



SUMMER NEWSLETTER 2022/23

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President's Report

Welcome to 2023. CIAO has "rested" over Christmas/New Year and is back into it: ticking off calendar events with our January meeting and Pelican gathering.

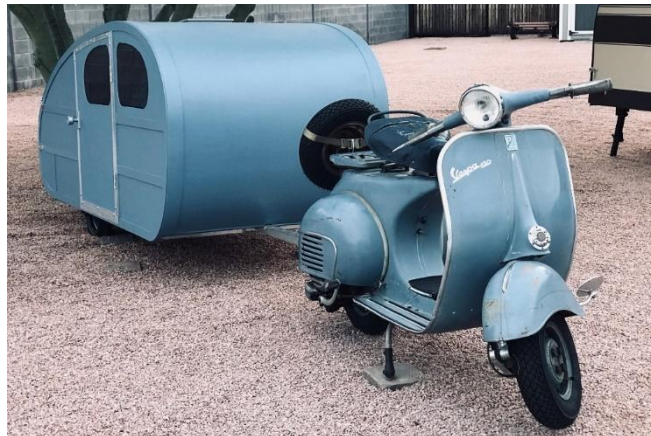
If you hadn't heard, Lago di Mac last December was a huge success. A big thanks to all CIAO members who contributed in some way, big or small. Our club received some very positive interest on the day with some new members along with many positive comments from those displaying their vehicles and those in the temporary display parking area.

So...what's next? The Calendar continues to build. As always, we ask for you the member to make a contribution. It's not scary and your ideas will always be appreciated. It may be anything from Overnight Runs (I suggest you share the task of something like this) to donating a Raffle Prize or sharing at meetings through Spanner and Torque.

I look forward to the coming year...and sharing it with you.

CIAO

Greg



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YOUR NEXT APPOINTMENT

A word from the Editor

Welcome to the Summer edition of the CIAO Newsletter.

Obviously the highlight of the three months since the last Newsletter has been the **Lago di Mac** event. As Il Presidente Greg Crow said previously, **Geoff Boog** was tireless in his organisation and very creative in all aspects of the event. Much has been said and shown on the two Facebook pages: the Lago di Mac and the CIAO pages. If you haven't already, check these out. Just out of interest, here are some Facebook stats for CIAO (7th Oct - 4th Jan) - when compared to the previous 90 day period: 41 new followers (+242%), 1,800 post engagement (eg: likes, shares, comments etc +378%) and 8,200 audience reached (est +2,868%), Great statistics indeed!

Rather than try to reproduce all 900 (approx.) photos, I have selected some which show CIAO members in action, as well as reports from a few of the attending car and bike clubs.

As well as the usual reports on Club Runs and Mid-week Coffee runs, a 'new' section has been added, called **Meet the Member**. John Leeks selects and interviews a CIAO member. This edition's victim.....I mean, subject....is Louis Ippoletto.

Andrew Horvath has written extensively about the DeTomaso Pantera in **A Blast from the Past** and **A Member's Restoration**. I can't wait to see his car back on the road!

Thank you to Greg Crow, Warren and Laurel Buckingham, Craig Osborne, Phil and Bec Hitchcock, Mike and Deb Johnson, John Leeks and Andrew Horvath for their written and photographic contributions and Col Goldie for his suggestions and cartoons. KM



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Lago di Mac - Lap of the Lake

After many many months of planning, meetings, and late nights largely by our club member and Lago di Mac organiser Geoff Boog we arrived at the big day Lago di Mac was here (ready or not?!)

A number of club members arrived early to Thomas H Halton Park ready to welcome the masses of Italian fans, be they foodies, Italian wine buffs, locals in the park often being dragged along by their four-legged furry friends, Italian music buffs, car and bike aficionados, or just groups of people wanting to enjoy a little bit of Italy.



day, with cloud cover and a nice breeze by the Lake – perfect weather for gelatos, gnocchi, coffee, cannoli and many other Italian delights. Talking of delights, we were blessed with a good range of cars and bikes in attendance. New and old Alfas (of course), Fiats and Abarths, Maseratis, an orange



On the Friday before, some time was spent setting up as much as we could whilst being joined by a group of Vespa riders from the South Coast (the Vesparados) doing a reconnaissance visit before the big day. Up went the marquees road signs, flags and bunting, table cloths etc

On the Saturday we were blessed by a cooler



Lamborghini, a smattering of Ferraris, (a particularly pretty dark blue 328 caught this writers eye) and a couple of Lancias. Bikes too were particularly well represented with Ducatis, Moto Guzzis, a Moto Morini, and a wide range of modern and vintage Vespa's including our aforementioned Vesparados. Carlo (looking dapper being colour coordinated with his scooter) and Geoff arrived on their respective Vespas to bolster their numbers. Club members were present displaying our range of modern Alfa's (147, 164's, 159, Giulietta & Stelvio), Ferrari 308 and Fiats.



Club members manned/womaned (or is it “personed”) our Ciao marquees engaging with people wanting to know more about the club, even welcoming back some past members and a few new ones too!

A great day, nonetheless. A big thank you to Geoff Boog who’s focus, drive and tenacity made this day happen. Also thank you to our sponsors (especially Lake Mac Council), our vendors, and of course those prepared to dust off their cars and bikes and share them with us..... many travelled some distance to participate in this event

I should mention that yet again the mysterious (*and perhaps notorious? Ed*) Buckingham Briefcase made an appearance late in the day... creating interest and a gathering crowd.
Craig Osborne

More photos of CIAO members in action...and inaction!

With such a big event, organiser Geoff Boog called upon CIAO members to act in various roles: traffic controllers, CIAO desk managers, general dogsbodies.....as well as enjoying the great atmosphere of the event. Some ‘action shots’ of CIAO members doing their bit towards the success of the day were captured by John Leeks.



Above: Everyman and his dog!

Above right: In your dreams!

Right: I prefer blue.....



Left: Carlo Rossi surrounded by Wasps! So.....what is the collective noun for Wasp? I found there are four possibilities! They are an aggregation, a colony, a nest or a swarm! I personally like a Nest of Vespas! KM

Reports from other attending clubs of the event.



Here is a selection of early reports of Lago di Mac by some of the attending Car and Bike Clubs on the day. What a great day for the profile of CIAO.

From **FIAT FOCUS** The Journal of the FIAT Club of New South Wales Inc.

Lap of Lake Macquarie

The 2022 Lap of the Lake was held on Saturday 10 December and was well attended by Italian Car clubs and enthusiasts. The event centred around Thomas Holtan Park at Croudace Bay and included an Italian Festival with Italian food, Italian musicians and of course Italian cars and motorcycles!



The park included a display area for vehicles on show and an overflow park for those who were visiting with the intention of continuing their “Lap of the Lake” and visiting the various towns around Lake Macquarie. The day proved to be a success with organisers pleased with the turnout. Everyone is now looking forward to the event next year (including those who could not make it in 2022).

One entry of many from the Facebook Page of **Vespa Club Leichhardt**



Lago di Mac - Lap of Lake Macquarie

They came from everywhere! Like many others that traveled from afar, Vespa Club Leichhardt turned it into a relaxing weekend getaway. Well played 🍷

Also spotted riders from Vespa Club Sydney, Vesparados, and Lambretta Club of Aust

From the Facebook page of **Scooters of Newy**

Lago di Mac - Lap of Lake
Macquarie

13 December 2020 •

What an amazing day!

We were completely
overwhelmed to see who we did
around the lake today.

New friendships were made, the
smiles, the gorgeous machines,
their sounds, the perfect
weather, the gelato, the food, the
smells... it's safe to say each of
us had quite a few 'moments' we
will long remember.

Grazie mille 🇮🇹



The Wheels of Life



Mid-week Coffee Run: Sabor Dessert Bar, November 17.or Death by Chocolate.

This month's coffee run on Thursday 17th November, was held at the Sabor Dessert Bar in Pokolbin. **Sabor in the Hunter** is situated on the 20 acre Lambloch Estate. A working winery, consisting of 11 acres of Shiraz and Semillon grapes which date back to the 1950s. Sabor shares the modern building with the Lambloch Cellar Door for wine tastings and sales.



The original Sabor was established in Lovedale but had to relocate to its present spot (with its views over vineyards and the distant BrokenBack Mountain Range), as it outgrew its previous premises.

We had a good turn out with 10 members and one visitor, comprising the following participants: Keith, Sharon, Bec, Greg, Mort, Elaine, Warren, Laurel, Andrew, June and Col plus our faithful mascot Gladys.

As usual with such good company, we talked and laughed, ate too many sweet things and finally left around 12:30pm after a 10:30 start.

Warren and Laurel Buckingham.





Club Run No 1: Concorso d'Eleganza, November 6

Perfect weather meant the thrice postponed Concorso d'Eleganza, organised by AROCA was finally able to be held! The weather prediction was for 23 degrees, the venue, Bays Bay Reserve in Rhodes was ideal. However, the exposed nature of the park and the hard reflective surface could make it a little unpleasant on a hotter day.



An annual event, held in conjunction with the FIAT Club, The Lancia Motor Club and the Italian Made Social Motoring Club, fears that the move from Gough Whitlam Park would mean there was not enough room proved unfounded. All cars were on display without the sense of too much over-crowding, and the organisers managed well to keep the different makes, and in some cases, models together.



As it is the 50th anniversary of the Alfa Duetto Spider, there was a high representation of these cars. Being a warm day, it was perfect weather to get the tops down of these and other convertible cars pictured here.



CIAO was represented by the AR164 of the Goldies, my AR1600GTJunior, the FIAT 2300S belonging to the Buckingham, Craig and Amy Osborne's AR147 and Louis Ippolito in his AR159.

As far as I could tell, every Italian make was represented on the day. Some highlights were the 3 Alfa Romeo Montreals, arranged in the red, white and green colours of the Italian flag (a bit subtle, missed by many).



Also attracting a lot of attention was the white 1954 Lancia coupe. These elegant cars are very rare, especially in Australia, and this particular vehicle was beautifully presented.

Each club had its own presentation. Making a habit of this, the Buckingham's FIAT 2300S won the prize for Best

Historical Fiat, reprising his win of Best European Car at the Tilligerry Show earlier this year. Will their Pool Room be big enough to house all these trophies?

It was a great day and certainly a worthwhile event to attend. It will be interesting to see if the event returns to Gough Whitlam Park in 2023 or remain in Rhodes. From what I heard, many people were pleasantly surprised at how good Bray's Bay Park was, although the smaller size was seen as a disadvantage. Although grass is not so good in wet weather, it is cooler than the reflective asphalt of the Brays Bay. KM







Post script: maybe next year, if this event is held here again, something could be done to make it easier for low-slung cars, such as this Ferrari, to access the site. It must have taken over 15 minutes for this guy to finally make it over the kerb without damaging the car.



Club Run No 2: Fiat 123 Rally

Or.....a rally to celebrate 123 years of FIAT

Laurel and I had been looking forward to this event for some time, remembering how much we enjoyed the last Fiat Rally at Parkes in 1991 (*that's a long time between drinks: Ed*). We had decided to take 2 days to get to Bendigo, more for us old folk than the cars and we left on Wednesday morning, about 10:00am in our Fiat 2300S.



Tom Heard, with his co-driver Mick Barclay was also driving down to Bendigo in his Fiat 2300S and left about the same time. We had agreed to meet up at the Pheasants Nest service centre and then continue in convoy. Our next stop was Goulburn for fuel and lunch at Trappers Bakery. A stop we always enjoy.



Then onto Holbrook where we all stayed the night at the Town Centre Motor Inn. We had tea at the Riverina Hotel where we had Pizza and what a pizza, the topping was at least 1" thick.

The next morning, Thursday, we headed towards Bendigo. Our first stop today was Glenrowan for morning tea at the Glenrowan Bake House and of course to take a picture of Ned Kelly. The next stop was at a little town called Colbinabbin to look at the Silo Art located there. It was truly fantastic.

We then had a short stop at Epsom for a bite to eat and refuel before heading to Bendigo. This is where I lost faith in my Navman, it took us to the other side of town and nowhere near our Motel. Finally found our way to the All Seasons Hotel where all the Rally entrants were staying.



Friday: first stop Maldon, an old historic town kept pretty much as it was. We filled the cafes for morning tea and lunch. We then moved onto the local hill climb circuit at Mt Tarrengower where we all drove enthusiastically up the hill, only to find a tree had fallen across the track. But we all managed to avoid it and as Laurel said we have to drive the car home. At the top of the mountain was a large parking area and a Fire tower. It was a good spot to take a picture of the cars together.



Our next stop was to be the Eddington Street Sprint Circuit, where we stopped for a chat about the circuit. The chat was quickly abandoned due to all the mozzies. They were that hungry even Aeroguard couldn't keep them away. So back to the motel for a rest and to get ready for our

dinner that night at the Bendigo Harness Racing Club. That night we got to park our cars on the track facing the dining room with the track lighting on that really highlighted all 40 plus cars.



Saturday: a few surprises today.

Our first event was lunch at the Veteran Vintage and Classic Car Club for a delicious lunch, but first we had to find our way there. After lunch we headed to Castlemaine to visit several restoration businesses located there. Our first stop was Hadfields Hot Rod Museum where many hot rods were on display as well as some being built. The quality of workmanship was outstanding. They even had a V12 Topolino.

Next was a stop at Riedies Motorcycle Display and Restoration shop. Mainly Harley Davidsons and Indian Bikes. A big surprise was to see Fiat 8V by Zagato. Fiat only made 114 chassis so this a very rare car. The business next door was restoring several Bugatti's as well as using a 1928 Fiat 521 utility as their everyday delivery vehicle.

We could have stayed in Castlemaine for dinner but elected to return to the motel in Bendigo and have dinner in the restaurant.

Sunday: it all ended today. A little bit of confusion due to the weather this morning. We were going to display our vehicles in the centre of Bendigo but due to the forecast of heavy rain we ended up staying at the motel for our finale farewells before heading home. Bottles of wine were handed out for various awards, one couple won furthest travelled, having flown from Cambridge England. I received a bottle for the good Samaritan Award. I helped a participant replace the ignition switch in



his car after the switch melted. *(Everywhere he goes he gets awards!!!!: Ed)* Tom and I headed our cars to Gundagai, our stop for the night at the Gundagai Motel conveniently opposite the RSL club for dinner.

Monday – We had breakfast at the Niagara Café, which has been around in one form or another since 1902. Although it has been modernised it still retains that old fashion look.

Well worth a visit. Then a look around Gundagai before heading to Goulburn on our way home for fuel and a pit stop.

All too soon we were home, a great trip over. Can't wait for 2024 for the Fiat 125 Rally to be held in the Hunter region.

Warren and Laurel



Club Run No 2: Christmas Party Picnic, combined with Phil & Bec's Drive, November 27

Freeman's Waterhole was our meeting spot, where we shared the Oak Café carpark with some very nice classic Chrysler cars. Phil was early....appropriate considering he had organised the run. My Alfa was next of the Italian contingent, followed immediately by Mort and Elaine in the GTV and Il Presidente and Sharon in their Giulietta..



There was a flurry of activity when Louis arrived in his immaculate MGBGT (admittedly not Italian but designed by Michelotti). The reason for the activity were starting issues, so the usual jokes re. Italian electrics were replaced with references to Lucas, the Prince of Darkness. With probably the longest set of jumper leads I have ever seen, the MG was restarted. CIAO is very lucky to have so many skilled, and well prepared,

members!

The Buckingham's were followed by Carlo and Wendy Rossi in their very stylish XK Jaguar. Apart from the driver, I can't find much of an Italian connection, so we will just move on.

With all accounted, we set out on Phil's Magical Mystery Tour. With Freeman's Drive quite busy the CIAO cars were spread out,



only really becoming a convoy by the time we got to the Wyee Turnoff near the 'Doylo' RSL.

I knew where we were until Phil went bush into what surely must be Yowie Central! Carlo's hand signals indicating craters (AKA potholes) appreciated greatly. Thank you Phil and Bec for organising a great drive! KM

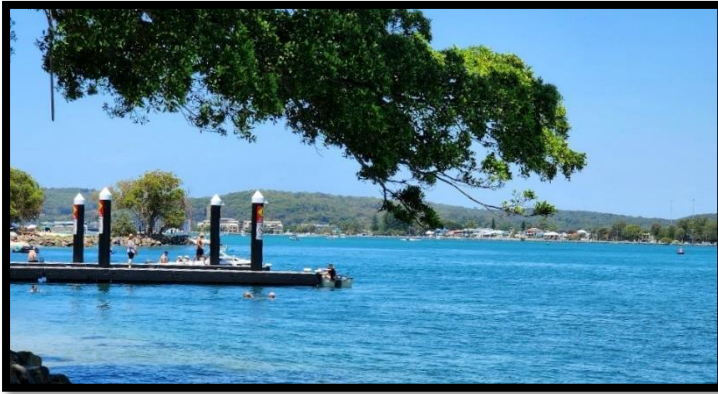
The Christmas Party for 2022 was a bit disappointing with only 15 people turning up, but on a happy note there were 15 lucky door prizes, so everyone got one! *(They were great prizes...thank you both: Ed)*



It was nice and cool in the undercover BBQ at our place so no burnt faces at the end of the day. Just happy faces who had a good time eating, drinking and telling tall tales as well as bagging those who did not turn up!!!!
Phil Hitchcock



Club Run No 3: Pelican Foreshore Park Picnic January 15



Sunday 15th January CIAO's first outing for 2023. 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 2023 at the same venue. With the same 'bring you own everything' theme that was well received, it

made for a very relaxing day.

The park is an extremely popular waterfront area with plenty of picnic tables, covered BBQ areas, nice, grassed area with lots of trees, their canopy providing plenty of shade, a good small beach that people were using for swimming, fishing, canoeing

or just paddling around are all popular past times. The area also has a very busy boat ramp

that is in constant use. I couldn't arrange an aerial display

with some aerobatics this time, but still, had a high tide, sunshine, and plenty of

activity in the air with sky divers, planes taking off and landing, helicopter joy flights along with

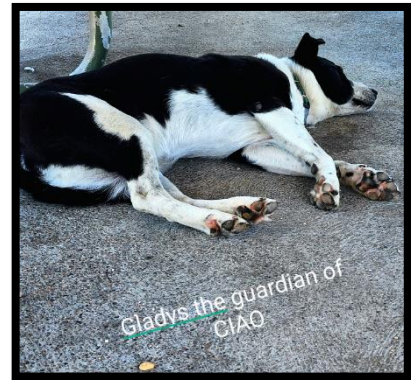


the odd stray balloon escaping and heading across the lake towards Swansea.

We used a large, covered area with picnic tables that can fit 20 people with a covered BBQ's just a few steps away. That meant I needed to be there around 8AM again to claim our area, and at around 9AM Louis came to lend a hand which gave me a loo brake. He had

to leave at 9:30 as they had visitors but came back later after kicking their guests out. Not long after that the park began to fill rapidly and by about 11 o'clock all the area was full, with no parking anywhere. On my arrival the sun was shining, the forecast was for a hot day in the valley, but a nice breeze on the coast that was very welcome.

A great way to spend a Sunday, we all started to become a bit peckish, so out came the nibbles and beverages of choice and everyone sampling the nibbles. The morning disappeared



quickly, time for lunch, some chose BBQ, others had their picnic lunch ready to go, some, beer, wine, soft drink coffee or choice of drinks.

A great day was had by all, the weather was very kind to us, no rain and not too hot with the breeze 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. Thanks again to Louis for the support an putting up the bunting around the area.

Louis I think suggested, which I think deserves some serious consideration, with the area becoming so popular, that is to hold a breakfast and lunch for those who wish to stay. This would allow as to park together: I like the idea.

CIAO Michael



A Member's Profile: Louis Ippolito: interviewed by our intrepid reporter at large, John Leeks.

Louis Ippolito is one of the stalwarts of CIAO ...just not a regular one. Yet, here he was, acting as Traffic Warden at the major Lago di Mac event of the CIAO Club. We thought that it would be a good time to do a member profile while his CIAO blood was running hot at this event.



Louis has been a member of CIAO for around 5 years. He likes Alfa Romeos and, in the photo, here you can see his Rosso Alfa 159. The 159 was an outstanding design by Giorgetto Giugiaro who won many awards for this vehicle. Surprisingly it's engine block was made here by GM in Victoria with the top half being finished off by Alfa Romeo. It runs with a 6 speed manual which is silky smooth between the changes.



The car is very comfortable to sit in with a striking interior layout designed around the driver. I think that the front of this type of Alfa is really exquisite ...it is really quite beautiful. Louis has owned this car for 3 years and he reckons that he has not had any major issues with the Alfa over 120,000kms.....apart from

a new battery! He previously had an Alfa 156 Monza that went to the scrap heap after he cracked its sump and was unable to find a replacement.

Louis' policy is simple.....he says that he "drives them till they break!" I think that young Louis must be lucky, as many people have a lot of breaks so he would be changing cars regularly!.

But back to Louis ...In case you thought that this is a story about a diehard Alfaista, Louis has recently bought an MGB. Like many of us, he always lusted after a particular car but couldn't afford 'the one' and in Louis' case he wanted an MG but early in life there were other priorities. He saw this car whilst looking for an older Alfa...but he became frustrated with all the rusty Alfa cars he saw.



Louis' MGBGT actually won a concourse event having been fully restored by the previous owner who lives on Lake Mac. Even though Louis paid ten times more than the new price of the car of his youth, Louis still thinks he got a bargain. He thinks that when he drives the MGB that he gets as many or more waves (well

maybe just the finger) as those of us who drive older Italian cars. Furthermore, he tells me that almost everyone seems to know someone who owned an MG.....well they did make 500,000 of them.

What is there left to do? Easy change the exhaust to get that distinctive "correct MGB Burble." And yes, he did need a new battery!

I asked Louis what the next car on his 'buy' list would be, and he tells me that he is after an Alfa Brera Spider. That is another seriously good looking car and if his philosophy of "driving them till they break" holds true with the reputation of the Brera, then he won't have to wait long to be in the market for yet another car.



One thing Louis says without hesitation is that Alfas are the sportiest cars to drive, and the fantastic design of the cars doesn't go astray either!

John Leeks

A blast from the Past: De Tomaso Pantera



Alejandro DeTomaso was born to an Italian father and Argentinian mother, they were wealthy ranchers in Argentina. Alejandro loved cars and racing. He was also politically motivated and ran an underground newspaper that opposed the then President. After being involved in the attempted overthrow of the regime that failed in 1955, he was forced to leave Argentina and ended up in Modena, Italy.

In Italy, he got involved with the Maserati brothers and became a test driver. Though he married his first wife in Argentina, he met his second wife Isabelle, who was the granddaughter to one of the founders of General Motors America. She also was a keen racing car driver. During his time with Maserati, he became frustrated with the design limitations imposed by Maserati. He decided to pursue his dream of designing his own mid-engined sports and race cars. He got an Italian based American designer by the name of Tom Tjaarda to sketch some thoughts. .

His relationship with Ford first started in 1963, when he developed his first road-car, the Vallerlunga, which used Ford parts. De Tomaso's work with Shelby caught the attention of Lee Iacocca, head of Ford North America, who instructed Ford's product division to hold negotiations with De Tomaso. The vision was to have De Tomaso create a GT car that could be mass-produced and sold through Ford's Lincoln-Mercury dealership network. Ford desired a car that would overshadow the Corvette and anything else General Motors could produce and Iacocca had a keen plan to leverage Alejandro de Tomaso's suave "Italian" image to promote the car.

The notion was to create a car featuring a steel unibody 'monocoque' body rather than the more exotic backbone chassis of the previous cars, and that was powered by a suitable Ford V8 engine mated to a production ZF transaxle. This was to be the Pantera (Italian for Panther). The design was by American Tom Tjaarda working for Ghia and its engineering was done by Gianpaolo Dallara, whom De Tomaso had lured away from Lamborghini.

The first initiative was the Pantera, the car most often associated with De Tomaso. In Italy the prototype-car was built under the code name "Tipo 874" but at Ford the project was named

M.S.E for Mid-Ship-Engine. The Pantera was meant for the American market and Ford kept the rights to serve this market. Importation was handled by De Tomaso of America Inc. in Livonia, Michigan and sales and the Lincoln-Mercury Division in Dearborn looked after service. De Tomaso was allowed to sell the car in other areas of the world.

At this time, Ford was concerned from a corporate and public relations standpoint about how to best manage this new international relation and had just issued a press release proudly announcing the partnership between Ford and the De Tomaso - Ghia - Vignale holding group for “an exchange of technical services” including the “building of specialty sports cars.”

1970 | Ford Acquires Equity Stake in De Tomaso.

In 1970, this led Ford to acquire an 80 percent interest in Ghia and Vignale from Rowan and Alejandro. Iacocca was appointed chairman of the newly combined entity and De Tomaso continued as head of his own firm but ended up relinquishing his management positions at Ghia and Vignale after the deal was closed.

In March 1970, the Pantera made its North American debut, a few weeks after its Modena Premiere, at the New York Auto Show. Journalists were impressed and noted the Pantera’s design made the Corvettes look tame in comparison and predicted that they had seen the future of sports cars. In 1971 approximately 300 Panteras were sold in Europe and when the initial cars arrived in the U.S., it was apparent that further refinement was required. However, a constant evolution and improvement process rectified these issues and the Pantera was a true bargain.

In 1973 a combination of the oil & gas crisis and the U.S. emissions requirements caused Ford to lose interest in the Pantera program and shortly thereafter the parties separated in 1974. Several 1975 prototypes and alternative were shown, but it was just the wrong time. It was unfortunate but importation stopped at the end of 1974. Lincoln-Mercury claimed that 6,091 Panteras had been brought to the U.S. by then. The Pantera continued to be produced using Ford Australia V8s and eventually saw a 23 year production run.

A Member’s Restoration Part 1: Andrew Horvath



The DeTomaso Pantera.....a Great Pretender?? The following extract is from the “AUSTRALIAN SPORTS DRIVER” magazine in 1991. It stated:

“Call it an ill-bred mongrel, call it a blasphemous hybrid, a slur against the true Italian exotics. Call it whatever you like, but don’t ever call the DeTomaso Pantera subtle or anonymous. In its peak GT-5 spec setup, don’t ever underestimate its ability to compete with the best of the Latin pedigrees”.



Wow! Not sure how to start “my story”, too many thoughts overlap one another. I must say if I were to pick a point in time, it never started as a desire for these cars. Growing up in a household of American Motoring magazines with two much older brothers, my fantasy pick came out of a “ROAD & TRACK” mag (that has stayed with me all this time) that stated that “gentlemen prefer blondes with red Corvettes”. Coupled with a movie released at that time in the late 70’s called “High Rolling”, an Australian

based movie about two blokes that think there must be a better way of making a living than working for it. They hitch-hike around Australia, get picked up in a green modified Corvette Stingray, situations occur and end-up stealing the drugs and the car. I was hooked and ready to bargain with the devil just for a piece of that fantasy.



I was 16 at that time, however, that fantasy didn’t become a reality until I was 30 years of age. I had my Corvette for 27 years and divorced her around three years ago. The Pantera was purchased in 2015 and I couldn’t have two lionesses in the one den. Even though this Newsletter promotes Italian marques, I just have to share a passion of the past, a betrayal of cultural elegance and exquisite refinements of Europe for the mass produced, money making artistic ideals of America. My garage above. (well, it used to be...)

How did a Pantera come to be in my hands? The idea started with me wanting to buy another same generation Corvette but instead of a 5.7 litre motor, I wanted a 7.5 litre. During my search, I was going through my old photos and I had one of me (when I was 18 years of age) next to a Pantera that was parked in Hamilton. At that stage I had no money, I didn’t even have \$4,300 for a 1972 Torana XU-1 “Bathurst Special” that was in a car yard just down the road. To be continued next issue.....



CIAO 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 carburetors 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, original wheels and has new Gearbox mounts and new master and slave cylinders.

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

Coda.

Another Newsletter done and dusted, Thanks to those who contributed and as always, I am grateful for any photos and articles to include in the Autumn Newsletter. That edition will include reports of the Canberra Auto Italia as well as the usual Midweek Coffee runs and Sunday Club runs. The more varied the input, the more interesting the content! For contributions to the Newsletter or to be included in the Classified ads, my email is keithrmitchell@yahoo.com
CIAO!



Corn Corner

