Keep a lookout in coming Newsletters for interesting and lost information about how these mini-monsters went so damn fast.

As you scroll through the attached information (copy and paste the link below in a new 'window'), you'll see that there are different carburettor setups with different dynotune outputs and little tricks and cheats that scrutineers didn't pick up. This is really for die-hard trivia buffs and those that have hot 105s.

Imagine a (non-turbo) 1300CC engine pumping out almost 150BHP!!! Impressive even these days, and the cars topped out around 230kmh. It took the rest of the world two decades to come even close to what Alfa and Carlo Chitti (Autodelta) did with these cars, and you'll understand why they are still loved and very sought after. Enjoy!

Col Goldie

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