

C.I.A.O.



AUTUMN NEWSLETTER 2024

CONTENTS:

Page 2	President's Report
Page 3	Vice-President's Report
Page 3	A Word from the Editor
Page 4	Featured Event: Auto Italia, Canberra
Events:	
Page 7	Club Events
	- Weekend Run No 1: Central Coast Italian Festival, March 10
	- Weekend Run No 2: Waterfall Café, Kariong, May 26
Page 12	Mid-week Coffee Runs
	- Maitland Pie Night: March 4
	- Holy Cuppa, Greta: April 18
	- Cherry Road Nursery, Eleebana: May 1
Articles:	
Page 16	Symbolism of the Alfa Romeo Badge: Steve Wines
Page 17	How the Alfa Romeo Badge has changed
Page 19	Blast from the Past: Fiat 124 Spider
Page 21	Meet the Member: John Leeks interviews Rocky Caputo
Page 24	For the Diary.....
Page 26	Classifieds
Page 28	AROCA Tour d'Course

President's Report



“Now is the winter of our discontent “

If you are lucky enough to own an Italian icon of motoring, be it a Moto Guzzi or a Ferrari, you would know that this is the season for getting out on lovely country drives/rides. For Australia, this is the dry season and never that cold (no overheating!)

I have been blessed enough to escape to Europe for a couple weeks as you know (research), so I really hope that everything is going great. I spotted this little beauty (pictured below) on the road. What is it? I'm sure you would have worked it out already.

The Council has our proposal for Lago di Mac '24 and we hope to get a positive result by the end of June. We have been invited in September to a multi-cultural event at Speers Point Park, which we need to consider, I have given a tentative yes for eight cars for the 22nd.



We're having a good time and are off to a car museum

in Southampton on Sunday: will post photos. We stayed in a little village of 7000 people called Lyndhurst: great little place with a Ferrari dealership. Yep, you read that right and not only a dealership, it had over 60 cars for sale, new and used and more in Service. That's almost 1 car for 100 people.



As for CIAO, I don't believe the club has ever felt as solid as it does today and the fact that we are turning 21 cements that belief and I hope we continue our efforts to keep such an important club going. Viva CIAO!

See you guys in July and I have to add I do miss the outings and all you guys, but this is a very important trip and it would appear my hopes might be rewarded. I'll tell you more when we get back and hopefully, lots of photos.

CIAO

Carlo Rossi (il Presidente)



Vice-President's Report

As I write this report, it is nearing the end of the Club year, which ends on June 30th. This brings me to remind you that it is time to renew your Club membership again, especially if you have a car on club plates.

The last 12 months have flown by, with some memorable events such as the Lago di Mac. Carlo (il Presidente) has already applied for a grant for this year's event.

Then there was the Auto Italia in Queanbeyan, which because of the recent rain in the area was moved across the road to Queanbeyan Showground. I personally thought it was a better location.

This year a lot of members stepped up with new and interesting locations for coffee and lunch runs, which was much appreciated by the Events Co-Ordinator.

Our anniversary lunch is coming up in July and I would like to invite all our new and old members to join us and see who has won the coveted Point Score Trophy. There are also raffles to be won, so come along for a great afternoon.

A big thankyou to our editor Keith for putting together another great publication. I would also like to thank our President and Committee members who work tirelessly behind the scenes to keep the club running.

CIAO
Warren Buckingham
(Vice President)



A word from the Editor

Welcome to the 2024 Autumn edition of the CIAO Newsletter. As always, it has been a busy three months at CIAO and it amazes me just how much a small club manages to fit in in a three-month period. The biggest event was the annual Auto Italia in Canberra, where a sizeable number of CIAO members braved the appalling weather and long drive to attend the event, as well as a number of activities organised by Warren and Laurel in conjunction with the ACT Fiat Club. As usual, the Mid-Week Coffee Runs were popular, featuring a few new destinations.

A Blast from the Past focuses on the Fiat 124 Spider, to give context as John Leeks' interview of Rocky Caputo in **Meet the Member**. Another 'Coastie', Rocky is a great addition to the club. Many thanks to John for spending so much time interviewing, taking photos and writing the report.

For the Diary includes the updated date for the popular Newcastle event Euro AutoFest and more information on Lago di Mac. An interesting article, written by Steve Wines, looking at the make-up of the Alfa Romeo insignia will hopefully be followed by more articles on the various Italian car and bike marques.

Again, a special thank you to Warren and Laurel Buckingham, John Leeks, Brent Blackwell, June Stewart, Steve Wines, Craig Phillips and Greg Crow for their written and photographic contributions to this Newsletter.

CIAO

KM

Special Event: Auto Italia 2024: April 5-7



The annual **Auto Italia** festival in Canberra attracted 18 members from CIAO, despite the appalling weather predicted for the weekend. That's a great turnout when you consider the size of the club membership and the distance travelled. All but one took the long drive in their Italian machinery (Shame! Shame!) as this event continues to be popular with the club.

Part of the reason for this are the activities organised by Warren and Laurel Buckingham with the ACT FIAT Club, which includes lunch and a drive and culminates in a dinner on the Saturday evening.

Owing to the poor weather (although it was not as bad in Canberra as it was in the Hunter and the Central Coast), the Sunday event was moved to the Showground, offering firmer ground and some undercover areas if required. I will pass on to Warren to give his take on the weekend. KM

Once again Laurel and I headed south to Queanbeyan for our annual pilgrimage to the Auto Italia. We drove down on Friday in the Fiat 2300S coupe in the pouring rain. Only had one problem, the fan belt broke. Great fun changing it in the pouring rain!

We arrived at our motel in Queanbeyan in time to join others who had also decided to come down on the Friday for dinner in the hotel opposite the motel. Then to bed.



Saturday morning was dismal (left), cold and wet. Rumours were spreading that the Auto Italia would be cancelled. After a few phone calls it had not been cancelled but moved to the Queanbeyan Showground, opposite the usual location. The rain was still pouring down at 11:00AM and we were worried the drive organised by the ACT Fiat Club would not go ahead. Luckily there was a break in the weather for the rest of the afternoon. Those at the Crest Motel left in convoy at 11:30 to meet up with all those going on the drive at Little Billy's Café for lunch, ready to leave at 1:00pm for our drive.





The drive was to Cotter Dam and then to Western Creek to see the Scrivener Dam spillway. This is the point where Lake Burley Griffin empties out. Owing to all the rain, both spillways were very impressive.



Then back to our accommodation to ready ourselves for the Auto Italia Fiat Club Dinner, held at Gryphons Café & Bar. The dinner was well attended by our club, antipasto and red and white wine were provided by the Fiat Club and the wine flowed all night. We had a very tasty pizza and there were plenty of laughs and tall stories to make it a great night.



The highlight of the night was the Fiat 500 cake which not only looked good, but tasted good as well.



Sunday morning was overcast but fine. Up early to give our cars a last minute clean before heading down to the Showground. At the showground we split up into our various marques. The Auto Italia committee employ professional judges to inspect the cars to find the best on the day. I

was a bit puzzled by some of their decisions.

Congratulations to Club member George Russo who received a special judges award for his beautiful Lambretta 'Ute'. The showground had a different feel about it and there was a slightly smaller crowd due to those deterred by the inclement weather. But I think it allowed for a more casual feeling. At the end of the day, we all headed back to our accommodation.



On Monday morning some of us stopped at the CIAO Cafe in Queanbeyan for breakfast before heading home.
Warren Buckingham



Club Drive No 1: Central Coast Italian Festival: March 10

The Central Coast Italian Festival is held over 2 days in early March every year at the Ettalong Galleria, which is a unique and Italian inspired complex containing numerous specialty shops, cafes and restaurants, a motel and Cinema Complex, aptly named Cinema Paradiso! This was only the third time CIAO has attended this event, with those longer serving members having mixed memories of past involvements. Needless to say there was more than a little apprehension regarding the success or otherwise of our attendance.



It was an early start for club members, especially those coming from the Hunter Valley. Our meeting place was Ramp 3 on Brisbane Water Drive, Tascott. Locals Rocky and Lance in their FIAT 124 Spider and Coupe respectively were first to arrive, just before Gladys and me.

Not far behind was Louis in his Rosso AR 159 then Bill Clifton, an ex-member in his beautiful AR 2000GTV. We were wondering how long it would take Warren to get out his infamous briefcase to sign him up again!

The surprise for me was the arrival of George Grasso, wife Morela and daughter Sienna in a hot red Fiat 500X, and the vehicle which turned out to be the hit of the day, their Lambretta. This was being towed, the prospect of driving this 600CC beast all the way from Newcastle would be a daunting experience! With the arrival of il Presidente Carlo and Wendy the lineup was complete and the now compulsory photo was taken, with the beautiful Brisbane Water as a stunning backdrop.



Photos completed, the convoy began its short drive to Ettalong, with Gladys and I, being locals, taking the lead. Although we knew the area well, the location of our allotted car park was not known to us, so after a temporary delay and a few phone calls, we set the cars up in a great spot. This proved to be an excellent position for us and the cars gained a great deal of attention. Warren and Laurel Buckingham arrived just as we

were placing the cars and a very smart looking Giulia, parked outside the building joined us. I can't remember a time when our cars attracted so much positive attention.



Once the cars were in place, we commandeered a long table in one of the many courtyards in the complex, with members disappearing for periods of time, returning with coffee, prosecco and various

Italian sweets and snacks.



Very quickly the place became very crowded and it was the perfect venue for us to hand out the new Lago di Mac flyers. I think the event got a great deal of pre-publicity on the day.

Back in the carpark, the undoubted hit of the event was the Lambretta, with the small plane in the back proving popular with the kids. Thanks to George and his family for bringing it along.



As well as our CIAO cars, there were naturally a number of Italian cars in the vicinity of the complex and some of these were invited to join us, including the hot little Abarth 500 pictured above, being admired by Gladys.

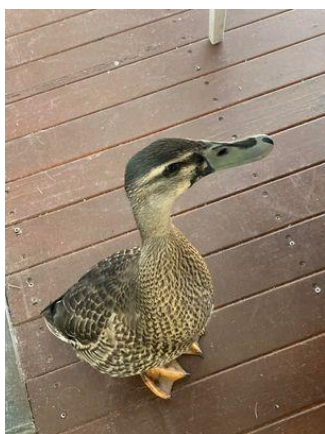


By about 1PM there was hardly room to move in the various courtyards and it was time for some of the cars to leave. They sounded great in the 'echo-y' carpark.

The day was deemed a success by all involved and many thought, like Lago, Auto Italia and the Newcastle Euro Autofest, it could become a semi-regular calendar event. KM



Club Drive No 2: Waterfall Cafe, Somersby: May 26



On Sunday 26th May, CIAO returned after a number of years to the Waterfall Café at Somersby for a Sunday drive and lunch. After a miserable start to the year weather-wise, it was hard to believe that Winter was starting the following week....clear blue skies and warm sunshine made for a very pleasant day for an outing.

The day itself started with an optional short 'scenic' drive on the backroads of Somersby to break the monotony of the F3. It is beautiful country: bush with various natives, including turpentine trees and gymea lillies, many deciduous trees, most still nicely coloured, hobby farms and orchards. As you approach the M1 again the occurrence of factories and sand and sandstone quarries take away a little from the scenic quality of the drive. Warren and Laurel Buckingham, Steve and Sue Wines, Becc and Phil Hitchcock, Rocky Caputo and myself met at the Service Centre at Wyong to start the drive. The Wines' recently purchased bright yellow Alfa Spider was certainly hard to miss!



Being a popular venue for breakfast and lunch, and it being a busy weekend with the A League Football Final the previous night, the booking was made weeks previously. Just as well, as the café was



very busy. We opted for the verandah overlooking the water as the outdoor area can be cold. As it turned out, the warm day made the verandah area almost too hot!

Waiting for us in the carpark were Michael and Deb Johnson, and already seated when the convoy arrived were Bill Clifton, David and Marina Myers, Mort Shearer and Elaine Dunn..

June and Col Stewart arrived, just before Lance McKenzie-Moran in his 'new' Peugeot 505 GTI. 18 people all up, another great turnout! Certainly people letting Warren know who is going to attend makes organising events easier. He and Laurel have CIAO members very well trained!





The menu and Specials board offered quite a varied array of dishes, including the choice of a number of seafood dishes. This is not always the case in cafes. It is also licensed. The food came in a reasonable amount of time considering the number of people there and the staff were friendly, in both the booking (including quite a number of changes and updates) and on the day itself.

Overall. It was an enjoyable event and hopefully worth the long drive for those who live in the Hunter Valley. KM.



Mid-Week Coffee Run No 1: Maitland Pie Night: March 4



A Mid-week Coffee Run on a Saturday? Morning tea at 5.30PM? That's the surprise Laurel and Warren gave CIAO with a run aimed at working people rather than the retired 'lot' who are usually the only ones who can attend these popular events. The venue was Baker's Cottage in East Maitland, who hold Pie Night for all sorts of cars the first Saturday of each month.

On 'our' evening however, nature again put a bit of a dampener (literally) on the event, poor weather discouraged many of the less hardy amongst us from attending what appeared to be a very successful event.

The magazine **Unique Cars** wrote, in April 2017:

'there's no agenda at the monthly Maitland Pie Night - simply roll up, park your car, wander around and smile...' The article goes on to say that the local Highway Patrol lads are regulars and the fact that much of Newcastle's street machine, hot rod and classic car elite turn up means there's never anything dumb; not even a P-plater mang-manging his motor. (*I assume mang-manging means hooning? KM*).



On the evening CIAO attended, there was a smaller gathering of cars than usual, owing to the poor weather. Normally, the Autumn numbers are quite large. Because of this, the arrival of 4 Italian machines made quite a splash (again, literally). Present were the Alfa Romeo Alfetta GTV of Carlo and Wendy Rossi, Craig Phillips' 159 (accompanied by son Wade), and the Giulietta of Greg and Sharon Crow. Fiat was represented by the Buckingham's 1900A Granluce. Of particular interest to many of the onlookers was the automatic gearbox of the 1900, a very advanced feature of the 1954 vehicle.



A big thank you to Laurel and Warren Buckingham for organising this event: it was just a shame the weather was against us on this occasion. Hopefully we can do this again,

once we get back into the longer days of Summer and Autumn again.

KM



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Mid-Week Coffee Run No 2: Holy Cuppa Cafe. April 18

On the 18th April we had a Coffee Run to the Holy Cuppa at Greta. It was a day where the sky was blue except for the odd passing storm and I think most of us had a shower driving to, or from, Greta.

The Holy Cuppa is located in what was once a Masonic Hall in the main street of Greta and has a great reputation locally for friendly staff and great coffee. They certainly lived up to this on our visit.



The shop is full of old wares and bric-a-brac and many took advantage of what was available to do a bit of shopping.



Club members in attendance were Carlo and Wendy Rossi, Warren and Laurel Buckingham, Greg Crow, Keith Mitchell, Gladys, Becc Hitchcock, David and Judy Hines, Jeff Sinclair, Robert and Jann Booth and Brent Blackwell (Organiser of the event)



This hall is pretty crowded with items, however by moving things around and rearranging the furniture we all found a seat. The coffee and snacks were indeed very tasty.

CIAO



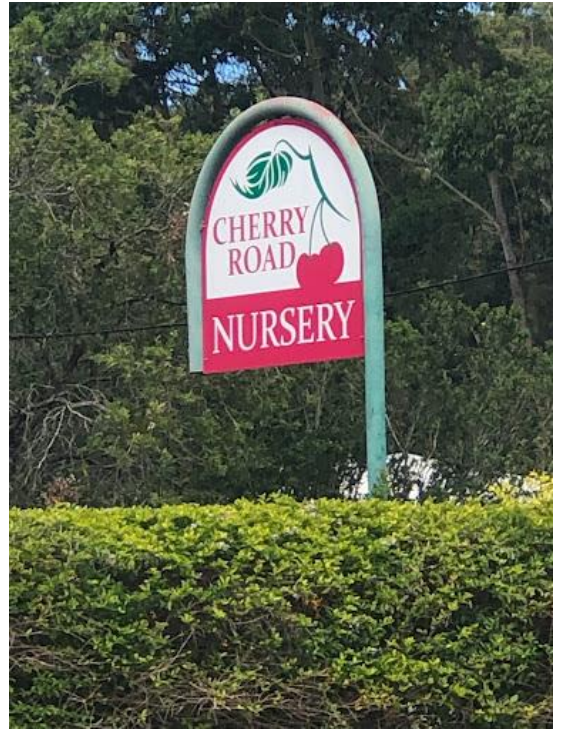
Thank you to Brent Blackwell, for organising the event and for writing the report. KM



Mid-Week Coffee Run No 3: Cherry Road Nursery, May 1

Our third and final Mid-Week Coffee Run was to the Cherry Road Nursery in Eleebana. In attendance were Carlo and Wendy Rossi, Warren and Laurel Buckingham, event organisers June and Col Stewart, Ian Wingfield, Col and Sheryn Goldie, Sheryl Symons, Lee McKenzie, Brent Blackwell, Judy and David Hynes, Gladys and myself.

The nursery was established in 1980 and has a quite varied range of plants with some very large bromeliads, plenty of plants that are the staple of landscape gardeners, plus a few unusual plants. The 'One Minute Gardener' is their blog, giving helpful hints on what needs to be done at certain times of the year!



KM



The staff of both the nursery and café were friendly and very helpful and not only took our group photo, but also put it onto their Facebook page.



The day's event organiser, June Stewart had the following to say: Morning Tea at Cherry Road Nursery, Eleebana: a wet and rainy day did not deter a good roll-up of members. Coffee, cakes and hot toasted sandwiches were very enjoyable on a cool day. We will definitely return at a later date to Cherry Road Nursery.

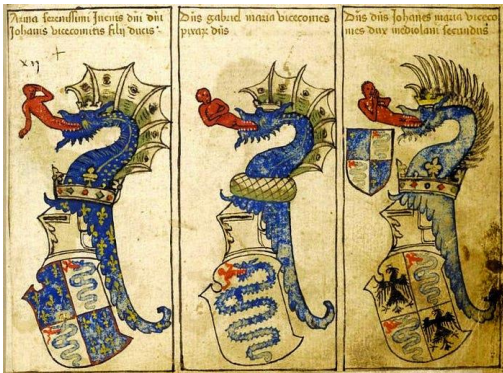


CIAO
June Stewart



Alfa Romeo Logo Symbolism Explained: Steve Wines

The Alfa Romeo logo is divided vertically into two halves, and this design feature has not changed since 1910. The designers decided to represent the luxury brand using two traditional symbols of Milan: the Visconti serpent on the right and the Cross of the Municipality on the left. Are you wondering, what does the Alfa Romeo badge mean? While the Visconti serpent is known as a heraldic symbol of Milan's Visconti family, the meaning of the symbol itself is still a subject of debate.



- Cross of the Municipality: the left half of the logo is associated with the red cross worn by medieval Milanese soldiers during the Crusades, which is often considered the Cross of St Ambrose or the St George's Cross.

- Visconti Serpent: while the giant serpent on the right side of the logo can also be a dragon, it is eating a human. The Biscione was the symbol of the influential Visconti family of 11th Century Milan. You can still find it in many buildings and monuments around the city.

- Crown: worn by the serpent allegedly commemorates the Visconti gaining a Dukedom in the 15th Century.
- Man being devoured: could be a Saracen or Moor being defeated during the Crusades.
- Savoy Dynasty knots: the original 1910 logo included two knots that divided the "Alfa" and "Romeo" on the logo's border. A decorative knot that was used mostly in Italian heraldry, the Savoyes were removed from the badge in 1950.
- Golden laurel crown: the Alfa Romeo badge gained a laurel crown border in 1925 when the Alfa Romeo P2 won the inaugural Automobile World Championship and was present in the design until 1982.

The emblem of the Visconti is the symbol of Milan. The Biscione (large grass snake), also known as the Vipera (viper or in Milanese as the Bissa), is a heraldic charge showing a blue serpent in the act of swallowing a human, usually a child, and sometimes described as a Moor. It has been the emblem of the Italian Visconti family for around a thousand years.

According to legend, in the 1100s, Ottone Visconti, during the Second Crusade, led an army of Milanese citizens in the siege of Jerusalem and challenged the Saracen Voluce to a duel. Voluce's coat of arms was a snake devouring a man. Ottone killed the Voluce, took his weapons and his symbol and brought it to Milan and decided to adopt the warrior's coat of arms as his own. The symbol of the Biscione became the symbol of the city. The man eaten by the snake was replaced by a red Saracen and later became a child, with the aim of showing the goodness of the Visconti's snake. (!!!?)

CIAO

Steve Wines

If you wish to know more of the Visconti Coat of arms go to :

[Mythical Origins of the Visconti Coat of Arms | by Marco Ponzi | ViridisGreen | Medium](#)

How the Alfa Romeo Logo has changed over the years

I adapted the following article from the official Alfa Romeo Website of Canada. It tells an interesting story, not only of the badge, but also the history of Alfa Romeo itself and ties in well with Steve's article.

KM



1910 A.L.F.A. (Anonima Lombarda Fabbrica Automobili) was founded on June 24th, 1910 in Milan, Italy. Two of the traditional symbols of Milan were chosen to make up the badge – the cross of the municipality and the Visconti serpent, which were included on a disc with the lettering ALFA-MILANO printed around the edge. The two were divided by two Savoy-dynasty knots.



1915 The engineer, Nicola Romeo, took over the company and his surname was added to the badge. The badge was altered to read ALFA-ROMEO MILANO.



1925 A golden laurel crown was added to the badge, symbolizing the victory at the first World Championship.



1946 During the war, the machines that produced the badges installed on the vehicles were destroyed, which led to the creation of a Spartan single-colour (red) version of the badge.



1950 With the proclamation of the Republic, the Savoy-dynasty knots were replaced by two wavy lines and the badge restored all of its colour.





1972 The Pomigliano d'Arco Alfasud plant opened and the word MILANO was removed along with the wavy lines.



1982 The laurel wreath was removed and the diameter of the logo was increased. The badge's formal elements and colours were redesigned with the simplification of the serpent and the re-composition of ALFA ROMEO in the Futura typeface.



2015 The new ALFA ROMEO badge is the perfect match between geometry and proportion, measured in every single part. Every element has its specific colour, as each one highlights the exclusive positioning of Alfa Romeo expressing a bold and contemporary personality. The



pyramidal texture on the background marks the brand character. Two different tones of grey melt together in a three-dimensional contrast of illuminations and shadows.



A Blast from the Past: FIAT 124 Spider



In the previous edition of the Newsletter, I wrote about the history of the Fiat 124 Coupe as an introduction to John Leeks' interview with Lance McKenzie-Murray. In summary, the 124 Sedan started off as a fairly plain three box rear-drive sedan but with sporty pretensions. Although initially powered by a twin overhead cam 1,197-cc engine, it had a five-speed gearbox, four-wheel disc brakes, double wishbones with coil springs and an anti-roll bar in front and a rigid axle with trailing arms, coil springs, a panhard rod and an anti-roll bar in back, which when combined resulted in engaging handling that entirely belied the regular 124's plain looks.



From this fairly modest foundation came the attractive and successful 124 Coupe. The Spider, however, was actually based on the previous Fiat 1200 Cabriolet (pictured below) and was never sold here in Australia, those found here have either been imported from the US or the UK.





Designed by Pininfarina, the Spider blended into the 124 family despite its different origins. With its attractive lines it would almost certainly have sold well in Australia and other RHD markets had a suitable version been offered. Cars built after 1980 were renamed 2000 Spider and when Fiat left the North American market, Pininfarina sold the cars itself until 1985 under the 'Spider Azzura' name.

It was obvious even at its debut at the 1966 Turin Auto Show that the 124 Spider had all the right elements for success. Its styling came from Pininfarina, although the shape itself was penned by Tom Tjaarda, an expatriate American who

incorporated elements from his previous project, the Corvette Rondine. Mechanically, it had all the elements that made the sedan and coupe so effective: five-speed transmission, four-wheel disc brakes, twin-cam motor and particular to the US market, a three speed automatic gearbox. It also had a softtop that could be easily

operated from the driver's seat, unlike many of the contemporary British soft-tops, which was more like putting up a tent!



With a two-barrel Weber carburettor, the 1.4-litre four delivered 96hp (72kw). Unfortunately EPA emissions standards would strangle this engine's power in the U.S. through the years. To counteract the decline in power, displacement grew first to 1.6 litres and then to 1.8 litres. It was a losing battle. By 1979 displacement reached its

peak at 2.0 litres, but the output of 80hp (60kw) was an all-time low, and the engine's love for high revs was lost. Nevertheless, sales of the Spider actually peaked in 1979 when Fiat introduced an optional three-speed automatic transmission. By 1981 the Spider 2000 (as it was then known) had acquired fuel injection, which boosted power to 102 hp (76kw). An optional turbocharger took output to 120hp (89.5kw).

The rest of this elegant convertible received only small changes during its 17-year run in the U.S. The bonnet acquired small bulges, then larger ones to accommodate taller engine packages. The taillights grew in size, federally mandated 5-mph bumpers replaced the elegant chrome ones, and the ride height increased to meet government standards for headlight height. (Many European cars had their looks ruined by these regulations: Saab 90, BMW 528 to name just a few and explains why many Spiders are now without bumpers). After the



1982 model year, Fiat abandoned the model. Because Pininfarina had always manufactured the car for Fiat, it simply continued to produce the Spider with minor changes as the Pininfarina Azzura. By 1985, production ended for good. Everyone who wanted a 124 Spider apparently already had one, some 170,720 people in the United States, 198,120 globally. KM

A Member's Profile: Rocky Caputo

Meet Rocky Caputo: Rocky is a fairly recent member of CIAO and in this article, we hope to acquaint you with him ...and his 1980 Fiat 124 Spider. Interview by John Leeks.

Rocky's current Fiat Spider was imported from the USA about 10 years ago. I have always thought that people who import cars from overseas must have a decent amount of guts! It takes a leap of faith to open that container and cast your eyes on your dream car and in Rocky's case he seemed to be okay with what he saw, although he says he has done a lot of work on it, especially on the electricals. I am extremely glad to report



that one of the first things to go were those very UGLY USA bumper bars. These were supposedly to protect pedestrians but if I had the choice, I would rather be hit by Rocky's bumper bar-less car instead of those Hippo style bumpers!

Rocky's Car and Motorbike Journeys

Rocky used to visit Italy with his father and so was ripe to get into Italian cars and his family had quite a few 'Bambinos' (Fiat 500). In fact, Rocky has had two Fiat 124s and two Bambinos. He told us that he remembered jamming six of his friends into his red Bambino...I forgot to ask him if they were all dwarfs...apart from himself. Look on the bright side, he could have rented the Bambino out to Scott Morrison to invite his friends for his retirement party. He recalled that there was a time when he came back to where the car was, only to find that it was shifted three spaces away! That leads me to another way Rocky could have made some more money out of the Bambino...rent it out to the local Italian body builders' club. One thing for sure, Bambinos are fun cars and Rocky looks the type to enjoy every second of owning one.



He told us that most of the time all his Fiats have been very reliable. Around about now my jealousy meter was clicking like a Geiger Counter at Chernobyl. When I asked him how he got his first silver 124 Spider, his character showed through, because he told me he saw the car, with his then fiancé, in a showroom at Kings Cross. But the bad news was that he had to get rid of it when he moved to the UK. Do you know the feeling when you lose something in your life that leaves you with a vacuum in your soul...well Rockys 'vacuum' lasted 10 years and was filled by him

importing his current black 124 Spider. This is a classy car that in the short time that we did this interview I liked more and more as did all that were there.

But what a great guy Rocky is! His wife felt a little left out of the fun so she wanted a Fiat too, a Fiat 128 Sedan. This is about as different in looks to the stylishly sleek Pininfarina 124 Spider as you can get. But at least it's red, so then she is happy with it.

Rocky is also into motor bikes and he doesn't muck around, a 748 Ducati was his first bike, but then he ended up in a 1000cc Duke and has ended up in a 1200cc Ducati Monster which Rocky tells us has 150 HP, much more than his 124 Fiat!!! As if Rocky's family wanted even more horsepower they have just been gifted a 1928 Austin 7 and a 1988 Volvo 240 GL, and before you all start letting out a big guffaw, I would like to remind you that a Volvo won at Bathurst. (1998...I googled it KM)

Rocky's present car

Like we said, Rocky couldn't resist it anymore and eventually "...scratched that itch" by asking a Goulburn-based dealer to import a 1980 fuel injected 2 litre 124 Spider for him from the USA. He told us that noise was coming out of every orifice, but "...at least all the parts were there." The car was in poor condition, especially the electrics and it was infested with wasp nests. So, if CIAO members have noticed a lot more vicious 'red, white and blue stars and striped coloured car wasps, then you know who to blame. It has taken Rocky a lot of time and effort to get this good-looking car to its present condition, something most CIAO members can all understand. The general public can never understand what drives people like Rocky (and his family) to cherish older cars.

Rocky's memories

When I asked him what were his best memories in Fiat cars he took one millisecond to say 'driving to his wedding in his silver 124.' I always ask members what their worst memories in an Italian car was, I usually hear getting stuck on Pyrmont Bridge in peak hour or a thrown fanbelt outside the Hells Angels' Head Quarters. But no, not in this case, because Rocky reckons he has never had any breakdowns or real bad moments in his Fiats. Ladies and Gentlemen, at the next CIAO meeting I would like you all to give your attention and clap the LUCKIEST FIAT OWNER in Australia.



Why CIAO Membership?

Rocky says that the best thing about being a member was being with people who think alike and enjoy the most important items in their lives. He is a member of other clubs, but talking about Italian cars in his other club is as welcome as talking about Holden red motors at a Rolls Royce annual conference.

Favourite Car?

Now the question turns to what is Rocky's favourite dream car. The answer is a Ferrari Dino. 'Ding Ding',



hear the jackpots ringing out. He has even picked out the colour: Silver! So, if Rocky's dream could come true, then one of the Angels (of Heaven's motor car section) could fly down they would even know the right colour Dino to bring with them for poor deserving Rocky!!!

If you get the message that Rocky likes cars coloured silver, then you would be right because he wants to respray his current car. Guess which colour.....





For the diary.....



CIAO Anniversary Lunch
Huntlee Tavern: July 21

Surf, Sand and Cars
Third Saturday every month
Lakes Beach, Budgewoi-



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Classifieds



November 1983 built GTV with approximately 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 Crow's brother at a car show at Tomago. It has all receipts and original manuals and handbooks and all services from new and it has lived most of its life in a garage in Armidale.

This car is one of the first models with the hot dip gal process and consequently has NEVER had rust. Fully restored by Murray and his daughter, the only upgrades I have made is to the motor, which appears as original but has been brought up to Autodelta specification for a Group 1 Touring Car.

This includes Autodelta camshafts 10.92mm lift and increased duration, 9.7:1 compression and carburettors reworked and sized utilizing the 40mm originals as per Autodelta spec (not 45mm which are Group 2). I think this is how they all should be and uses less fuel on highway, believe it or not. This brings the car up to a much more lively 160hp @6250 rpm and still keeping it virtually identical in nature to original idle and smoothness. Also, with great appreciation to Warren, we rebuilt the tailshaft with new rubbers the lot ...smooth.

The car comes with spares, including a spare engine, original wheels and it has new gearbox mounts and new master and slave cylinders. Regretful sale at \$25,000. Ring Carlo Rossi on 0412 494 094



For sale is this 1953 FIAT Nuova Millecento 1100-103 Sedan (Australian assembled). Owned by Glen Phillips (2006-2023), previously owned by Charlie Gugliotta, Ken Taylor....both Italian car enthusiasts.

Milage is an indicated 54,000 miles and the car underwent an engine overhaul in 2004, brakes, clutch, waterpump, wheel bearings and new tyres in 2007.

The car was originally grey but was repainted in sage green at least 30 years ago. Some rust repairs were carried out before a major repaint in 2010. The interior is in good condition and is largely original.



The car is on the Western Australian equivalent of Historic Registration and has done very few miles since 2007. The car was located in Albany by Charlie Gugliotta around 1994 where it was part of the Ken Taylor collection. Before then it was possibly in Perth



Please contact Craig Phillips initially on 0429970207 for more information and photos. The car belongs to his father, and it is in Perth. Asking price is \$15,000.



AROCA Tour d'Course 2024: two CIAO members' experiences!



The 20th AROCA Tour d'Course was held on Sunday May 19. It was divided into three categories: Masters, Apprentices and Tour, catering for different levels of experience. For me, it was my first time in anything like this, for Craig Phillips just his second. Wisely, we entered at the Tour level. I offered to drive, as I suffer pretty terrible travel sickness. Craig very generously said he would navigate. Generously, as he also suffers car sickness. I didn't realise this at the time.

The day started early....very early! We left Narara at 5am to arrive at the Camden Valley Inn for the 7.15am registration. The drive down was chilly, I hadn't realised the Alfa had a working heater until Craig did a little bit of fiddling and found that it did work afterall. For the drive down it was probably too late...all feeling in feet and hands was already lost, but it made the prospect of the drive home more appealing!



The carpark began to fill with some very interesting cars. As the event was open to any club, there were many different makes: two E-Type Jaguars, a Porsche 911 'Whaletail' and

a 944, a VW Beetle, Capri V6, Volvo 'Amazon' to name just a few. Of course there were many Alfas...ranging from a few GTJunior 1600s to a new Giulia, In all there would have been over 40 cars.



After breakfast we were given some instructions on leave times and told what we were supposed to do when we saw a sign on the side of the road with a big 'C', a 'Z' and heavens knows what else! The Masters were to leave first, followed 10 minutes later by the Apprentices and we of the Tour 10 minutes after this. That was the plan although some snuck out early! They obviously



knew something we didn't. With the Alfa's tank filled and Craig's phone with some Mileage App at the ready, we set-off at a steady pace, Craig counting the number of times I either crunched or missed gears!



Very quickly I realised I should have listened more closely to the instructions. What were we supposed to do once we saw the 'C' sign? Ah well, it was a lovely sunny day, the Alfa was purring along and I did my best to miss the numerous potholes along the way.

The first leg was from Camden to Mittagong for lunch. According to Google that is 58 kms. That would have been way too easy! It turned out to be 170kms, I think we were directed down every road in, out and around Picton before finally heading towards Mittagong. It has to be said, a great deal of work went into the organisation of this event. Not only the physical placing



of signs on the side of the roads, but also the mapping out of the drive, finding 'points of interest' we had to note down and writing out the instructions. Well done AROCA!



We only just made lunch before the kitchens closed, understanding now why some left early! With lunch over we started on the second leg of the event, destination Sutton Forest. Having lived in Mittagong for a number of years, I thought great...26kms. Nope, wrong again! Another 170kms, including such towns as Burradoo (Actually!), Kangaloon, Bundanoon, Burrawang, Robertson, Fitzroy Falls and so on. Lovely country, less lovely roads.

We arrived at the Sutton Forest Inn just after dusk and just before they sent out the search party. Once we had handed in our paperwork and had another loo stop, we set off for the two and a half hour drive to Narara, from where Craig would then have another 2 hour drive to Singleton.



In total the poor old Alfa (and poor older driver) did over 750 kilometres on the day and it didn't miss a beat. I would do the event again if it were closer to home, so less distance in one day. Or if not nearby, staying overnight nearer the start and finish so not driving such a distance in one go. Possibly a few CIAO entries? Could be fun although competitors need to be a member of a club affiliated with Motorsport Australia. Thanks to Craig Phillips for his great company and navigation skills. The fact we didn't come to blows says something at least!

KM

