



SPRING NEWSLETTER 2022



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President's Report

Hi everyone,

It's been a very quick/short season for me in the President's role. With Covid chaos easing and the resumption of meetings at 'Bero Bowlo', I was elected in absentia as President of CIAO earlier in the year. I would like to thank CIAO members for their support and encouragement during the past months as we re-establish CIAO post-Covid and explore different/new directions.

It has been great to see:

- the establishment of the very successful 'Mid-Week Run'
- the determination to keep meeting/reporting time to a concise hour
- the invitation to CIAO members to contribute to "Spanner and Torque" at the end of the evening
- the tidying-up of our financials
- a Newsletter like none seen before
- Facebook refreshing/update.

Of course, these things didn't just happen and certainly, I have only been a small contributor. My sincere thanks and appreciation go to:

Mort, Phil and Bec, Warren and Laurel, Michael and Debbie, John, and Keith the story teller.

A special mention to Geoff Boog who, having recently joined the club, has moved CIAO out of our comfort zone through Lago di Mac. It will bring Italian enthusiasts from far and wide to the Hunter, it may even translate to an increase in CIAO membership. I know Geoff is working many many late nights to bring it all together, it's going to be a great day.

A big thank you to ALL for your contribution toward CIAO this year, whether sharing a meal or organising a run, it all adds to the flavour of CIAO.

Ciao for now

Greg Crow



A word from the Editor

Welcome to the 'Spring' edition of the CIAO Newsletter. You may have already noticed the 'floral-focus' of some of the photos, reflecting said season, but also the proliferation of Piaggiana, in honour of this edition's Member's Restoration. You may have also noticed that page numbers have been added in the Index, so you can skip the parts you don't want to read.



The Newsletter itself has come out a little earlier than would normally have been the case, as part of this edition is dedicated to the exciting **Lago di Mac** event. As Il Presidente Greg Crow said in his introduction to this edition, **Geoff Boog** has been tireless in his organisation and very creative in all aspects of the event, from wine tasting, the beautiful poster, traffic management plans, negotiations with sponsors, Council, other car clubs etc! Amazing stuff indeed! Read all about it below.

As in the previous edition, **A Blast from the Past** is a prelude to a regular feature: **A Member's Restoration**. Read all about the history of the Vespa, but don't forget to read about **Carlo Rossi's** wild adventures on, and restoration of, his Vespa P200e.

Thank you to Warren and Laurel Buckingham, Craig Osborne, Carlo Rossi and Geoff Boog for their written contributions, John Leeks for photos and Col Goldie for his suggestions and cartoons.

KM



AGM and the new Committee: October 13

The 2022 Annual General Meeting was held at the 'Bero Bowlo' on Wednesday October 13, although considering it was the second AGM in 10 months, it makes the 'Annual' aspect a little redundant. Like with so many community organisations, the Covid hiatus messed with the running of CIAO, hence the need for this.

Mike Johnson was elected to chair the meeting and all committee roles were vacated and then filled. Many of the positions were carried over from the previous committee, with the notable exception of Mort, who is relinquishing the role of Secretary. Mort has been meticulous in this role, ensuring that CIAO fulfilled all necessary legal requirements. I know everyone in both the committee, and the club membership as a whole, appreciate his hard work. However, we will not be losing his expertise completely, as he is remaining on the committee. KM

The new committee is as follows:

President:	Greg Crow
Vice President:	Warren Buckingham
Secretary:	Craig Osborne
Treasurer:	Phil Hitchcock
Historic Vehicles Registrar:	Warren Buckingham
Events Registrar:	Laurel Buckingham
Membership Registrar:	Laurel Buckingham
Newsletter Editor:	Keith Mitchell
Committee Member:	Adam Collins
Committee Member:	Mort Shearer



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YOUR NEXT APPOINTMENT

Lago di Mac - Lap of the Lake

This event is organised by CIAO and will be a free community event to celebrate all things Italian - automobiles, motorcycles, food, and family.

Date: **10th December 2022.**

Address: **Thomas H Halton Park - Macquarie Drive, Eleebana NSW.**

Event time: **9am – 3pm**

Bump-in: **8am – 9am**

Bump-out: **3pm – 4pm**

A little more about this Inaugural event:

Thomas H Halton Park will be the epicentre for this cultural festival and will be transformed into a memorable hub of elevated family friendly atmosphere.

From 9am-3pm, it will showcase local Italian business and produce from coffee, food, & artisan stalls, music (already secured an internationally classical trained Italian guitarist), an Antipasto and Aperol Spritzer Piazza with wine and cocktails, grass games for kids and families to enjoy, as well as a Christmas themed Buon Natale photo zone, Azzurri FX family football zone... and more!

For those that don't pack a picnic blanket there will be a large Hampton's marquee with traditional long tables for people to enjoy food and shade from the summer sun.



The second component to the day is – Lap of the Lake. Similar to the Covid-friendly format in 2020, participants will be armed with a “Key Map” of Lake Macquarie’s restaurants, cafes, and tourist sights. At their own leisure, participants are encouraged to create their own foodie adventure and journey around the Lake whilst enjoying a few less explored and super fun roads. Destinations will vary to cater to varying tastes, budgets, and interests (ideally these will be Italian, but not essential). As a club, you could independently coordinate visiting 1-2 specific destinations that would suit your members.

Parking Information on the day:

There will be designated areas for club displays on the grass. Being a CIAO event there is no cost to show your gorgeous vehicles. However, space on the grass is limited so register as early as possible your interest so I can accommodate your vehicle. We do however request anyone displaying their vehicles to respect the bump-in/out times for patron safety.

For those not wanting to show their cars and bikes, there will be casual parking at Thomas H Halton Park. This year, there is a designated section of the carpark that will be specifically for any Italian vehicles - this section will be marshalled by CIAO volunteers. This is on a first in best dressed basis, and once full, parking will be with the other public cars.



Public Parking will be available across 2 car parks this year. The second (larger) carpark entrance, is 200 metres north, along Thomas h Halton Park (boat ramp entrance).



There will be licenced traffic controllers managing the road, speed limits, and carpark access points. The CIAO marshals will only be managing the casual Italian parking and event bump in/out.

CALL for event volunteers: Any CIAO members would like to be involved as Event Volunteers at Halton Park on the Day?



Everyone is going to Lago di Mac!



Are we there yet? I can't see any water!



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Mid-week Run 1: Mortell's Sheepskin Factory, August 17.

The first mid-week run was to the very popular café attached to Mortell's Factory in Thornton,

The first thing that strikes you about the factory is the two giant, and 'tastefully' decorated Ugg Boots out front. Obviously they need to be added to the list of 'Big Things' beloved of Australians...think the Big Merino, Banana, Prawn etc.

The second thing I noticed was the Buckingham's immaculate Fiat. I

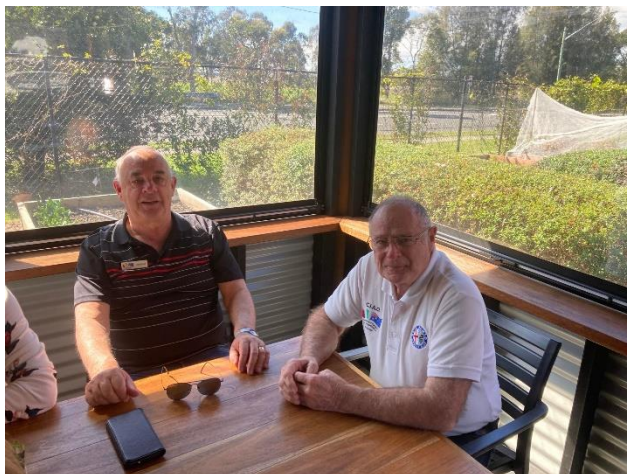


hadn't seen this car before and especially admired the design of the rear window.

Already in the café were the usual suspects, sitting in a nice sunny



spot, enjoying retirement! Menus were delivered with some very enticing breakfast choices, but it seems most went for coffee and cake. Service was efficient and the coffee was good. Sadly, Gladys wasn't allowed in, but she enjoyed the attention she received from passing customers.



As well as the CIAO members, a number of randoms joined us, related to the author. Their presence was tolerated, despite the MG cap! John Weeks summed it up by magnanimously allowing that at least Porsche and (arguably) MG are European! Thanks for organising this event goes again to Laurel, who must wear Google out trying to find new places for us to visit! KM

Mid-week Run 2: Mawson Restaurant, Caves Beach, September 21

On Wednesday 21st September we ventured to the coast at Caves Beach, just south-east of Swansea for our relaxing mid-week catch-up at Mawson Restaurant. Congratulations to Keith for choosing a picturesque location although rumour has it that Gladys made the choice?



Certainly it is a great spot located just up the hill from Caves Beach itself. The weather was certainly agreeable albeit a bit windy. We still managed a good turnout with great coffee and I am told the food as well.



the usual suspects: Spider, 147, GTV and Giulietta etc. Warren and Laurel arrived in yet another Fiat not yet seen by the writer, their 1954 Fiat 1900A. No matter what car Warren arrives in, there always seems to be clandestine



activity around his boot?!

We also were joined by the Triumph Stag of Judy and Dave Hynes. Some may ask what the Italian connection is. Well, as I am sure many of our members and friends know, the Stag was styled by Italian Giovanni Michelotti in 1965.

Don't forget to send location ideas to Laurel for future mid-week runs,

Craig Osborne



The restaurant is a local family run business and prides itself in using predominantly local produce and suppliers. *(Editor's note...they also offer a generous Senior's discount, not relevant for our author, but very much so for most of the remainder of attendees: KM).*



A range of cars were represented as can be seen in the photos. Mort's GTV made a surprise appearance this week as well as some of





Mid-week Run 3: Angels Café, Kurri Kurri: October 19

(or.....Morning Tea in a Construction Zone!)



This month we went to Angels Café at Kurri Kurri. Angel is one of the most hospitable people I know, and she certainly was on Wednesday. Even giving Gladys her own plate of bacon!

Unfortunately, the Council had decided to dig up the street in front of her shop and erect a wire fence, partially blocking the entrance to the café, making entry to the café a little bit difficult. (...and with the movement of the trucks, also

adding to the noise. KM.)

But once inside and seated, we had an enjoyable morning, with the party finally breaking up around 1pm. The following 11 members joined us for the morning. They were Warren & Laurel, Col & Sheryn, Mort & Elaine, Craig, Andrew, Keith, John G, John L...and of course, Gladys the club's mascot. We did discover John Leeks really likes cream on his pancakes!!!!





A final photo in the park with the big Kookaburra and we all headed home. A big thank you to all for coming along.

Warren & Laurel Buckingham



A note re Kookaburras and the town of Kurri Kurri. The town was established in 1902 and in its time has seen coal mining and more recently an aluminium smelter come and go. The name comes from the local indigenous language meaning beginning, the first. Since then the town has been promoting itself as a tourist destination, using the kookaburra as a theme. 'The Big Kookaburra', pictured left, was donated to the town by the aluminium company celebrating 40 years of production,



The kookaburra theme continues in the murals which decorate over 60 buildings in the town. Somewhere, in every mural, can be found at least one kookaburra!



Club Run No 1. Heart of the Hunter: August 22

Great weather, plenty of sunshine with no rain or wind.

Geoff Thomas, a member of the Australian Historic Rally Group each year organises an event in the Hunter region called Heart of the Hunter. It always starts at Freeman's Water Hole and concludes a couple of hundred kilometres away. This year at Bulahdelah.



There was an amazing variety of cars, most on club plates. CIAO was represented by Laurel and myself in our Fiat 1900A Granluce, Col and Sheryn Goldie in their Fiat 500, Carlo Rossi navigating in a friends Alfa GTV6, Col and June Stewart in their Monza. There were several other Italian cars as well.



The cars start arriving from 8am at Freemans Water Hole, the drivers then pick up their rally packs with directions. By 9am there were almost 50 cars lined up ready to depart at 9:30 am at 30 second intervals. There was a driver's briefing at 9:15 to advise us of any changes or cautions about the road conditions. This year it was mainly about potholes and rough road sections.



On registration you are given a number, ours was 38 which means we were the 38th car to leave. This is not strictly true as cars tended to leave when they were ready. We lined up at the starting point, set the trip recorder to zero and after a 30 second interval from the previous car we were off.



Following the directions, I found myself on some roads I had not travelled on before. You had to keep an eye on the distance travelled so you would turn left or right at the appropriate spot, otherwise you would end up lost.



Along the way there were questions to answer and some locations we had to identify from supplied photos. Luckily this was not a timed event. We arrived in Bulahdelah with a 40-minute stop for lunch. We bought a couple of pies from the Bakery. Very nice!

Then off we went on Stage Two, this was a driver's section. It was 15km of winding road, uphill and down dale. The old 1900 handled it well. At the end of the run we

entered a check point, had our form signed, given a bag of lollies and did the return trip back to Bulahdelah to finish the event. Then, just a short break before heading home via the freeway.

A great day out, must do it again next year!

Laurel and Warren Buckingham





Club Run No 2. Nougat and Chocolate Factory, West Gosford: August 28

You have to ask yourself, where does Laurel get her ideas for CIAO Club Runs! Invariably we find good food and coffee at whatever destination she chooses, and the Nougat and Chocolate Factory in West Gosford was no exception.

Warren and Laurel formed the 'welcoming committee' as people arrived including Keith's GTJunior (having only a 10 minute drive to get there), the immaculate Alfa 164 of Bec and Phil and Mort's great sounding Alfetta GTV. Il Presidente arrived on his Motoguzzi a little late, having been distracted by a gathering of local motorcycles at Wyee.



The Factory – Nougat and Chocolate, as it is known, is home to Nougat Limar, Bon Bon Fine Chocolates and the Sydney Marshmallow Co. It is the largest producer of nougat in Australia, producing up to 3 tonnes a day!

As well as the shop, they have a café with a wide variety of drinks, cakes, meals and not surprisingly, chocolates.

They also have tours of the factory, offering free samples and chocolate making workshops for kids.



Ducks on Security Duty, keeping a wary eye on Gladys!



The lunch menu was large, service friendly and food servings quite substantial. You can eat inside the café but there is extensive outdoor undercover seating, ideal for La Nina weather events. As it turned out however, the weather was perfect! The Shop is very large with an amazing range of chocolates, nougat and marshmallow



products, as well as novelty items such as mugs, caps etc. There were even a pair of ducks doing security duties, especially keeping a wary eye on Gladys.



That's not a Vespa!



Thanks to Laurel and Warren for organising (again!) a wonderful weekend run. The CIAO calendar is quite full these days and we are getting spoilt with all these great destinations. KM



Club Run No 3. Broke Village Fair: Sunday. September 11

A bright sunny Sunday day.

I left home at 7:30am in the Fiat 2300 Station Wagon, drove up the Broke Rd with surprisingly very few potholes. I followed a new red Mustang all the way at 80KPH. Finally at Broke where you turn right towards the park, he laid the rubber for at least 100 metres. Idiot!



After donating \$2 to the local scout group I was guided to our assigned parking area, which was directly behind the Stationary Engine display. It wasn't long before Alan Leslie showed up in his beautiful 2007 Maserati Quattroporte and that was it.

Dave and Judy Hynes did come as well later, but we missed each other in the crowd



I joined the queue behind several nice looking hot rods. Unfortunately they had their exhaust pipes turned down to the ground, blowing dust everywhere.



300 plus cars were on display including a Fiat 124 sports and a Pasquali 985 Garden Tractor.

All highly polished. There was about 40 plus stalls selling a variety of goods as well live music and other entertainment all day. Also jumping castles and clowns for the kids.

A great day. I suggest we try again next year.
Warren Buckingham



Club Run No 4. Norah Head Lighthouse: Sunday, October 23

A short history: in the late 18th Century, shipping between Sydney and Newcastle was perilous. Thick fog, fierce gales, jagged rocks and black-out conditions often encountered along the coast, claimed the lives of many seamen.

Edward Hammond Hargraves, a noted Noraville resident (credited with starting the first Australian Gold Rush in 1851) started the impetus for a lighthouse after witnessing a number of shipwrecks along the coast including the coal-carrier *Esperanza* in 1868. The loss of the steamer *Gwydir* in 1884 hardened the resolve of maritime officials to construct a light at Norah Head.



Work started on the Lighthouse in 1901 and it was completed in 1903. Apart from the electrification of the light, few changes have been made to the lighthouse since it was established.



The lighthouse is still a functioning one but it is now also available for accommodation in the living quarters of the previous workers.

The run: After all the bad weather of previous weeks, the sun shone eventually for the Sunday run. After deciding we did not want to pay \$10 for the tour and the torture of 96 steps to the top, Brian, Warren and myself decided the 84 steps down to the beach and back were enough (see Laurel's photo of the 3 ants on the sand).

Now exercised, we headed to the Sporties club, a few kms away, for lunch. We had seating for 15 booked, which was lucky, as Sunday is Meat Raffle Day, hence a lot of other clubs

were there as well as two long tables of people having birthdays. Good food and drinks in decent quantities were consumed. (*Especially as they offered Roast of the Day. Who can say no to a roast! KM*)

The carpark at Sporties didn't have a nice array of Italian cars usually in evidence at CIAO Club drives...instead mostly more mundane vehicles were driven. Exceptions were our Alfa 164 and the lovely MITO of Mike and Debb Johnson. Keith was heard to say to Warren a wet Sunday morning drive doesn't bode well for drivers of older Italian cars, who, come rego time, have to reacquaint themselves with the windscreen-wiper control.



Not a very long or fancy run but a nice Sunday drive. See you at Wednesday's meeting! Phil Hitchcock.



A special thank you to Phil and Bec for organising this event and writing the review. The variety of destinations the club is seeing on its weekend and mid-week coffee runs is great. KM.



A Blast from the Past: The Vespa



Piaggio was founded in Genoa in 1884 by twenty-year-old Rinaldo Piaggio. The company initially undertook luxury ship fitting before going on to produce rail carriages, goods vans, luxury coaches and engines, trams and special truck bodies.

Like many industrial entities during wartime, in WWI the company diversified and started producing aeroplanes and seaplanes.

In 1917 Piaggio bought a new plant in Pisa, and four years later it took over a small plant in Pontedera which first became the centre of aeronautical production (propellers, engines and complete aircraft, including the state-of-the-art Piaggio P108 in passenger and bomber versions).

Before and during World War II, Piaggio was one of Italy's top aircraft manufacturers. For this reason, its plants were important military targets and the Piaggio factories in Genoa, Finale Ligure and Pontedera were irrevocably damaged by the war.

The 1946 Invention

Rinaldo Piaggio's sons Enrico and Armando began the process of re-starting industrial production immediately after the war. The hardest task went to Enrico, who was responsible for the destroyed Pontedera plant. He arranged for part of the machinery transferred to Biella in Piedmont to be brought back.

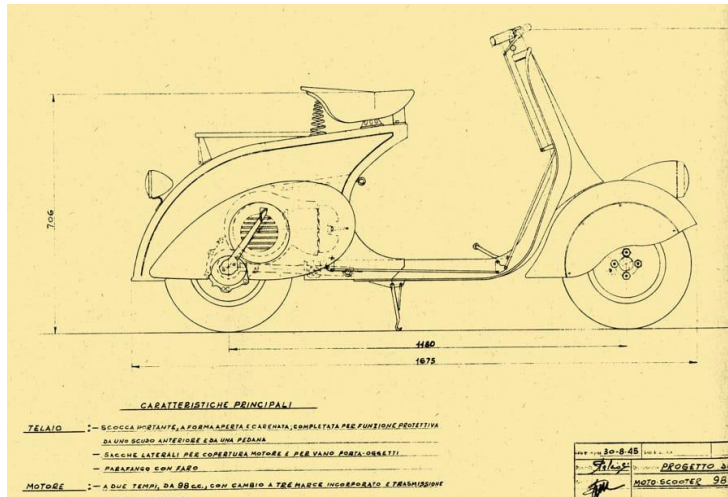
Enrico Piaggio opted for an industrial reconversion, focusing on personal mobility in a country emerging from war. It was here, with the help of the design work of aeronautical engineer and inventor Corradino D'Ascanio (1891-1981), that the Vespa was born.

Vespa: The Birth of a Legend

The Vespa (which means "wasp" in Italian) was the result of Enrico Piaggio's determination to create a low cost product for the masses. As the war drew to a close, Enrico studied every possible solution to get production in his plants going again – starting from Biella, where a motor scooter was produced, based on a small motorcycle made for parachutists.

The prototype, known as the MP5, was nicknamed "Paperino" (the Italian name for Donald Duck) because of its strange shape, (pictured right) but Enrico Piaggio did not like it, and he asked Corradino D'Ascanio to redesign it,





D'Ascanio did not like motorcycles. He found them uncomfortable and bulky, with wheels that were difficult to change after a puncture. Worse still, the drive chain made them dirty. However, his aeronautical experience found the answer to every problem.

To eliminate the chain he imagined a vehicle with a stress-bearing body and direct mesh; to make it easier to ride, he put the gear lever

on the handlebar; to make tyre changing easier he designed not a fork, but a supporting arm similar to an aircraft carriage.

Finally, he designed a body that would protect the driver so that he would not get dirty or dishevelled. Decades before the spread of ergonomic studies, the riding position of the Vespa was designed to let the rider sit comfortably and safely, not balanced dangerously as on a high-wheel motorcycle.

Corradino D'Ascanio's drawings had nothing to do with the Paperino: his design was original and quite revolutionary compared to all the other existing means of two-wheeled transport. With the help of his designer Mario D'Este, Corradino D'Ascanio took only a few days to prepare his first sketches of the Vespa, first produced in Pontedera in April 1946.



It got its name from Enrico Piaggio himself who, looking at the MP 6 prototype with its wide central part where the rider sat and the narrow "waist", exclaimed, "It looks like a wasp!" And so the Vespa was born.

The First Vespa Patent

On 23 April 1946 Piaggio & C. S.p.A. filed a patent with the Central Patents Office for inventions, models and brand names at the Ministry of Industry and Commerce in Florence, for "a motor cycle with a rational complex of organs and elements with body combined with the mudguards and bonnet covering all the mechanical parts". In a short space of time the Vespa was presented to the public, provoking contrasting reactions.

However, Enrico Piaggio did not hesitate to start mass production of two thousand units of the first Vespa 98 cc. The new vehicle made its society debut at Rome's Golf Club, in the presence of the U.S. General Stone who represented the Allied military government.

Italians saw the Vespa for the first time in the pages of Motor (March 24, 1946) and on the black and white cover of La Moto on April 15, 1946. They saw the actual vehicle at that year's

Milan show, where even Cardinal Schuster stopped to take a look, intrigued by the futuristic vehicle. Importantly, it was a year ahead of its competitors, Lambretta. The reaction to the machine led to many copy-cat designs coming from overseas; Japan produced the Fuji rabbit, Germany produced several rival scooters with even Great Britain producing what it saw as a competitor, however in truth no rival company 'managed to match the beauty and charm of the little Italian scooter.'

From Scepticism to Reality



Two versions of the Vespa 98cc went on sale with two prices: 55,000 liras for the "normal" version and 61,000 liras for the "luxury" version with a few options including a speedometer, lateral stand and stylish white-trim tyres. (!) Manufacturers and market experts were divided: on one side the people who saw the Vespa as the realisation of a brilliant idea, and on the other the sceptics, who were soon to change their minds.

The initial problems led Enrico Piaggio to offer Count Parodi, who manufactured Moto Guzzi motorcycles, distribution rights for the Vespa so as to get his vehicle into the retail network of the better-known brand. Count Parodi refused outright, estimating that the Vespa would flop, and the scooter was therefore initially sold through the Lancia network.

In the last months of 1947 production exploded and the following year the Vespa 125 appeared, a larger model that was soon firmly established as the successor to the first Vespa 98.

The Vespa "miracle" had become reality, and output grew constantly; in 1946, Piaggio put 2,484 scooters on the market. These became 10,535 the following year, and by 1948 production had reached 19,822. When in 1950 the first German licensee also started production, output topped 60,000 vehicles, and just three years later 171,200 vehicles left the plants.

Foreign markets also watched the birth of the scooter with interest, and both the public and the press expressed curiosity and admiration. The Times called it "a completely Italian product, such as we have not seen since the Roman chariot".



Enrico Piaggio continued tenaciously to encourage the spread of the Vespa abroad, creating an extensive service network all over Europe and the rest of the world. He maintained constant attention and growing interest around his product, with a number of initiatives that included the foundation and spread of the Vespa Clubs.

The Vespa became the Piaggio product par excellence, while Enrico personally tested prototypes and new models. His business prospects transcended national frontiers and by 1953, thanks to his untiring determination, there were more than ten thousand Piaggio service points throughout the world, including America and Asia.

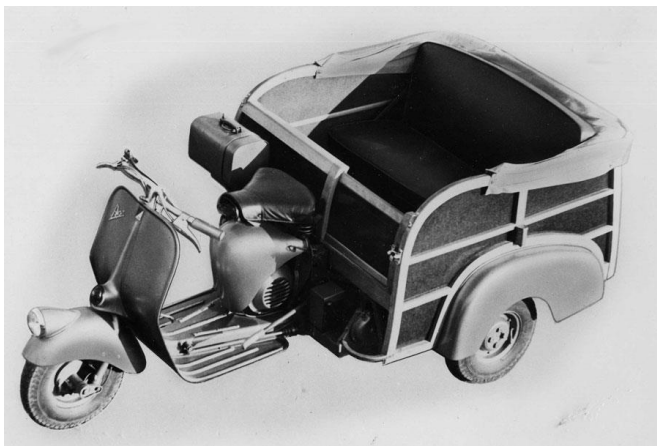
By then the Vespa Clubs counted over 50,000 members, all opposed to the "newborn" Innocenti Lambretta. No less than twenty thousand Vespa enthusiasts turned up at the Italian "Vespa Day" in 1951. Riding a Vespa was synonymous with freedom, with agile exploitation of space and with easier social relationships.

In 1950, just four years from its debut, the Vespa was manufactured in Germany by Hoffman-Werke of Lintorf; the following year licensees opened in Great Britain (Douglas of Bristol) and France (ACMA of Paris); production began in Spain in 1953 at Moto Vespa of Madrid, now Piaggio España, followed immediately by Jette, outside Brussels.

Plants sprang up in Bombay and Brazil; the Vespa reached the USA, and its enormous popularity drew the attention of the Reader's Digest, which wrote a long article about it. But that magical period was only the beginning. Soon the Vespa was produced in 13 countries and marketed in 114, including Australia, South Africa (where it was known as the "Bromponie", or moor pony), Iran and China.

Piaggio had begun very early on to extend its range into the light transport sector. In 1948, soon after the birth of the Vespa, production of the three-wheeler Ape van (the Italian for "bee") derived from the scooter began, and the vehicle was an immediate success for its many possible uses.

Numerous imaginative versions of the Vespa appeared, some from Piaggio itself, but mainly from enthusiasts – for



example, the Vespa Sidecar, or the Vespa-Alpha of 1967, developed with Alpha-Wallis for Dick Smart, a screen secret agent, which could race on the road, fly, and even be used underwater.



The French army had a few Vespa models built specially to carry arms and bazookas, and others that could be parachuted together with the troops. Even the Italian army asked Piaggio for a parachutable scooter in 1963.



While the Lambretta was starting to enjoy some success, the Vespa was being copied and imitated in a thousand ways: but the uniqueness of the vehicle ensured Piaggio a very long period of success, so much so that in November 1953, the 500,000th unit left the line, followed by the one millionth in June 1956.

In 1960 the Vespa passed the two million mark; in 1970 it reached four million, and over ten million in 1988, making the Vespa – which has sold over 16 million units to date – a unique phenomenon in the motorised two-wheeler sector.

From 1946 to 1965, the year Enrico Piaggio died, 3,350,000 Vespas were manufactured in Italy alone: one for every fifty inhabitants. The boom of the Vespa, and the different business prospects of the Piaggio brothers, with Enrico concentrating on light individual mobility in Tuscany and Armando on the aeronautical business in Liguria, led the company to split. On February 22, 1964, Enrico Piaggio acquired the share in Piaggio & C. S.p.A. held by his brother Armando, who then founded "Rinaldo Piaggio Industrie Meccaniche Aeronautiche" (I.A.M. Rinaldo Piaggio).



The Vespa 50 had appeared the previous year, 1963, following the introduction of a law in Italy making a numberplate obligatory on two-wheelers over 50 cc. The new scooter was exempt from this law and was an immediate success.

In Italy sales of vehicles with numberplates decreased by 28 per cent in 1965 compared to the previous year. On the other hand, the Vespa, with its new "50" series, was a great success. The light Vespa was a successful addition to the

Piaggio range and this displacement is still in production



A big thank you to the generosity of Ace Scooters in Balcatta, Western Australia for allowing me to use the information on their website. The full article can be found on the following website:

[Vespa 70 Years Anniversary 1946-2016 | Ace Scooters & Motorcycles](http://www.acescooters.com.au)

Complete list of Vespa models from 1946 – 2016

Vespa 98, 1946 – The first Vespa. It was powered by a 98 cc engine that delivered 3.2 bhp at 4,500 rpm with a top speed of 60 km/h. It was in production for two years: in 1946 vehicles no. 1 to no. 2,464 were produced, in '47 those from no. 2,465 to 18,079.

Vespa 125, 1948 – This was the first Vespa 125 cc. In addition to the different engine size, it differs from the 98 with the introduction of the rear suspension; the front suspension was also modified.



Vespa 125, 1953 – This marked the first important change to the engine: bore, stroke and timing gear were modified. Power output increased to 5 bhp at 5,000 rpm, and top speed to 75 km/h. The design of the fairing at the rear was also new.

Vespa 125 U, 1953 – The “Utility” version with Spartan styling, which sold at 20,000 lire less than the more modern 125. The headlamp appeared high up on the handlebar for the first time in Italy (it had already been introduced on a number of exported models).

Vespa 150 GS, 1955 – Experts called it “the most popular, imitated and remembered model”. There were numerous innovations: the 150 cc engine, 4-speed gearbox, standard long saddle, “faired” handlebar-headlamp unit, wheels with 10” tires. This Vespa could reach 100 km/h. The design also changed, with a much more aerodynamic body.

Vespa 160 GS, 1962 – This was born to continue the market success of the first GS, with a completely new design. The exhaust silencer, carburettor and suspension were also new. The power output was 8.2 bhp at 6,500 rpm.

Vespa 150 GL, 1963 – Another new design for what has been called “one of the best-looking Vespas produced by Piaggio designers”. The handlebar, trapezoid headlamp, front mudguard and trimmed-down rear lids were all new.

Vespa 50, 1964 – The first Vespa 50 cc, created to exploit the new Italian Highway Code which made a number plate obligatory on larger engines. Extremely versatile and reliable, the engine featured a new layout, with the cylinder inclined 45° instead of horizontal. It was the last design to leave Corradino D’Ascanio’s drawing board.

Vespa 180 SS, 1965 – It marked a new milestone in the growth of the engine (181.14 cc), with 10 bhp for a top speed of 105 km/h. The 180 SS (Super Sport) replaced the glorious GS 150/160 cc. Piaggio modified the front cowling, making it more aerodynamic and significantly improving comfort, handling and road holding.

Vespa 125, 1966 – Unofficially known as the “new 125”, it featured radical innovations in the design, frame, engine (inclined 45°) and suspension.

Vespa Super Sprint 90, 1966 – A special series derived from the Vespa 50/90 cc and the “new” 125, the hold-all was positioned between the saddle and the handlebar for a more “laid-back” riding style. The handlebar was narrow and low, and the mudguard and cowling were streamlined. With an engine capacity of only 90 cc, it could do 93 km/h.

Vespa 125 Primavera, 1968 – Together with the subsequent PX version, it was the most durable version of the Vespa. It derived from the “new” 125, but with considerable differences in the engine, which raised the top speed by 10 km/h. Great attention was paid to details, which included the classic, practical bag hook.

Vespa 180 Rally, 1968 – With this new vehicle, Piaggio extended the rotary timing fuel feed system to its entire production. The engine was new, the front headlamp new and more powerful, the frame, derived from the Vespa 150 Sprint, narrower and more aerodynamic than that of the Super Sport.

Vespa 50 Elestart, 1970 – It featured the great novelty of electric ignition, but the design was also completely revised and embellished compared to the 50 Special. Vespa 200 Rally, 1972 – The Vespa with the largest engine. This model, with 12.35 bhp at 5,700 rpm, could reach 116 km/h.

Vespa 125 Primavera ET3, 1976 – The name stood for “Electronic 3 intake ports”, and included important changes to the engine, which had more power and sparkle. Even the styling was changed from the standard Primavera (which remained in the range).



Vespa P 125 X, 1978 – The “PX” marked a new step forward in styling (the bodywork was completely redesigned) and performance. The hold-all was positioned behind the cowling. The same year the P 200 E also appeared, which, instead of the 125 version, could be equipped with separate lubrication and direction indicators incorporated in the body. Three years later the PX 150 E was launched, with performance halfway between the two models.

Vespa PK 125, 1983 – This replaced the Vespa Primavera (standard and ET3). The styling was new, and the PK body was completely different from that of previous scooters, because the welds of the body no longer overlapped but were integral. Vespa PK 50, 1983 –

Substantially identical to the PK 125, it appeared in two models, PK 50 and PK 50 S, both with 4-speed gearbox and electronic ignition.

Vespa PK 125 Automatica, 1984 – An automatic transmission was introduced on the Vespa, perhaps the most radical change (at least for the user's point of view) since 1946. The presence of the automatic transmission was emphasized by the absence of the foot brake, replaced by the lever on the left handlebar (which does not need to control the clutch). It was also available with automatic oil-petrol mixer and electric ignition. The following year the Vespa PK 50 Automatic was launched.

1985 Vespa PX T5



Vespa T 5 Pole Position, 1985 – The T 5 was the “extra-sporty” version of the PX series. With a new engine, aluminum cylinder and 5 intake ports, but the design was also new, particularly at the rear and around the front headlamp which incorporated an aggressive dome with a small Plexiglas windscreen. A spoiler was added on the cowling. Vespa 50 N, 1989 – The changes to the Italian Highway Code meant that 50 cc vehicles were no longer bound by the 1.5 bhp limit, and Piaggio presented a new small Vespa with improved performance (over 2 bhp at 5,000 rpm), and new, smoother styling.



Vespa ET4 125cc, 1996 – The “new generation Vespa” with a four-stroke engine, launched on the 50th anniversary. In 1997 and 1998 it was the best-selling two-wheeled vehicle (including motorcycles) in all of Europe and it was followed by the ET2 50 cc version and then in 1999 also by the classic ET4 150 cc.

1996 Vespa ET4 125

the characteristics of its power plant, it established a true and proper range record: of over 500 km with a full tank.

Vespa ET4 50, 2000 -. It was the first Vespa 50 equipped with a 4-stroke engine and, thanks to

Vespa PX, 2001 – Front disc brake, careful aesthetic operations, new colors and the return to the “historic” Vespa logo for the timeless PX, which exceeded the extraordinary figure of three million units manufactured and sold in its more than 30 year long career. Revamped again in 2011, today it is available in the 125 and 150 versions. Vespa PX is an “evergreen”, thanks in part to the 4 speed handlebar shift transmission and the possibility of installing a side spare tire.

Vespa Granturismo 200L and 125L, 2003 – In 2003, the Granturismo made its appearance



as the most powerful Vespa ever produced. In 200L and 125L versions, it combines the Vespa's emotional appeal with state-of-the-art technology: this was the first-ever Vespa to have sparkling four-stroke, four-valve, liquid-cooled engines that meet the new Euro 2 emissions standards, as well as 12-inch wheels and a two-disk brake system. The steel body is a uniquely Vespa touch.

2003 Vespa Granturismo

Vespa LX, 2005 – This was the return of the “vespino”, the small body model which was offered alongside the larger “vespone” for more than 40 years, in an extremely modern

stylistic and technical key. Vespa LX replaced the glorious Vespa ET (more than 460,000 units sold since 1996) and is available in four modern and ecological engine sizes: 50cc two and four stroke, 125 and 150cc four stroke.

Vespa GTS 250 i.e., 2005 – Fifty years after the launch of the Vespa GS (Gran Sport), the first sport scooter in history and still a sought after treasure for collectors and fans, Vespa GTS 250 i.e. renews the GS blend of speed and style to become the fastest, most powerful and most high-tech Vespa. From November 2011, Vespa GTS “grew” to the 300 class with an avant-garde, extremely powerful four-valve, liquid cooled engine with electronic injection. Vespa GTS is stopped with a superb double disc braking system.

Vespa GTV and LXV, 2006 – Conceived to celebrate an absolute legend in the world of two wheelers, the Vespa LXV and Vespa GTV repeat and reinterpret the most distinctive elements of ‘50s and ‘60s styling in form and function. The Vespa GTV, available with 125 and 250 cc engines, stands out for its headlight mounted on the mudguard just as the original 1946 prototype. The Vespa LXV, offered with a choice of 50, 125 and 150 cc engines, is inspired by the smooth, essential lines of the Vespas of the 1960s, and features a sleek, minimalist look characterized by open handlebars and a two part seat.

Vespa GT 60°, 250cc, 2006 – This is the gift that Vespa was determined to give its fans to celebrate the company's sixtieth anniversary. With its prestigious materials and exclusive finish, this unique limited edition is made in a series of only 999 units, and is destined to become one of the milestones in Vespa's long history.

Vespa S 50 and 125, 2007 – All the character of the sporty “Vespino” of yesteryear is revived by the brand new Vespa S. This fascinating blend of styles and memories keeps the soul of the youngest and most sporting of all Vespas alive in the present day. The Vespa S inherits its rigorously minimalist looks from legendary models of the 1970s like the 50 Special and Vespa Primavera.

Vespa GTS 300 Super, 2008 – GTS 300 Super brings the exclusive elegance of Vespa to the over 250 class. The classic, unique Vespa style is combined with a distinctly sporty and modern

personality, giving the clean Vespa lines a decidedly rugged look. With its sporty design, the Vespa GTS 300 Super embodies the style, convenience, safety and sturdiness of the Vespa brand. With new 4 valve timing, this brand new and feisty little powerplant has nothing to envy of its two-stroke counterparts (at 4.35 hp, it is the most powerful 50 cc four stroke on the market), yet its consumption and emission figures remain those of a four-stroke.

Vespa S 50 and Vespa LX 50 4 Valve, 2009 – The new 50cc, four stroke, four valve engine leads to the rediscovery of an engine size which is “legendary” in Vespa history. With new 4 valve timing, this brand new and feisty powerplant has nothing to envy of its two-stroke counterparts (at 4.35 hp it is the most powerful 50 cc four-stroke on the market), yet its consumption and emission figures remain those of a typical four stroke. With this new engine, Vespa reconfirms a technological supremacy that has stood for over six decades.



Vespa LX 3V and Vespa S 3V – In June 2012 on the Vespa LX and Vespa S a new engine made its début, rightfully considered cutting-edge in this segment and ahead of its time in terms of performance and minimum fuel consumption and emissions, achieving mileage of 55km/l and lowering Co2 emissions by 30%. With the new and highly technologically advanced 125-150 4Stroke 3 Valve power train, Piaggio once again opens a window to the future of motoring technology. It is a single cylinder 4 stroke air cooled engine with 3 valves (2 intakes

and 1 exhaust) single overhead cam and electronic fuel injection. It was designed and built in the Pontedera plant, in some of the most advanced research & development centres in the world, with the goal of increasing performance and fuel economy and lowering polluting emissions.

2014 Vespa GTS ABS In 2014 Vespa GTS is new and improved with the adoption of the most advanced technological electronic riding support systems: 2-channel ABS braking system and ASR traction control. Vespa therefore reaffirms its technological cutting-edge which has always marked its the most modern, vehicles in the past and introduces one of advanced and safest world.



A Member's Restoration: Carlo Rossi's 1978 Vespa P200e

I have owned this particular scooter for almost 30 years, and in that time it has seen many adventures, won a couple of races (talk about that later) and chased by a few police officers!

To qualify what it was, P is the series, 200 is the capacity (198cc) and 'e' is for electronic ignition. This particular model ran from 1978 to 1983. The later PX200e is similar, the X means electric starter. It had a lower compression for unleaded petrol (11hp) and a larger glovebox. It also had a new dash with a fuel gauge (wow!). The rest is the same and this model ran from 1983 to 1998.



I own the first and last of this series, a 1978 and a 1998 model. After 1998 they came with disc front ends and were produced until 2008. These were all made in India in flat packs and assembled in Italy.

It has had a chequered past and was originally sold in London as a Mod scooter. The guy I bought it from in Sydney was the original owner and after many years of abuse, the frame started to separate from the tunnel and so as you turned the front it went one way, but the back went straight! Not ideal!

It was used in a RTA handbook for motorcycling under the Hazard section (pg47) and was used by the Japanese track world champion for a couple weeks. Even Toby Price enjoyed its appeal.

My Vespa has won the Hole Shot 100 race (illegal) at Wallsend up against larger bikes (they all had to be over 30 years, under 270cc, kick start and it was a Le Mans start). As you can see the money wasn't on me! You ran to the bike at the old F1 in Wallsend, kick started it and raced to the 2nd round-a-bout and the finish was a police officer at the 70km signpost with radar (I have the t-shirt to prove it). I was losing until the second round-a-bout as I was scared of heating it up too much and seizing, so I gave it all for the return run when I got so low that I scrapped the motor. With the leader some 200m ahead, I figured 2nd is still losing, so throwing caution to the wind I wound it up off the speedo, overtook with about 50m to go and was clocked at just 128kmh and WON!

Michael Illett was quite embarrassed by this as he spent all year modifying his Honda 2 stroke with custom everything to beat me. He even put a jockey to ride an ex-racer. The motor blew up the next day racing Graeme Morris as he did not believe the story of how fast this thing was. The bike has had four motors since of various mods (you have to see what works).

So I decided after it blew up on the foreshore that it had shamed itself and was placed in the naughty corner for over 3 year.



Masa Ohmor



Toby Price

I then rebuilt the engine with all the good parts I had left over: a racing expansion exhaust and a polished finned crankshaft with elongated timing. I modified the cylinder myself by cutting larger ports and putting in side ports etc. This motor standard is around 12hp flywheel top speed 105kmh. MY baby has 21hp and top speed in excess of 130kmh (drum brakes).

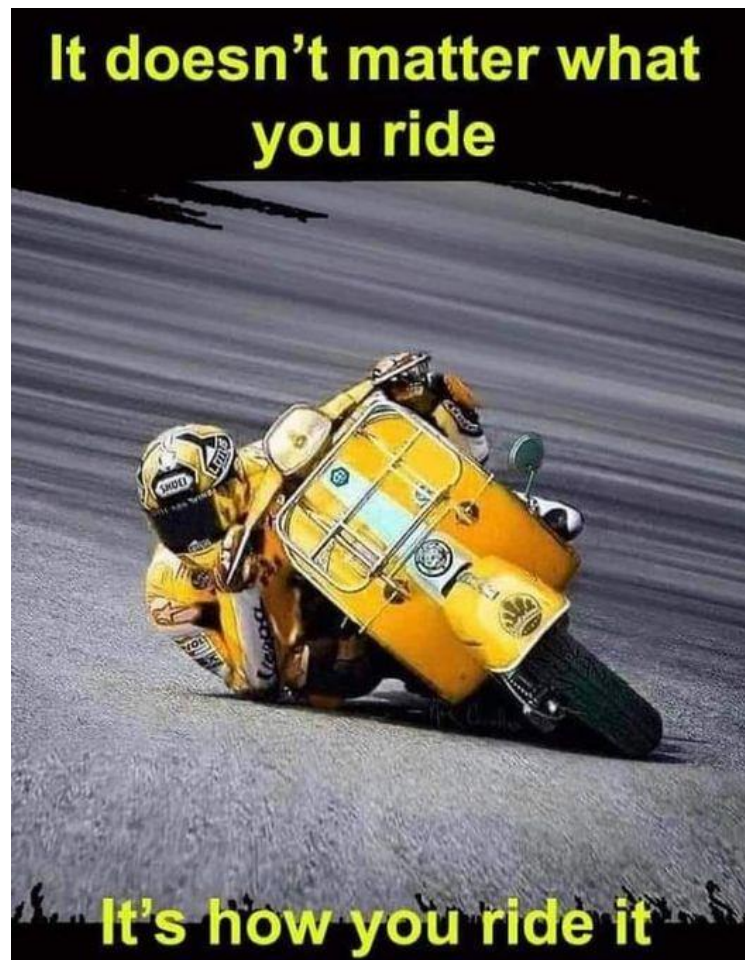


We welded up the frame with some extra weld as well and added some cooling slits in the guard (we don't have snow here). Remarkably it had very little rust so to ensure this further we fish-oiled the bike completely and sprayed it in Polizia Blue. We rewired it but after 2 attempts at buying a wiring harness, I had to modify the closest one and added some extra wires and deleted others (it works).

The biggest issue was what do to with the handle bars and head stock. On the later PX series they are painted. Mine originally is chrome (Italian Chrome!) which blisters, as it doesn't stick to alloy, so I polished it and it was the right thing to do, looks great and added new switch gear.

I would like to thank GPS Scooter Melbourne and SIP scooters Augsburg Germany for parts and patience, without whom this could never have happened. So, after 3 years and a lot of pain, sweat and guessing, here it is.....the Polizia Urbani Special 225cc,,,,,,,,,





Classifieds



Alfa Sud for reluctant sale. 1982 Alfasud 1.5 5 door hatch with sunroof, most hard work done with plenty of photos of the work along the way. All rust that we found was cut out and new sections welded in, has the period correct twin carb conversion and recently refurbished carbs, The front brake calipers have been rebuilt, however the left hand one is not working properly (sitting too long). I have a refurbished set ready to go, just take the old ones out and replace. The motor runs very well, has brand new exhaust manifold from Alfa 33 so is a bit larger. Interior is complete. the body will need paint at some stage (I was going to leave, just clear over, as has patina), had for about 10 years. The Sud just needs some time to finish as I am no longer able to finish it myself. Comes with some spares collected over time. Asking \$4,500 ono

For more information please contact Michael Johnson

Mob: 0418 114 969

Email: Johnson.25@bigpond.com



Coda



Buon Natale e Felice Anno Nuovo



{Merry Christmas and Happy New Year}