



WINTER NEWSLETTER 2022



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President's Report

Finally....we're back.

A great start.....mid-week runs have commenced and with a couple of new CIAO members in attendance, very encouraging. Coffee and cake at Wyee and Eleebana in perfect weather combined with shiny cars with proud parents more than happy to share stories of Italian ownership.

We've made a positive start with club participation and with an enthusiastic new committee. Our very capable secretary Mort Shearer's previous professional life has provided him with insight and determination to bring a more accountable but streamlined structure to CIAO.

Through the committee, it is hoped that this will ultimately free up the General Meeting times for club information updates and add a more social and reporting/interactive/sharing time. Warren kicked off our guest "Spanner n Torque" with some classic true stories and pictures on becoming a "Fiat Nut".....Laurel had a big part to play!

Committee members attended a CMC meeting headed by the Vice President and the Secretary of CMC travelling the East Coast to inform and clarify to Car Clubs, areas relating to Club registration. The great news for distant clubs like ours in the future is that meetings will now be live streamed, so travel to Sydney will not be necessary.

Things are steadily happening in CIAO.... let's contribute, be patient with change and give things a go!

Ciao for now.

Greg



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A (somewhat long-winded) word from the 'L Plate' Editor



I volunteered to be the editor of the Newsletter! As you can imagine, I had to fight off hordes of people wanting this position! Having recently retired I thought that this would be interesting and get me more involved with the CIAO community. A recent and extended stint of teaching in Mittagong has 'put a spanner in the works' to some extent, delaying 'my' first Newsletter, but as our President said: 'let's be patient....'

Afterall, it IS still Winter!

The format of this Newsletter follows reasonably closely previous editions....the content arguably lacking Mort's rather wicked sense of humour. I have tried to put the articles in a logical, rather than a chronological order.

Like all previous editors, I make a request (or is that a desperate plea?) for people to write articles. Too many of the articles in this edition are written by yours truly, which can be somewhat monotonous. Thank you to Mort Shearer for his advice, Sheryn Goldie, John Leeks, Deb and Michael Johnson, Geoff Boog and the Osbournes for their written contributions, Laurel Buckingham, John Leeks and Craig and Amy Osbourne for their photos and Col Goldie for his suggestions and cartoons.

In past editions, there have been articles discussing things mechanical and technical. People interested in providing an article/articles or a regular column in this area would be very welcome.

A Blast from the Past is a prelude to a regular feature: **A Member's Restoration**. It contains information, including contemporary articles, putting the particular model in context. I have

taken the liberty to write about my Alfa Romeo as a starter, hence two articles about the development of the 105 Alfa Romeo and a more recent article tracing the Coupe's history in Australia. In the Spring Edition we will be looking at the Vespa.

Apologies if a little too greater a focus on Alfes this issue! I will try to be more balanced next issue.



Sheryn Goldie's wonderful CIAO Umbrella at Newcastle Euro Motorfest. Photo: Amy Osbourne

New members

Craig and Amy Osbourne



I have always had a passion for cars. From my matchbox cars as a boy to buying my first ever car magazine (Modern Motor) in the 1970's. As a teenager in Kahibah I was surrounded by Italian cars however. Our next door neighbour had an early Alfasud in red just for Sunday drives, across the road another neighbour had a 2000 Berlina and my English teacher had a 2000 GTV. There was even a Fiat 124CC in our street. I was hooked. I even managed to bluff my way into a test drive of a Alfasud Ti at Alf Jones in Broadmeadow and Lancia Beta coupe in the mid 1980's, as well as managing to get to drive a friend's Ferrari 355, 575 and California on various trips to Queensland. I even owned a beautiful Ducati 500 Pantah in the early 1990's with dodgy electrics sent to test my patience..

After a number of German cars (BMW 635Csi, Mercedes C300 and even a Porsche Boxster S) I was left a bit cold so I recently resurrected my interest in

Italian cars, specifically a facelifted Alfa Romeo 147 JTD, in red of course.

A little bit about us.

Some of you have already met my wife Amy. We have 2 boys Tyler 14 and Blake 11 and they certainly keep us busy. I returned to Newcastle about 7 years ago having spent many years living and working in Sydney. Having retired a few years ago I spend a lot of time managing our home and the boys whilst Amy progresses her career.

We both love to travel having spent 3 weeks in Italy in 2019 as part of a longer trip just before Covid 19 came along putting on hold travel plans.....



Geoff and Tegan Boog

Geoff, Tegan and their 2 children have lived in Newcastle for 3.5 years, although he (they?) has/have been visiting friends and family in Newcastle for over 25 years. Geoff is currently an Underwriter at Shannons.



It is not surprising, considering he works in an industry dealing with cars (amongst other things), that Geoff has owned a variety of interesting car and bikes over the years. The only Italian made vehicle however is his 2011 PX Vespa. He has owned this immaculate bike (which he still rides) longer than any other vehicle. He has a preference for older Italian cars, bikes and scooters. He says 'it's all

about the curves, styling, and simplicity'.

Geoff heard about CIAO through Carlo Rossi, showing the importance of word of mouth and he is excited about Lago di Macq in December 2022! (More on this in the Spring Edition)



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YOUR NEXT APPOINTMENT

Keith Mitchell: Member Profile by John Weeks



So Keith welcomed us into his house and what a really beautiful house it is. In **Photo 1** we are on the balcony overlooking one side of his property. Keith is a recently retired Music teacher. And he is a truly accomplished Piano and Bassoon player...Ok with the piano, but the bassoon looks like something the Ukrainians might use to knock a Russian tank out with. Just have a look it in the corner of the room in **Photo 2**. Keith played some piano for us and it is obvious that he is a masterful player.

On 27 July, Col Goldie, Shane Godwin a mutual friend, and I visited the Narara home of Keith Mitchell, CIAO's latest Newsletter Editor, in order to get a little more background on what fires up someone who volunteers to be a Newsletter Editor!

Well, Keith's house is set in a great block of land and has a great garden with plenty of fruit trees too. He even has a great dog...called Gladys.

As you will find out Keith is not your usual CIAO member!

Keith's Music background



He plays in an Orchestra and Concert Band on the Central Coast, has small concerts in his house and has even had concerts in various towns around Le Marche in Italy (**Photo 3**). He told us that when he was teaching in England that he was introduced as "our Australian music teacher" as if he had emerged out of some primordial swamp!

Car History

His family ran an orange orchard and as kids Keith and Neil, his younger brother, used to drive their dad's David Brown 880 tractor when picking oranges. Just as Lamborghini saw some sort of beauty in tractors so did young Keith! So that is an interesting parallel to Lamborghini. Well that could explain why he really likes Italian cars. In the UK, David Brown bought the Aston

Martin company just after WWII, hence the moniker DB on Aston Martin cars eg DB7. So you could say that Keith learnt to drive in an 'Aston Martin'.

He went for his licence in the family's Mercedes 230S 'Finny'. During the test everything went well until the ubiquitous hill handbrake start test ...it would have been hard to blame Keith for rolling the car down the really steep hill, as his father's car didn't have a working handbrake! I thought that the examiner might have passed Keith but the lousy examiner defected his dad's car instead!

Included in the many years of classic car ownership , Keith has owned a Renault 10, a first series 1979 Golf, a Mazda RX7 and his mum's Alfa Sud .



Whilst teaching in England , he purchased a brand-new Citroen 2CV, which in my opinion must be one of the strangest looking cars ever built....well to me anyway! He made us laugh when he said that going up steep hills was something that he didn't relish, and its top speed was 70mph with a very strong tailwind. This car was in red, grey and white ...He seems to have fun naming his cars ...and dogs ...as this Citroen was named 'Dolly' ...maybe, he was a fan of Bob Dyer's TV 'Pick a Box '????!! He obviously has a thing for French cars because he bought another Peugeot 306 in 1994. But perhaps the craziest thing he did in 1999 was buying a Triumph 2500TC and drove it to Alice Springs and took part in a car 'concourse' BUT guess what he ended up winning it. If you don't believe it then just look at that splendid trophy!! (**Photo 4**) It might not surprise you to note that the Triumph came back to NSW on the back of a truck.

Then came a SAAB turbo, then another French car, a Renault Megane.

Current Classic Cars

Just look at the **Photo 5** of the cars in Keith's garage ...the 1974 Alfa 1600 almost brought tears to Col's eyes. Every time you see one of these Alfas it makes you appreciate just what a good looking and pretty car they are...and don't forget that Keith's Alfa is over 48 years old. This car is a dark maroon colour and is in good condition especially the interior. (see **Photo 6**)





We asked Keith what he likes about the Alfa and apart from the fantastic body design he really enjoys driving it and the sound of the exhaust. Just look at the **Photos 7&8** of the that famous twin cam engine with Col reminiscing about his own Alfa racing days.....ah... when Col went in the Alfas driver's seat he probably felt he was back in 1922!!! (**Photo 12**)

with innovative features such as the wheelbase dimensions are not even and so one side of the wheelbase is 100 mm longer. Apparently this is due to the torsion bar suspension and Renault engineers wanting to maintain the car's relatively soft suspension without compromising the handling.

If you look at the engine bay (see **Photo 9**) you should notice how the engine is set well into the firewall and the gearbox is also very low and set



in front of the engine near the radiator. Keith advised that the reason is for weight distribution with a very low centre of gravity.



Colin Chapman used this engine/gearbox combinations in his Lotus Europa due to the advantages they would give his cars with handling. The other thing you notice is how really spacious they are, and Keith assures us that they are very comfortable touring cars and if you have any doubt

and have observant eyes you can see one of Keith's French passengers in the back seat (**Photo 10**). Another quirky feature is that the gearshift is right next to the steering wheel on the steering column (see **Photo 11**) so there is so much space in the cabin of this Renault...

There could soon be another beauty in his car collection...a Lancia Beta Coupe. Lets hope that he gets it....AND No One else bid on it at the auction!.



His Favourite cars



I asked Keith what was his favourite classic type car that he has owned and as I expected he said it was the Alfa ...Why? because well just look at it, and, he said that the steering is just right and everything about it is so easy and light to drive. Then there is that great sounding engine...

The next thing I asked him was if he was given any car he wanted. Well considering he is such a stylish bloke ...he said it would be an American 7.1 Litre Oldsmobile Toronado, However,

he would be worried that his family would disown him ! Ha Ha ...Of all the American cars he could have picked that is one American car that I likeDo you?

Keith's approach to CIAO newsletter?

He is keen to adopt a more member focussed approach and to get more stories on members cars especially our projects and to keep us updated on progress of these projects. Good, but this will need CIAO members to assist him



Birthday Lunch: July 24, 2022



Our 16th birthday at Murrays beach was a fantastic event, Murrays Restaurant is situated in a picturesque tree studded shoreline just south of Swansea, Lake Macquarie.

We were inundated with members wanting to celebrate our sixteenth birthday. With a total of 26 we almost filled the restaurant, set high amongst the tree canopies, it commanded a fantastic view across the lake to Point Wolstoncroft and

Gwandalan.

The food was a delight, staff excelled themselves, everything prepared to perfection, table service and staff's willingness to help just added to the enjoyment for all.

At this point we all must thank Deb for the exceptional organisation skills and the little bag of treats. Cassie with table place settings. welcome name tag having what each one ordered on the reverse side so come to settling the account, we just had to take the tag up



add the extras and pay, no confusion, easy! That just added to the day and made it easier for everyone.

We also had some lucky door prizes donated by Warners Bay Florist that created fun for all.



A special thanks to John Leeks our happy snapper for taking photos of the event. The overwhelming response from members who attended is we do it Murrays again next year, we will keep that in mind!



Once again thanks again to everyone and especially to Deb and the staff at Murrays who were very accommodating.
Deb and Michael



The CIAO 'Holy Grail' (inaugural bottle of CIAO labelled wine from the first year CIAO celebrations).



Shady deals in the carpark!



Said bottle of wine on display at Euro Motorfest in Newcastle



Mid-week Run 1: March 20 Gum Nut Kiosk, Wyee

On March 20, 11 members, friends and dog arrived at the Gum Nut Kiosk in Wyee for our first Mid-week Run for 2022. Luckily the rain held off and there was even the occasional glimmer of sunshine.

The Gum Nut Kiosk, on the corner of Wyee and Webber Roads (an Italian connection, if you



ignore the spelling) in Wyee has a very good reputation for service and great coffee (4.8 stars according to Restaurantguru.com).

NB Il Presidente checking out the cakes. Great coffee, a good selection of food and very friendly service.

The Kiosk has a number of picnic tables for people who want to sit to drink their coffee and there is a nice rural outlook. Also convenient for those with green fingers is the Nursery just across the road.

Thanks to the



Buckingham's for organising this



successful event, the start of many like runs. It was a great turn-out!



Mid-week Run 2: May 15 Matey's on the Espanade, Warners Bay



On Wednesday May 15, 12 C.I.A.O. members met up at Matey's in Warners Bay for our second Mid-week Run. Rated 4.8 Stars by Tripadvisor, the menu at Matey's offers a wide variety of meals...sweet, savoury or snacks as well as various coffees and teas.

An impressive line-up of Italian machinery lined the streets, including the lovely Vespa belonging to new member Geoff Boog, parked worryingly close to Il Presidente's Giulietta.



Also in the line-up was the 147 of new members Craig and Amy Osbourne, the Buckingham's Fiat 2300, The Goldie's Alfa 164, and the lovely Ferrari Dino of June and Col Stewart.



Stewart.

Also part of the proceedings was the drawing of the popular Easter Egg Raffle. Pictured below are the lucky winners June and Col



Our monthly mid-week runs are proving very popular with those members who are not working on Wednesdays. Laurel is always open to suggestions for possible destinations, get in touch with her if you want to organise a run yourself (not to mention write a report for the Newsletter).

And please note there is no truth to the rumour that towtruck drivers hold their own picnic days nearby to CIAO events, combining business with pleasure.



Midweek Run 3: May 25th at Vincent's at the Coliseum



The heritage-listed Coliseum in Mayfield was built in 1921 and restored in 2002. It contains 26 different Antique stall holders as well as Vincent's at the Coliseum Café.

In their website, Vincent's say good hospitality should always feel like you're visiting a close friend's house. They pride themselves on using quality ingredients, such as local, pasture raised eggs from Little Hill Farm, Ora King Salmon, sustainably farmed in the Marlborough Sounds in New Zealand and bacon from Black Forest Smokehouse. Their coffee is from Melbourne coffee roasters, Veneziano....a good Italian name!

Our mid-week run in May was held at Vincent's at the Coliseum in Mayfield. A dozen members attended on the day with all enjoying the morning's outing. Great coffee and the world's best lamingtons, great company and lots of laughs.

During a wander amongst the antiques of the Coliseum, in a corner, Col spied an Alfa Romeo flag which eventually left the premises under the arm of our President (I am assuming he paid for it: Ed).

Looking forward to the next trip to Central Park Café, Maitland. Sheryn Goldie



Midweek Run 4: June 22 Central Park Café, Maitland



Central Park Café is a family business and they have been open since 2010. Jayne is the owner and chef and uses as much as possible local produce. Sweet and savoury baked goods are made in-house and they even say they will even accommodate your children and fur babies. Pupachino anyone?

After quite impressive turnouts at the previous Mid-week runs; the fourth

mid-week run attracted two (2) people (I hoped they booked!) Stalwarts Warren Birmingham and new member Craig Osbourne attending. Brownie points to Craig in Laurel's new points system!



Tilligerry Motorama: May 15

An early start for us (Gladys always enjoys a drive in the Alfa), leaving Narara at around 6.45 in order to get to Maccas in Raymond Terrace by 8AM. A slight detour through the carpark at Maccas in Heatherbrae (I didn't know there were two Maccas in the Raymond Terrace area) and we found Col and Sheryn's Alfa 164 and the Fiat 2300 of Tom Heard. Not far behind was President Greg's Giulia and we set out once Warren Buckingham arrived in his 2300.



The convoy was joined by Adam Collin's immaculate red Giulia along the way and we regrouped closer to the grounds so we could arrive and therefore, park, together.

Very quickly and efficiently, the Goldies set up the CIAO sign and the table with the Italian flag table covering (senza red). The CIAO display certainly stood out with table, flag and CIAO sign!

All morning the sky threatened rain, but luckily it held off, and even the sun made the occasional (if reluctant) appearance. The ground was surprisingly firm considering the rain we had had prior to the event.



Sheryn Goldie, Warren Buckingham, Greg Crow, Sharon Crow.

There was a wide variety of cars on show. Organised by the TilligerryAuto Club, all proceeds were shared between the John Hunter Paediatric Oncology Unit and Scone and District CWA. There was a strong MG presence which makes one wonder what the reception would be were someone to turn up in a modern Chinese MG!)

There was a good turnout of cars, although I was told the numbers were much less compared with past events. As well as the CIAO cars there was a random Italian car in the mix, a beautiful Lancia Fulcia coupe (apparently an erstwhile member of CIAO). There was naturally a large contingent of Aussie and American cars, a smattering of non-MG British cars, and some interesting French cars.



Refreshments (good old sausage sangers, steak sangers if you were feeling posh!) were provided by the Lion's Club and good coffee was available .A few people even found their way into the nearby RSL Club, ostensibly to watch the car racing, which was being televised that day and conveniently being shown in the Bar!

Despite stiff competition, Warren and Laurel's beautiful 2300 Coupe took out the Best Continental Car on display, although I have to say it would have been a difficult choice between the two 2300s on show.



Proud recipient and trophy of Best European Car in show



Closeup of said trophy

The presentations concluded the day, but with prizes for all categories, drawing multiple raffle tickets etc there was just a slight sense of enough speechifying already. One of the good aspects of this show was the expectation of everyone staying until the end (helped by the fact that we were locked in anyway and unable to leave). However, the impatience of a few was noted by the screech of tyres, the roar of V8s as people left. At least there wasn't the Police presence checking the cars leaving as has happened at Kariong Cars and Coffee! With our big State deficit looming, perhaps there should have been.....



"Let's not bother it while it's eating."

Euro Motorfest: June 26



**Euro
Motorfest
2022**

Sunday 19th June

From 8.30am to 1.30pm
Display Vehicle entry fee \$10.00

Newcastle Foreshore Park
Wharf Road, Newcastle East

Food & Drinks available
For more info call Ian Ashton 0429 592 823
All European Marques Welcome!

Please register your car club's attendance by
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In the event of wet weather, alternative date is Sunday 26th June

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The Euro Motorfest is an annual event held in Newcastle and brings in a large number, and variety, of European cars. (It seems Brexit hasn't disqualified British cars). In previous years it was Covid and lockdowns which threatened these events. This year it has been the weather, and I suppose unsurprisingly this event was postponed to Sunday June 26, which happily turned out to be a beautiful sunny morning!

Another early start for Gladys and me, although as both my old cars were in various garages around Gosford, we set out in the Pajero. Needless to say we didn't try to display this vehicle!

The Goldies were first to arrive and immediately set to organising the table, signage and the first public outing of Sheryn's amazing CIAO umbrella! (see Page 2).



Sheryn attempting a bold underpassing move on Col's 164



Children's Hospital. As with so many classic car events, the presence of Shannons Insurance was evident. Although I didn't do a count, the largest contingent of cars seemed to be MGs, not surprising considering the event was organised by the MGCC

The event was organised by the MG Car Club (Hunter Region), donating money to Variety the Children's Charity and John Hunter





However, there was a very good show of Italian cars, a number of which weren't part of CIAO. Italian marques included (alphabetically) Abarth, Alfa Romeo, De Tomaso, Ferrari, Fiat, Lancia and Maserati. As always they stood out with their undoubted style!



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Classic car displays often resemble Senior Citizen get-togethers, so it was encouraging to see quite a number of younger people amongst the viewers. Obviously the likes of modern Ferrari, Maserati, Audi, Mercedes and Porsche are major drawcards, but the interest does extend to the older, and certainly stylish cars.



Caption this: What is Col saying whilst wrestling with the sign?

See this space?

Do you have an interest in things mechanical?



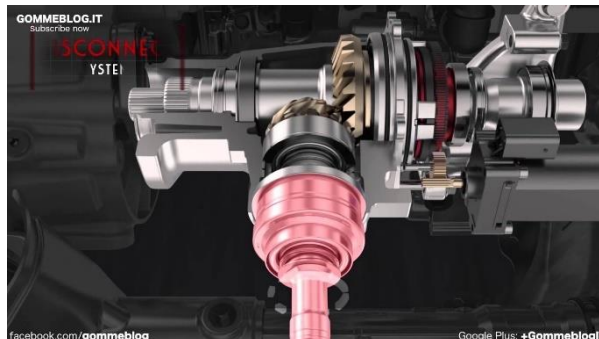
Unfortunately, the present Editor has no idea.....



However, many of our readers do!



The solution?



Write an article on something that interests you and, no doubt, many of your fellow club members....

....but probably not the Editor!

Articles: The Halo Effect.

Col Goldie brought to my attention the accident of Alfa Romeo driver Zhou Guanyu at the recent British Grand Prix at Silverstone by sending a few photos of the accident itself. I had heard of the controversial Halo but after seeing Col's photos I decided to investigate it a little more. I found a particular 2017 article written by Laurence Edmonstone in ESPN interesting reading with the recent accident in mind, so I have summarised some aspects of it below as well as some more contemporary reports, hoping others in the group will also find it interesting. Owing to copyright concerns, I have not reproduced the article in full, but have included the original website if people are interested in reading the full article. Highly recommended!

https://www.espn.com.au/f1/story/_/id/20111099/whqt-halo-why-being-introduced-f1-2018



Edmonstone starts the article with the following: On Wednesday (July 12), the FIA confirmed it would introduce the Halo cockpit protection concept in Formula One next year (2018). The decision was based on the Halo presenting “the best overall safety performance” according to the FIA’s five years of research into increased frontal head protection.

It was owing to a number of fatal accidents in the decade before 2018 that lead to the investigation by the FIA for something that would offer more protection to drivers while still maintaining the ‘open racer’ format regarded by many as integral to F1 racing.

It was the death in 2015 of former F1 driver Justin Wilson, killed by a flying piece of debris from another car during an IndyCar race which prompted the Grand Prix Drivers' Association (GPDA) to call for extra cockpit protection in F1.

The FIA put a provision for Halo in the 2017 technical regulations and started conducting on-track tests in early 2016. However, to ensure there had been adequate testing on differing circuits, introduction was delayed until 2018 and further tests were planned during the Friday practice sessions.

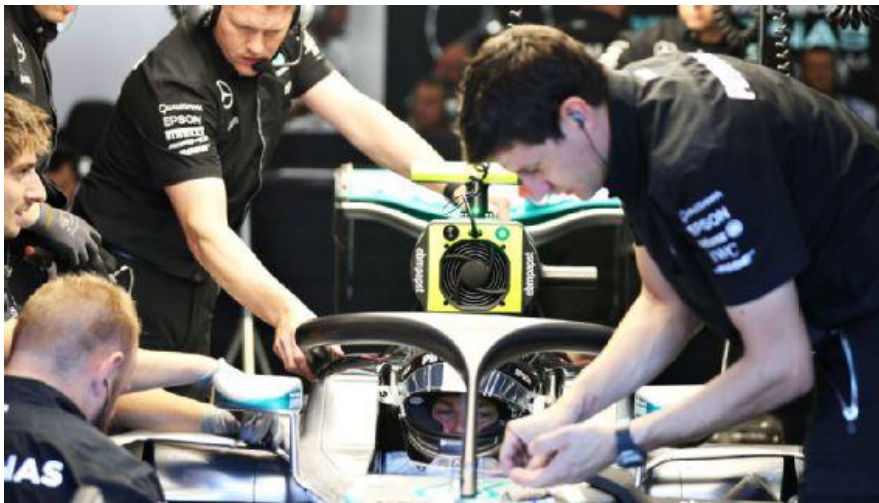
In April 2017, the FIA decided a new device, known as the Shield (sounds very Marvel: Ed) should be considered over the Halo. The Shield made its first track test on Friday at the British Grand Prix, but the run was cut short after Sebastian Vettel reported



distorted vision through the curved windscreen, claiming it made him feel dizzy. To quote him directly: "We had a run planned with it, but I didn't like it -- especially looking forwards because of the curvature," He added. "It had quite a lot of distortion and I got a bit dizzy. There was a lot of downwash coming off the back of my helmet and pushing my head forward, so we decided to take it off."

With the manufacturers needing time to include the design into their cars, the FIA decided on the Halo and not wait for further research into the Shield.

The Device



The Halo concept was first proposed by Mercedes after the FIA had started its research into rudimentary front roll cages. The first Halo prototype -- made of steel -- underwent static tests at RAF Bentwaters in 2015 and performed well against a 20 kg tyre fired from a compressed nitrogen-powered cannon at

speeds of 225 km/h. A steel prototype shrouded in carbon fibre was then track tested by Ferrari during winter testing in February 2016, with drivers reporting acceptable levels of visibility despite the vertical pylon and protective section directly in front and above the cockpit.

A lighter, stronger prototype made of titanium was introduced at the 2016 Austrian Grand Prix. One of the notable changes was making the arc of the Halo wider in order to improve visibility and eradicate the risk of a driver hitting his head on the device during an impact.

When introduced, Lewis Hamilton called the Halo device the "worst looking mod in Formula One history", but he changed his view after the FIA presented the drivers with the findings of its research at the 2016 Hungarian Grand Prix.



"I paid close attention to the great briefing we were given on it," Hamilton said. "I take safety very, very seriously. The interesting thing is that while the Halo system does not look great or in the racing spirit, the chances are 17 per cent better of saving the driver's life. But it can still be improved so at some stage we will have canopies and then it will be 100 per cent."

Hamilton's view was seemingly echoed by most of the F1 drivers and by 2022 its presence is taken for granted. A number of accidents may be partly responsible for this



Michael Lamonto sums it up well, writing for Fox Sports saying, "There is still some debate as to what sort of accidents the Halo is designed to protect against and what sort of accidents would occur regardless, but with the FIA's research finding that the chances of survival are 17 per cent greater with Halo attached, the additional protection is too significant to ignore."

References:

What is Halo and why is it being introduced in F1 for 2018? Laurence Edmondson F1 Edition ESPN 2017

The questions that still need answering after Zhou's showstopping Silverstone smash:
Michael Lamonto Fox Sports. July 6, 2022

2022 British Grand Prix: 5 years later.....

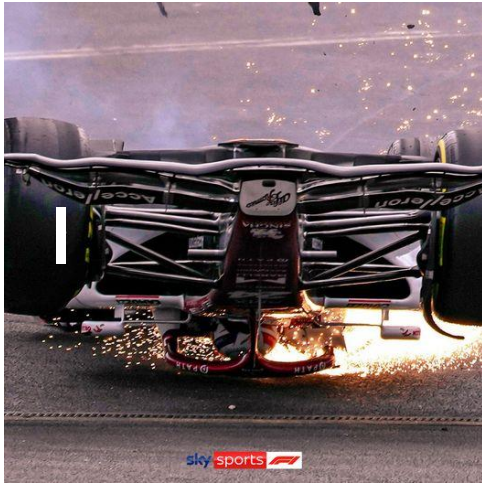
The following photos graphically demonstrate the effectiveness of the Halo.



The Alfa Romeo of Zhou Guanyu starts to roll after being clipped by George Russell's Mercedes.

Skids on the Halo, as the roll hoop above the drivers' head crushed on the first impact.





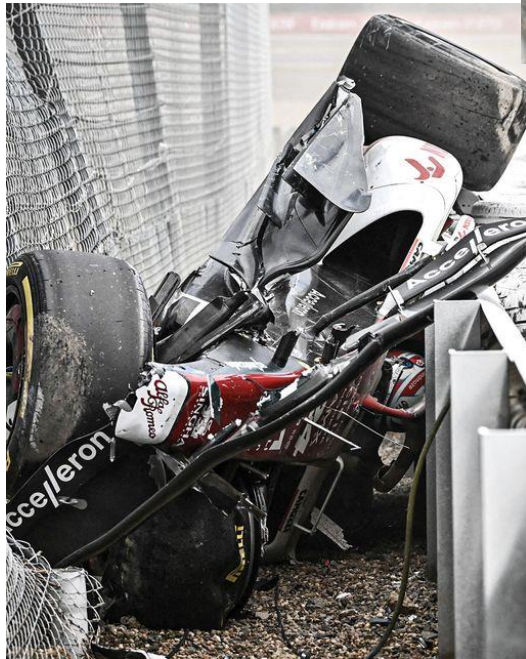
Cuts a groove into the racetrack before sliding across the sand pit (still upside down)..... before ending up in the gap between the Armco fence and the crowd safety



fence, where he was eventually extracted. He was shaken but unhurt, basically a few bruises!

He was quoted by The Guardian, saying “I don’t know how I survived. But looking back obviously I saw the halo saved me.”

The Guardian goes on to say Lewis Hamilton who originally apposed the halo when it was introduced but was protected when Max Verstappen’s car landed on top of him at Monza said “it saved my life and it has saved several drivers’ lives recently”.



Just this week, the following article appeared regarding this same accident, so it appears that further development is in the offing.

[Revised roll hoop test expected after Zhou’s Silverstone crash - Speedcafe](#)

Alfa Romeo 105:

- **A Blast from the Past**
- **A Member's Restoration**

CIAO is blessed with enthusiastic owners of a wide variety of (mostly) Italian vehicles. **A Blast from the Past** presents some background to the vehicle which is the focus of **A Member's Restoration**. Sometimes the car is well known, like the 105, but there will be occasions when we present a car or bike which is less well-known.

The car restoration story is of my own 1974 Alfa Romeo GTJunior1600. I thought if I go first, then people will be clamoring to have their story told in future editions. As a foretaste, the Spring Newsletter will feature the Vespa.

Feel free to volunteer for the Summer Edition. You can either write the article yourself or we can format it as an interview.

A Blast from the Past

If you put into Google the **Alfa Romeo 105** you will get thousands of sites to visit. I have selected three to include in this article. Rather than reproduce them, I have included the website and a short summary. I think of especial interest is the article Joe Kenwright wrote for the Shannon's Club where he traces the somewhat shambolic introduction of the 105 Coupe into the Australian market

1) An article from **Alfa105.org** is a very thorough history of the development of the 105, starting as far back as 1959, bringing in some well-known names such as Busso, Pulig and Scarnati . There are plenty of photos of the people involved in its development, of prototypes, production facilities and contemporary photos of the cars on the road and involved in racing. Copy the following and open a new window.

https://alfa105.org/Serie105/Giulia_History?fbclid=IwAR1VkykYu2hl_GtOfuet53N2ROfYBHZi6TkJ6lb0DoTDdCf46koejcQ2KA

2) This article may lack the detail of the previous article, but has some nice references to the 105's contemporary reception and the involvement of Bertone.

https://magazine.derivaz-ives.com/alfa-romeo-giulia-gt-1300-junior-epitomises-la-dolce-vita/amp/?fbclid=IwAR0aMF5VhapbV2p_VnUBjZ96ZfcqlwN2dNm31UbqlLRm2rwtVMOAxBCXMb4

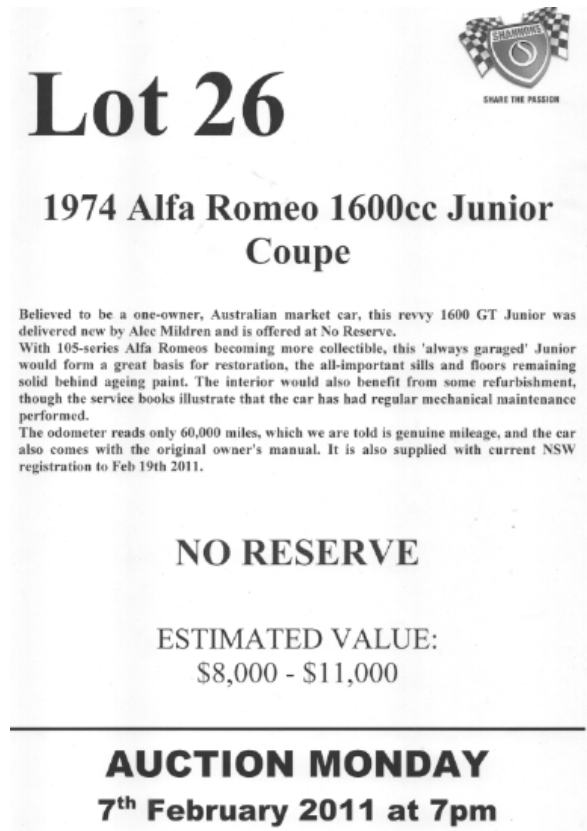
3) This is Joe Kenwright's article mentioned above. I found it entertaining as well as educational. Some of the comments from readers are also worth a read.

<https://www.shannons.com.au/club/news/classic-garage/alfa-romeo-105-coupe-essence-of-ferrari/>

Restoration of my 1974 Alfa Romeo GT1600Junior

I bought GSR991 at the Shannons' Autumn Auction in Sydney in February 2011. I was actually 'shopping' for a Jaguar XJC on offer in the same auction, the Alfa was a bit of an orphan in the corner of the Shannons' Showroom.

It looked dull and neglected, it had what looked like a poor respray which was crazed and with what looked like the outline of a wheel on the bonnet...as if the car had been covered and a wheel was sitting on the car cover. The bumper was bent although there was little evident rust (ha!) It was a one owner car, the mileage was 59,839 miles and it had 3 weeks of rego left.



Lot 26

1974 Alfa Romeo 1600cc Junior Coupe

Believed to be a one-owner, Australian market car, this revvy 1600 GT Junior was delivered new by Alec Mildren and is offered at No Reserve.

With 105-series Alfa Romeos becoming more collectible, this 'always garaged' Junior would form a great basis for restoration, the all-important sills and floors remaining solid behind ageing paint. The interior would also benefit from some refurbishment, though the service books illustrate that the car has had regular mechanical maintenance performed.

The odometer reads only 60,000 miles, which we are told is genuine mileage, and the car also comes with the original owner's manual. It is also supplied with current NSW registration to Feb 19th 2011.

NO RESERVE

ESTIMATED VALUE:
\$8,000 - \$11,000

AUCTION MONDAY
7th February 2011 at 7pm

I didn't attend the auction itself as I was ill so I left a phone bid (no online bidding in those days) and found that I had 'won' it the next day. I felt the price I paid was reasonable, the Jaguar was passed in, having not reached the reserve. I picked the car up the following Saturday and drove it back to Mittagong without drama.

I had always liked these cars. My father used to take us up to Bathurst for the Armstrong/Hardie Ferado 500 races (and occasionally at Easter after the motor bike 'element' had left) and I used to love how the Alfas would go around Forest Elbow, often just on 2 wheels.

At this point I need to confess to a number of things. Firstly, in writing this I had planned to access the documents, bills etc which I had accrued over the years. 3 house moves on and I have not been able to find all of these, hence the vague and hazy recollection of work needing to be done. Secondly, this is not helped by me not being terribly mechanically minded!

After getting it home safely I took it to Lambda Motors, which was based in Mittagong. Col Goldie thinks that the business moved from Surry Hills in Sydney. I can't remember the mechanics name, unhelpfully his name is not mentioned on the worksheets but Col thinks his name was Dick Seers. There were photos throughout the



Alfa at home in Mittagong. Note bent bumper, crooked slat in the Stradale and peeling paint on the bonnet.



Note odd placement of number plate and old broken badge, which was superglued on.

workshop of Lancias on the racetrack and a collection of Lancias in the workshop in various stages of restoration.

Our initial task was to get the Alfa ready for registration. There were a few obvious things needed doing. Front parking lights, rear indicators, and number plate lights were not working, and the colour of the rear indicator was too faded. These were fixed, 4 new tyres were fitted as the tyres appeared to be the originals. If this was the case as suspected, they had lasted well.

As well as the above, oil and filter were replaced, gearbox and diff were drained and the fluids replaced and new wiper blades installed.

It was noted there was a little free play in the steering so the wheel and combination switch (whatever that is) were removed and a second-hand assembly was fitted.

A new set of spark plugs, carburettor mounts and lower shock absorbers brushes were enough to get it through rego.

The Alfa at the 2011 Canberra Auto Italia.



The 2011 AutoItalia in Canberra was its first major drive, just weeks after getting it home. (Note the nice symmetry, attending the 2021 AutoItalia with CIAO.) It drove well on the way down and I was able to photo the odometer turning over to 60,000 miles just before Goulburn. The drive was steady with many Italian machines making me eat their dust. But we made it!



Show day was warm and sunny (unlike 2021) on the banks of Lake Burley Griffin although GSR991 looked a little sad next to the beautifully restored 105s which surrounded it, but it was nice to be part of the event. It was also an opportunity to look closely at other 105s for ideas re colours and wheels. At that stage I was considering another colour for when we got to repaint and alloy wheels. Neither of these eventuated.

The return trip was a little more exciting, I was travelling in a convoy which included a lovely Lancia Fulvia coupe. Nearing home I discovered that the brakes were losing effectiveness. Knowing I was near Mittagong I slowed and thought through a route where the use of gears

would be enough to get me home safely. Back to Lambda Motors and further investigation showed the hoses were leaking fluid, so these were replaced.



With some basic mechanical aspects rectified it was time to look at the interior. The top of the dashboard was more than cracked....it had quite a crevice. I decided a cover would have to suffice for this. The base of the rear seats was in good condition (let's face it, who can fit into the rear of one of these) but the upper part was quite badly sun damaged and the driver's seat was in very poor condition. To have these repaired I took the car to JD Upholstery in Drummoyne. I had used this company previously on numerous occasions, finding them amenable,

reasonably priced and having a store of often odd materials for obscure cars eg cream vinyl matching perfectly the seats of a Triumph 2500TC. The Alfa's seat base was also sagging very badly and required bolstering. This obviously improved the appearance of the interior, as well as driver comfort.

Finally, a few other parts needed to be sourced. One of the rear side windows was perspex and the driver's armrest was badly cracked. Both of these plus a number of clips, hinges etc were found at McKone Automotive Services in South Windsor. This was run by an older couple who at the time were planning on getting out of the business. They had a collection of interesting Italian cars and a huge supply of new and second hand parts. It would be interesting to know where the cars and parts went as they were selling due to ill health.



The final work done in Mittagong was replacing the head gasket. This was quite a big job involving removing seized studs, a valve grind and the head machined, flushing the cooling system and refitting head with new gaskets and seals. Hopefully this may make sense to some people...again, I am just reading from the invoice!



The photo to the left, taken in 2013, was the Alfa in its new home for the next 6 months while at my younger brother's property in Somersby. Here it would be stripped, exterior taken back to bare metal, rust cut out and replaced with metal and the car resprayed. As we were keeping the original colour (Faggio, although I have been told this is not correct: unfortunately the paint code was not

on the inside of the bootlid, which we were told is the usual place!) the engine bay was not touched.



Both my brothers have restored many cars, mostly British. Robert (older brother) was a mechanic, apprenticed at Regal Motors in Gosford in the 50s. Neil was a teacher, but has a skill with body work. And I can take photos and make cups of tea!

First job was to remove both doors, bootlid, bonnet, windscreen, door handles, locks, grill, bumpers and badges and all the openings were masked with plastic sheeting. I was allowed to do some of the more basic tasks here!



Me looking busy and like I knew what I was doing. NB fashionable gloves!

Next the paint surface was scratched to allow chemical paint stripper to penetrate and then the paint was removed manually. It was then neutralised with water, residual paint removed with an abrasive scotch-brite pad and then coated with diesel. I was even trusted to do some of this.

Older brother Robert with something dangerous looking!

Rust was found in quite a few places: the front and rear screen surrounds, the sills, doors, guards and front cross member and quite a lot of bog. We found these despite our initial inspection of the car at Shannons with a magnet!



Neil then cut cardboard to the required shapes to use as templates for the areas that needed to be replaced. As you can see in the background of some of the photos, a number of Triumph Dolomite Sprints They were his projects at the time. The metal he used to replace the various parts on my Alfa came from the bootlid of an old Triumph 2500. He and Robert used a mig welder to weld in place the fabricated sections.

Neil had to explain the next part of the process as it didn't make a lot of sense to me. He rubbed the body file over the bare metal. Where the file doesn't mark the metal is an indicator of a low point. You can then press an appropriate dolly inside the panel and tap the low area with either a hammer or slapper. (!) This raises the worked area. You repeat this process until you are happy with the smoothness of the panel. This is called dressing up the panel to get it as close as perfect as possible.



Next step was to remove oil with wax and grease remover, clean repair areas with abrasive pad, apply phosphoric acid and apply a skin of filler and then sand



Finally an abrasive clean of body metal application of acid to a section at a time. Warm panels and apply etch primer, primer filler and



guide coat. Sand using wet and dry 320 grit. Use spot putty as required. Reapply primer filler, sand and apply 4 coats of acrylic colour. Allow to stand for a few days, rub back with 1200 wet and dry. apply a further 3 coats, rub back, cut back with cutting compound and final polish.

We were able to use the old rear window but we sourced a new front windscreen from Gosford Windscreen Service. We got new rubbers from a company in Brisbane for my Alfa and my brother's BMW 2002. Despite their protests that these were exact copies of the original parts, they were way too big. I actually drove the Brisbane with the rubbers and with photos and a letter from the windscreen guy saying they were the wrong size and they reluctantly (and



rather ungraciously) refunded the money. We were able to re-use the old ones, which surprised us.

Since the car has been back on the road it is now on club plates (the originals are now on my Daily Driver) and in this time it has had a new starter motor, tie-end rods, oil pressure gauge sender switch, bonnet release wire and new front bumper. Cosmetically some of the interior has been tidied up a little.

The saga of the bootlid!



The Alfa came with the original badge, or part thereof, reading Alfa Romeo GT1.6. According to one of the comments on Joe Kenright's article, these badges were fragile and were replaced by the present badge (mine courtesy Col Goldie), which reads GT1600Junior. To some extent the change reflects the confused marketing of these cars in Australia. The photo below was the one I used to advertise on Facebook for the new badge. I put the Service booklet and Owner's Manual in the ad in case it would help with getting the part. At

that stage I didn't know of the 'unofficial' name change. I quote 'With regard to the correct name for the 1600 coupe. The official Alfa Romeo

Italy
name
for the
car
was
'GT
1600
Junior'
but
Alfa



Romeo Australia under Dr Taginni decided to call it '1.6 GT' here for obvious reasons' these being that people might think the word Junior may discourage sales.

He goes on "Further to my previous comments re the GT 1.6. I was chatting to an original owner of such a

car as well as an Alfa mechanic from the same era and they both recall that the car had a GT 1.6 boot badge that was originally made up by Alfa Romeo Australia. They remember that the quality of the badge was rubbish and it deteriorated badly. When it broke up they couldn't replace it as the ARA didn't list it as a spare part, whereas the factory always stock the GT1600 Junior badge, hence why all the surviving cars now have this badge. So there was plenty of confusion'.

This photo below was taken at the 2021 Canberra AutoItalia by Col Goldie as I was leaving the grounds. (Moments like these you wished the heater worked!)

So that is the story of my Alfa. It is a joy to drive and it has been (relatively) reliable. I hope you found the articles of interest, as I said there are hundreds of articles and YouTube videos on these cars.



Is that number plate crooked?

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 Greg (el presidents) brother at a car show at Tomago.

This car has all receipts and original Manuals and handbooks and all services from **new** and lived most of its life in a garage in Armidale .Its 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 Group1 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 group2)I think this is how they all should be and uses less fuel on highway ,believe or not .

Which 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 and original wheels. Regretful sale at \$25,000

Classifieds continued....



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 complete. the body will need paint at some stage (I was going to leave, just clear over, 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 \$5,000 ono
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Coda.

Thank you for reading this far, a bit of a marathon. I am always grateful for any photos and articles to include in the Spring Newsletter. The more varied the input, the more interesting the content! My email is keithrmitchell@yahoo.com
CIAO!