



FIAT Month

The official publication of the Fiat Car Club of Victoria Inc.

www.fiatclub.org.au

JAN 2017



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NOV 2016



Club Meetings are held at 8pm
on the second Thursday of each
month at:

The Veneto Club
191 Bulleen Rd, Bulleen VIC 3105



Front cover:

David and Kath Wright in their 1911 Fiat
Tipo 1 Spider at Bay to Birdwood Run,
South Australia.

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FIATmonth deadlines

12th of the month prior to publications.
Next issue: March 2017
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2016-17

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Simon Crellin, info@fiatclub.org.au

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LIFE MEMBERS

Life Member and Patron — Peter Bartold



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Barry Ellis
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Lyn Bartold
William Freame
Colin Templar
Jon Carroll
Robert Judd
Debra Judd
Phillip Buggee

Jan Coward
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Stephen Mayer*
Richard Unkles
Ian Payne
David Hughes
Keith Ellis

Alana Freame
Harry Baker*
David Judd
Sebastian Bongiorno





From the Editor...

As this magazine marks the end of my second year as Editor of FIATmonth I look back over the past two years and wonder where the time has gone (yes I know that the theory is that the older you get the faster time flies) It is a time of reflection and looking back also for our club as we enter our 60th year. Those who accepted the invitation to "The Fiat Owner" to attend that first meeting at Devon Motors Pty Ltd in South Melbourne on Thursday 5th September to become a foundation member of The Fiat Owner's Club of Victoria, would be very surprised at the depth and breadth of activities that our club is involved in now. The first President of the club was Perc Delmenico, our first Life Member, and the predominant cars in these early years were 500's, 600's, 1100's and 1500's.

We are not aware where any of those original Club Members are now, but I am sure there are some out there who are currently enjoying their retirement. If you know of any we would love to know how we can contact them. We do have three of our Life Members who have been in the club since the 60's, Richard Carlson, Barry Ellis and Keith Ellis and also Mike and Judy Daws, Val and the late Graeme Shephard, date back to that era. There are also a number of members who have been around since the early 70's, such as Bill and Alana Freame, Noel Tyzack, the Judd brigade, Bruce McCann etc, so ours is a club of longevity amongst the members. Peter and I joined in 1970 so have been part of FCCV for 46 of the club's 60 years. We will be able to tap into this valuable source of club history and memories as we progress through this very important year.

As you will see on the back cover of this FIATmonth, we have lots of special events planned to enable us to celebrate this milestone. Each month has at least one 60th Anniversary designated events, many of which have connections to the past. The first event is the Beach Run to be held at the beach house of Maria and Mario Di Censo in Rye. In the 70's and 80's a Beach Run was always a feature of the year's Calendar and was often

held at the beach house of a club member. A number of these were held at Jan Coward's house at Phillip Island and some at our family beach house in Torquay. These were always great fun and usually involved a game of beach cricket and plenty of water activities for the many kids who attended.

Another favourite annual event was the wine bottling that was held in the Bartold carport. The first year it was held, we even collected used wine bottles and soaked them in the bathtub for a week or so, however we got smarter after that first year and bought the bottles. Much tasting happened along the way but we always managed to bottle enough for the participants to buy some to take home. We still have one of the 1975 Vintage Claret but I think it will remain unopened as I hate

to think of what it would taste like!! Our carport continued to smell of wine for at least 6 months after the event!! See my Pic of the Month - Shep's cartoon says it all!!

A few years ago the Committee was reminiscing about the wine bottling and the suggestion was made to do it again - not really worth it in these days of the availability of inexpensive wine so instead the Big Tomato Day was born with tomato sauce being bottled instead of wine and this is now an Annual event.

As we go through the year we will pull out some more of the memories of the past 60 years for our enjoyment so please let me know if you have any gems to share.

My Pic of the Month
Cartoon of Annual Wine Bottling in the 70s by Shep.





Rapporto del presidente



Welcome to the Jan 2017 FIATmonth.

By the time you are reading this report the Christmas and New Year celebrations will have been enjoyed by everyone and you will be planning and setting your New Year resolutions. I want to strongly suggest you ensure some of the Fiat Car Club of Victoria's 60th Anniversary events are in your planning. If you look at the back cover Lyn has prepared a list of events which will form our 60th Celebrations. We are planning that key events throughout the year will have a 60th component. The main Anniversary Dinner will be on Saturday 26th August – that is a must attend event!!

The Committee have all contributed comment to SWIM Communications on a series of conceptual logos for our 60th, that logo has now been finalised and is introduced in this magazine. We thank Club Member Joe Manariti, the owner and

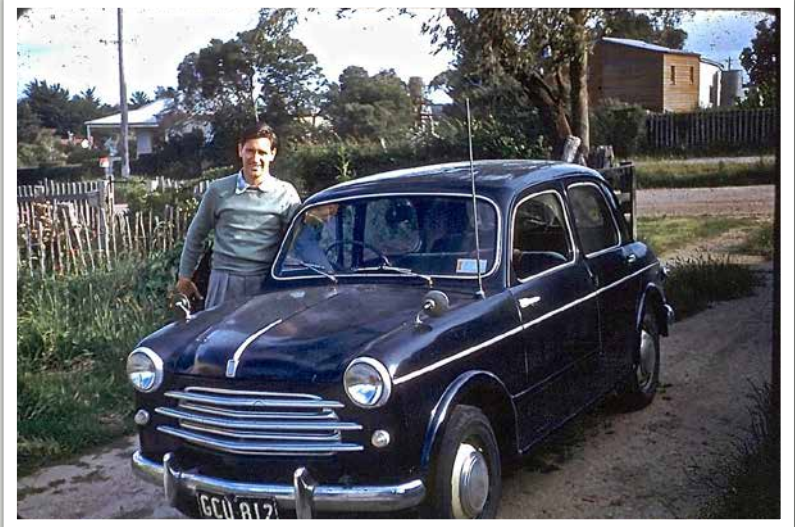
principal of SWIM Communications for his support in undertaking this graphics assignment for the Club. Our plan is to use this special Club logo throughout 2017, we will use it for all memorabilia items, banners and Club clothing and gear etc. We are very proud that our Club is one of the oldest Car Clubs in Victoria and the second oldest Fiat Club in Australia.

Last week we held a successful December GM with plenty of pizza to go around, thanks go to Jonathan Crellin for preparing the Nuts and Bolts quiz this year. Thanks also to the members who filled the room again, we noted that two longstanding members will join the potential mid-week run participants, Bill Freame and Bruno Tonizzo both retire over Christmas.

Our first event for the New Year is on Sunday 8th January, the repeat Beach Run / Coffee Morning to Mario and Maria Di Censo's Rye house. We thank them

Vale Max Lancaster

We have just been informed of the sad news that long time sponsor and supporter of FCCV in the 70's and 80's, Max Lancaster has passed away. Max began his Fiat career at Willy's Motors where he rose to the position of Foreman of the workshop before he made the move to Spencer Motors. At Spencer Motors, Max became Service Manager so many club members of that time would have known Max and appreciated his knowledge and expertise. In 1975 after some encouragement from Duttons, who were Fiat dealers at the time, Max set up his own repair business, Max Lancaster Motors in Richmond where he worked on cars and boats, putting Rover V8's into speed boats and repairing Fiats. Whilst in this business, Max was a well known face to club members and was a Fiat driver himself. In 1986 Max began a new venture, Sonic Boats in North Ringwood, concentrating on boats rather than cars,



where he remained until his retirement, remaining friends with a number of FCCV members.

Our condolences go to his wife Barbara and sons, Rowan and David



again for their hospitality, the view from their balcony is stunning. Please let Mario or any Committee Member know if you are coming, details will be listed elsewhere in the magazine.

At the January GM on the 12th we will be presenting the Competition Event trophies for the past year, along with a catch up of the trophies to keep for the previous year.

In February on Sunday the 12th we are planning the official team motorkhana practice for all who intend to compete at the Nationals, the location is not confirmed at the time of writing but lock in the date please.

Don't forget to plan for next year's Nationals in Goulburn on the long weekend of 11th March 2017 with the sprint at Wakefield Park and the Motorkhana in Canberra. I confirm that we will be shifting the March General Meeting forward by one day to the Wednesday due to members needing to travel on the Thursday to Goulburn for the Nationals which will be a three day event commencing on the Friday. The return trip home will be on the Monday Victorian public holiday.

Come along to the relaxed January GM, join us in the bistro on Thursday 12th January at 6.30pm, following the meal at the bistro, it's upstairs at 8.00pm in the Gondola Room

for the General Meeting. Hear about the plans for our 60th year celebration events and organise your target Club Calendar.

Cheers



CLUB CALENDAR

JANUARY–MARCH 2017

JAN

Sun 8

Beach run
Di Censo Beach House, Rye.
Meet BP Service Centre, East link,
Southbound, 8.30am. Bookings to
Mario Di Censo, 0419 171 661.

Sat 4

Zagame Autobody Visit/Coffee
Zagame Tullamarine, 31–69
Western Ave, Tullamarine, 10am.
Bookings essential by Jan 25.
Lyn Bartold, 0433 03 4721.

Sun 5

RACV Great Australian Rally
Start locations: Melbourne, Rowville, Hastings.
See website for details:
www.greataustralianrally.com.au

MSCA Sprint Sandown
Contact Paul Freame, 0412 968 451.

Sun 12

Mirboo North Italian Festa
Contact Lyn Bartold, 0433 034 721.

Practice Motorkhana
Contact Paul Freame, 0412 968 451.

Sun 19

RACV Classic Showcase
Flemington Racecourse, 8.30am. Contact Joe
Sammut, 0412 211 581.

VMC Round 1 Pakenham
Contact Paul, 0412 968 451.

FEB

Sun 26

Big Tomato Day
Casa di Bartold, Wonga Park,
10am. Contact Lyn Bartold, 0433
034 721.

Interclub Hillclimb Round 1
Rob Roy. Contact Paul Freame,
0412 968 451.

Sat 4

Caffe di sabato
Venue TBA, 10am. Contact Mario
Di Censo, 0419 171 661, or Paul
Pozzobon, 0418 552 290.

Sun 5

March Italian Auto Icons
Lygon St, Carlton, 9am. Contact David Judd, 0418
341 895.

Thu 9–Sun 12

Fiat Nationals
Contact Paul Freame.

Sat 18–Sun 19

Phillip Island Classic
Motor Sport FCCV Run and Display. Contact Lyn
Bartold, 0433 034 721.

Thu 22–Sun 26

Aust F1 GP
FCCV Display Parade Lap – TBC. Contact Joe
Sammut, 0412 211 581.

Sun 26

Yarra Valley Classic
Car & Air Show TBC, Healesville Racecourse.
Contact Lyn Bartold, 0433 034 721.

General Meetings



Club Meetings are held at 8pm
on the second Thursday of each
month at:

The Veneto Club
191 Bulleen Rd, Bulleen VIC 3105

Future meetings:

- Thursday, 12th January 2017
- Thursday, 9th February 2017
- Thursday, 9th March 2017



Membership News

Robert Judd, Membership and Club Permit Secretary

We're half way through our club year and our membership is at 462 as of our December GM. The mad rush of the middle of the year is over and we are now seeing memberships trickle in. There are still a few existing members who haven't renewed though!

Welcome to the following new members

Dennis Theofilatos: Alfa Romeo GTV6

Eric Kinkella: Fiat 124CC

Lawrie Hocking: 1st member with a new 124 Abarth, Fiat 128 Sport & 500 Abarth

Gerard Bisogno: car not listed

Min Innes-Irons: Fiat 501, Austin 12, Armstrong Whitworth and Bugatti Brescia

Carl Hinks: Lancia Delta and Lancia Y10

George Pethard: car not listed

Robert Mackley: car not listed

Serifino Sacchetta: car not listed

Carmelo Vernali: Fiat 124AC

Dino D'Agnolo: Lancia Thema Turbo

Neville & Margot Doyle: Fiat 124 Spider, Fiat 124CC

Katie Chalk: Fiat 500 pop, Fiat X1/9

Alby Sommer: Lancia Beta Coupe, Peugeot 306GT

Nicholas Radatti: Fiat 500X

We look forward to seeing you all and your cars at future events.

CLUB PERMIT UPDATE

We have revised & renewed our signatures with Vicroads once again. With this latest update we believe we have completely eliminated any potential misunderstandings at the Vicroads re authorities.

Hope you had a good Christmas and are refreshed for our big 60th Anniversary year.

Name	Location	Phone
Rob Judd — Co-ordinator	Balwyn	0438 871 044
Peter Bartold	Wonga Park/Croydon	0414 867 280
Phil Buggee	Dandenong	03 9794 6692
Bill Freame	Glen Waverley	0412 814 855

FCCV Club Permit Scheme Scrutineers



Featured New Member: Lawrie Hocking

"I have had a love of Fiats since working in a dealership after school in 1965 doing detailing and washing parts etc

I did an automotive apprenticeship elsewhere and once I was qualified I returned to work at the dealership working on Fiat, Lancia, Alfa Romeo and Volvo.

This was in what I consider the golden years from 1971 to 1977 when Fiat made some very spirited cars.

I bought all my children 124 sports coupes as their first cars. My son Stuart has had his for 26 years now and it develops 300 rear wheel horsepower and is a very quick Hill Climb car.

I have restored a 1969 500F which my other son now has in Queensland and am currently building a 500D which is full of Abarth goodies. It has been nearly 20 years in the making but is nearly finished.

I also have a very original 1972 128SL Coupe with a genuine 67,000 miles on the clock.

I have intended to join the club for the last 20 years but somehow have never got around to it until my recent purchase of the new Abarth 124 Spider.

My wife Virgie and I absolutely love this car and would recommend it to anyone wanting a convertible roadster that has great performance at a reasonable price.

We would like to thank the Fiat Car Club for the complementary membership that was offered with the car and also for the great hospitality that we have enjoyed at the last meeting and the Festa.

We look forward to participating in other events from time to time and will continue to keep our newfound membership current for many years to come



Vita Sociale



The Boulevard Restaurant, Kew — November

Lyn Bartold

Photos: Peter Bartold

The Boulevard Restaurant has become a regular for our coffee mornings in the last couple of years, and rightly so as it is conveniently located near Studley Park and has both a pleasant outlook over a par 3 golf course and fabulous views of the city. As usual we had a good turn up of club members with their cars, including some new faces and a member whose face we don't see much of these days, in David Ollie, who spends little time in Australia. David runs tours that follow the Giro d'Italia and the Tour de France, amongst other trips, and has his European base on Lago d'Iseo, near Como in Italia (I am green with envy!!) David had just purchased the 125S from Perth that we advertised in one of our mail-outs so has some serious restoration work ahead of him while he is at home.

It was good also to see Marisa Gangemi, in her newly acquired Abarth 500 and wearing the fantastic Abarth jacket and hat that she bought while we were at the recent Carlton Italian Festa. Marisa has a photography website and she posts some beautiful photos of club activities. These photos are for sale- check link on FCCV Facebook page

It was also a day for the walkers with Maria Di Censo and Sabrina Pozzobon arriving on foot and me walking home to Wonga Park (28kms) as my last training walk before my Marathon Walk for charity the following weekend and we did have Richard's taxi in attendance so no need to walk anywhere!!

Well done to Mario Di Censo and Paul Pozzobon, our Caffè Maestros for another great morning.

Captions

- 1 Marisa's Abarth 500; 2 David Stott's 501;
- 3 Richard Unkle's 501 Taxi;
- 4 Ian Payne's Regatta





RUN TO SUNBURY — NOVEMBER 13TH

Lyn Bartold

Photos: Joe Sammut, Peter Bartold, Paul Pozzobon

A small group of club members met at Argyle Place, Carlton, on a cool Sunday morning in November with the promise of showers later. Not to be deterred, we headed for Notorno for coffee and breakfast before setting off for the West behind our leader, Joe Sammut. We headed for Sunbury, keeping off the freeway where possible, and finding some interesting driving roads to our first destination, Rupertswood Mansion.

Rupertswood has been owned by the Salesian order since the 1920's and has been used as a boarding school, and seminary and is currently a school. It is also mecca for cricket fans as it is home of the Ashes. After a friendly match between the English and Australian teams in 1882, a bail was burnt and put into an urn for the team to take back to England. This urn now lives at Lords and is what England versus Australia cricket history is all about. Although the Mansion was closed we were able to wander around the grounds and to line the cars up for great shots you see on this page.

The planned trip to the Organ Pipes National Park was cancelled due to the weather so it was off to our lunch stop at the Keilor Hotel. The hotel was built in 1849 and is owned by the descendents of the same family who first operated it. It is a great piece of Victoria's history and provided an excellent lunch spot for our group.

The run was a short one and on the edges of suburbia and was enjoyed all who came along. Thanks to Joe Sammut for organising the day.



Captions

1 Cars at Rupertswood Mansion; **2** FCCV Club Members at Rupertswood; **3** Sam Mazzeo's Fiat 1500; **4** Group at lunch — Jenny Baker, Lyn Bartold, Mario Di Censo, Paul Pozzobon, Sam Mazzeo

Sandown Historic Racing

By Ian Payne: Regatta SS

With this being the 25th Anniversary of the event, the 50th anniversary of Sir Jack Brabham's 1966 World Championship and 'reasonable' weather forecast for the day it would be an event not to be missed. The Fiat Car Club had again been invited to this event with a discounted admission charge of \$10 plus a glossy program used as an incentive. With a reasonable response from members it was decided to stage a club display at the 'Red Hill' area and living closest to the track I nominated to help setup the display!

Arriving at just after 8.30am, I waited for the others to arrive – first in was James (124 Spider) so with him manning the entry I proceeded to secure an area for the 6 or 7 other cars that were coming. Making the Regatta as wide as I could, some chairs and myself, I staked out our spot turning away all and sundry who dared enter this area, although one solitary Valiant Charger was allowed in to act as the 'far' boundary marker. While waiting I got talking to the BMW club rep, who owned a very nice JPS 323, he came looking for other owners of this marque as they only had 2 cars representing their club! Also the aforementioned Charger was the sole representative of that club!

Next to arrive was Sam & Gary in the 850 Sport but they only got as far as the entry road as the car refused to start from then on! Next in was George in his Mazda MX5 followed by Ralph & Paul in the X1/9, then Mario driving a modern

Fiat 500 Abarth followed by Pat in the 124 Spider and finally Joe, this time driving his X1/9. We also had a ring-in when a friend of Pat's arrived driving a lime green Camaro!

With Sam having no luck in coaxing the 850 to life we helped push it in

Although the car clubs are situated at the Dandenong Road end of the track, the organisers supply a courtesy bus to transport you up to the grandstand area where all the 'action' is. So leaving the cars we headed for the pits and a coffee. The attraction of this event is the relaxed rules so you are allowed to walk freely around the pits to see race cars close up or take up a vantage point in the grandstand to watch the on-track action and with 22 races scheduled for Sunday and over 350 cars racing there was plenty to keep you interested but out of all these race cars Italian makes were in a minority with only a Stanguellini, De Tomaso Pantera and several Alfa's out on the track!

After having seen all the displays, race cars and lunch over we made our way back to the cars to watch the races from our spot overlooking turns 7, 8 & 9 where lots of dicing occurred. By now the weather had warmed up and the cold morning wind had subsided so it was a very pleasant day indeed. When Sam's tow truck arrived and the 850 loaded, he and Gary headed home for the rest of us stayed to watch the mighty Formula 5000 race and then call it a day.

This was another good day out at Sandown with 8 FCCV cars and 10 members in attendance.



closer to the club cars where he continued to check the ignition and carburettor for any fault. Unable to find any solution he decided to forget about the car, enjoy the day and call a tow truck later on for the trip home.

Captions

1 Fiats on Red Hill; 2 Pat Giovannucci in his Spider; 3 Action on the track; 4 Sam's car heading for home; 5 Relaxing on the hill



Lyn Bartold

Lista Malato

Life Member and Autobella Director, Sebastian Bongiorno, has had a recent stint in hospital but is recovering well from his surgery. It was good to see him at both the Festa and the General Meeting looking good and back to his normal cheeky self!

Life Members and Service Award Badges

Some Life member and Service Award Badges were presented to members who were absent when they were presented a few months ago. Life Member badges were presented to Janet Fry (Coward) and Alana Freame, and a Service Award badge to Bob Durrant

The Topolino Award

This month's Topolino Award goes to Sandro Cesario for his role at the Fiat Club Festa as the topless chef. Apparently Sandro did not read the weather report to see that the day of the Festa was going to be fine, sunny and around 25 degrees before he rushed out the door in his long sleeved FCCV Polo top. Within



half an hour of cooking the egg and bacon rolls (and very tasty they were) he was experiencing melt down (literary) so stripped off his top and depended on the apron to provide minimal cover of his top half. He did get top points for his Ferrari Tat on one arm and the Abarth on the other (we ignored the Magpies there too!!) but when his wife Sam arrived she was horrified and turned around and drove home to get a shirt!!

Well done Sandro for the Chippendale look but where were the accompanying groovy moves?



Thanks to David Wright for this gem: "I am full of bright ideas for car names. When I worked for Fiat we were seeking a better name for the Ritmo for the American market. I dared to suggest we call it the Fiat Berry. We could say it was Berry economical, Berry lively and Berry practical. Blueberry and Blackberry were just a few of the colours. As a secretary at Fiat aptly observed, a used car would be an Elderberry. I still think it is a Berry good idea!"

—Karl Ludvigsen, London, February 1990.

Nuts and Bolts Quiz

Once again our Annual Nuts and Bolts Car Trivia Quiz and Pizza Supper was held at the December General Meeting. This has now become our end-of-year tradition and attracts a lot of club members- not sure if this is because they think they are car trivia experts or they come for the pizza!! Over the past 5 years we have been running this event, which-ever table Jonathan Crellin sits at always wins and this made Jono very popular when teams were being made up. Last year

Question 7 – Fiat Trivia

G. In what year did Gianni Agnelli die?



we decided that we should give other teams a chance and we invited Jono to make up some of the quiz instead of being at competitor and this was very

successful. This year Jono took full responsibility for the whole quiz, and what a quiz it was!! We had a great variety of very testing questions and a difficult Observed Section Trial and even though there was a lot of head scratching and team whispering, it was a closely fought competition.

Well done Jono, it was a great night and a great way to finish a very busy and successful club year.



Competition Report

Paul Freame, Competition Secretary

Past events

November had three events for the club championship. The MSCA sprint at Winton on 6th Nov had only one FCCV competitor, Lachlan Rae in this X1/9, who had a successful day, winning his class and being able to drive onto the trailer. His last session saw him enter the track with a Corvette and a Porsche GT3, which was quickly dropped. The battle was on, as the Corvette could pull away on the straight, but Lachlan was all over him in the twisty bits. Several laps of this eventually resulted in a move by Lachlan exiting the sweeper, now the challenge was to hold off on the straights. They were setting times that would challenge the Fiat Nationals times at Winton of 2015.

Targa High Country was the same weekend, with only Phil and I competing. As it turns out with the smallest capacity engine in the field. We had a strong battle with a faster BMW 2002 in our class, which unfortunately he was not able to finish, hence handing us the class win and 9th in the Classic Handicap. On the Devils River stage (same stage we didn't finish last year), we were caught and passed

by an Alfa 156 GTA from NSW, but two corners latter they had left the road and bounced off a few trees. We stopped, rendered assistance and warned oncoming competitors of the hazard. You never enjoy testing your safety equipment, fortunately they had an AGI Sport roll cage.

The final event for the Club Championship was the Huntingdale Auto Club Interclub Motorkhana at Pakenham on Nov 20th. With Ruth and I competing in the black Punto and Bob Durrant in his new 595 Abarth, in a field of 30. We did our best to represent the FCCV and we finished 4th. With ten tests contested, on slippery wet grass early in the day and small amounts of dust once the grass was beaten down. I was able to win my class, finish 5th outright and 4th in handicap.

The MSCA ran a "Come and Try" sprint at Philip Island on Sat 10Dec. There was driver instruction and passenger laps to ease first time drivers into the Philip Island track. Excellent weather at the Island for a capacity field, showing how popular sprinting is with great organisation of the MSCA.

Club Championship 2016

The club championship was a tight battle between Steven Scrofani, competing at MSCA sprints (dominating class 4C by winning almost all rounds) and myself competing in motorkhanas.

Ruth Freame has been able to defend the Ladies Championship, having competed at all motorkhana rounds (even though only the best three count towards the Championship).

Frank Spinosa takes the Novice Award, with his first ever motorkhana in January, winning the Novice Award at the Fiat Nationals and equal second in the Novice class of Victorian Motorkhana Championship.

Official of the year goes to Mark Rae for his tireless efforts as Competition Secretary of the MSCA and taking on the mammoth task of running the Australian Super Sprint Championship.

Coming events

The 2017 FCCV Competition Calendar has been set, selected 21 events to comprise the FCCV 2017 Championship, to include various disciplines in Sprints, Motorkhanas, Hillclimbs and the Fiat Nationals at Goulburn, NSW. There is something for everyone, the seasoned racer, to a first timer at a "come and try". See elsewhere in the January FiatMonth for the full 2017 FCCV Competition Calendar.

Final club standings

	Name	Points	Cars
1	Paul Freame	102	Punto, 131, Rail
2	Steven Scrofani	80	124
3	Phil Buggee	76	Punto, 131
4	Frank Spinosa	58	126 Special, Punto
5	Ruth Freame	57	Punto
6	Jack Waldron	62	Abarth 750, Punto, 131
7	Mark Rae	40	RX8
8	Gary Spencer	38	Punto
9	Ray Osterberg	38	Lancia Beta Coupe
10	Bill Freame	36	Rail, 131

There are no competition events in January, as hopefully everyone will be preparing their car for the 60th Anniversary year's events, or spending time with family, I will be doing both.

The 5th February kicks off the Club Championship with a MSCA sprint at Sandown. Check MSCA and CAMS website as soon as you read this to get your entry organised, as this

is very popular. Later in February on Sunday 19th there is the first round of the VMC at Pakenham on grass/dirt. The following weekend 26th February is the first of three rounds of the Interclub Hill Climb series run by the MG Car Club at Rob Roy, Christmas Hills. Sup regs for all of these events should be available in January.

The Fiat Nationals 10–12 March 2017 is the first major event for the year, with the supplementary regulations and entry form are available from the website (fiatnationals.com). We are planning a convoy for those who wish to tow or drive their car to Goulburn, NSW. There is limited accommodation

at the Mercure Motel (where we have stayed previously aka Trappers), there are other options nearby, see the Nationals website for more details. All interested in attending please contact me so we can coordinate our team (cover all classes) to claim the Fiat of Italy Cup.

The Reasonably Priced Fiat Challenge will be run again, thanks to T124 — details to come.

There will be a test and Tune day on Thursday 9th for those wanting to practice prior to the competition on Friday.

We are planning a practice motorkhana on Sunday 12th February,

with a bitumen/concrete surfaced venue yet to be confirmed but I hope to have all confirmed and permits in place by the time of reading this. I strongly urge those interested in competing at the Nationals, that they attend the practice.

Throughout 2017 there will be some specific competition events we will aim to have a club display and greatly encourage spectators to support those exercising their cars.

Bring on the 2017 FCCV Championship to celebrate our 60th Anniversary.



2017 COMPETITION CALENDAR

Event		Location
Sunday 5th Feb	MSCA Sprint	Sandown
Sunday 12th Feb	FCCV Motorkhana Come and Try	TBA
Sunday 19th Feb	VMC Round 1	Pakenham (grass)
Sunday 26th Feb	Interclub Hillclimb Round 1	Rob Roy
Fri 10th–Sun 12th Mar	Fiat Nationals – Sprint and Motorkhana	Goulburn, NSW
Fri 24th–Sun 26th Mar	Australian F1 GP	Albert Park*
Sunday 2nd April	VHC Round 5	Bryant Park
Sunday 30th April	VHC Round 6	DECA Shepparton
Sunday 21st May	Interclub Hillclimb Round 2 (MSCA)	Rob Roy
Saturday 10th June	MSCA Come and Try	Sandown
Sunday 18th June	MSCA Sprint	Sandown
Sunday 9th July	VMC Round 5	Altona (Bitumen)
Sunday 9th July	MSCA Sprint	Winton
Sunday 23rd July	Group5 Round 6	Altona (Bitumen)
Sunday 13th Aug	VMC Round 7	Colac (Bitumen)
Saturday 23rd Sept	MSCA Sprint (FCCV Display and Parade Lap)	Phillip Island
Sunday 1st Oct	Interclub Hillclimb Round 3	Rob Roy
Fri 13th–Sun 15th Oct	Alfa 12hr Regularity	Winton
Sunday 5th Nov	MSCA Sprint	Winton
Sunday 19th Nov	HAC Interclub Motorkhana	Pakenham (grass)
Saturday 9th Dec	MSCA Come and Try	Phillip Island

*not an FCCV Championship event!

MSCA – Marque Sports Car Association; VMC – Victorian Motorkhana Championship;
VHC – Victorian Hillclimb Championship



Fiat Club Festa

Lyn Bartold

Photos: Peter Bartold and Brian Garrett

When Committee Members in charge of Event Organising, Mario Di Censo and Paul Pozzobon, suggested that we hold a Festa to mark the end of the calendar year and to celebrate all things Fiat, it was greeted with enthusiasm from fellow committee members. Little did we know the scale that the event would assume or the enthusiasm with which it was embraced by club members. Mario and Paul's original idea was to hold a display that was open to club members only; that would be predominantly for Fiats (some other Italian marques belonging to members would be allowed); cars cleaned but not necessarily in concourse condition and not to be judged and to combine this with a family social event. The event was to be held at La Baracca, the outdoor catering area under the trees, at the back of the Veneto Club (the original building on the site when the Veneto Club began)

The Festa, held on December 3rd, ticked all of these boxes and more. La Baracca was the ideal setting on a lovely Melbourne Spring day with plenty of room for the cars to be displayed. Santa was also invited to keep the young ones happy, fantastic live music from Long Gone Daddy's Rock Band would entertain the older ones and fabulous food to be served while club members could mingle and enjoy the ambience... and all for a mere \$20 a head, kids free. As always, Mario was stressing about getting a reasonable number at the event and Facebook posts and social alerts appeared frequently in the lead up. He need not have worried as around 160 club members, family and friends attended, making this one of the biggest events we have held as a club for only our members. There was a fabulous array of Fiats, about 40 in all, from all eras, and lots of members whom we don't often see at many events. Santa



Captions

1,2 Fiats on display; 3 The chefs at work; 4 The organisers Mario Di Censo and Paul Pozzobon with Frank (Elf) Marinelli; 5,6 Club members enjoying the food, music and fun; 7 Santa, Elf and Mrs Claus arriving; 8–10 Fiats on display.

(aka John Westcott) and his helpers, Frank the Elf and Lyn, Mrs Claus, arrived by 500 (a blast from the past as this was always Santa transport back in the day when kids Christmas parties were held every year) and not only the kids were having photos sitting on Santa's knee!!

Egg and Bacon sandwiches as the mid morning snack were the first of the food offerings and it continued from there with a fantastic BBQ, cakes and, of course coffee all day. So it was a day of cars, food, camaraderie, live music (not only did we get great Rock and Roll but also

some Italian crooner's songs!) and family fun. This event will now become a part of our Annual Calendar and it can only get bigger!

Of course all of this could not have happened without a huge amount of work and preparation. Without the vision of Mario and Paul to get this event up, it would not have happened and without all of the helpers, both on the day and prior to the event it would never been the success it was. Mario and Paul enlisted the "FCCV Army" to assist and there are so many we cannot name you all but you know who you are and your efforts are appreciated! An event of this scale cannot succeed without this commitment and enthusiasm so THANK YOU to all involved and to Mario and Paul, CONGRATULATIONS- you are LEGENDS!!

It was definitely the perfect way for us to finish a very busy year and to prepare for the very exciting 60th Anniversary Year in 2017.



Geelong Revival Festival of Motoring

Lyn Bartold

Photos: Peter Bartold, Joe Sammut, David Judd

This year marked the 60th Anniversary of the first running of the original 1/4 Mile Sprints at Eastern Beach, but it has not been 60 continuous years. The original event began in 1956 and after a lapse restarted in 1978. The sprints, with a two cars at once format, again lapsed in the late 90,s and the current version of the event returned in 2012, this time as a single car time trial.

Each year the event grows and gets closer to the aim of creating a Goodwood of the Southern Hemisphere. This year a Hill Climb was added and this event was Round 1 of the 2017 Victorian Hill Climb

Championships. During the 3 days of the event, Geelong transforms into a motoring lover's paradise with the entire waterfront hosting car displays, retro caravans, motorcycles, vintage fashion, music, retro boats, some vintage plane flyovers and food as well as the 1/4 mile sprint (with a dogleg near the end) and now the Hill Climb. Apart from entry fees to drive in the events and entry into the Pits, the entire event was free to the public this year and it draws a huge crowd on both the Saturday and the Sunday.

Unfortunately this event clashes with the Alfa Club's Spettacolo, on the Sunday, so we organise our club display on the Saturday so members can do both. For me the lure of the Vintage Fashion competition keeps me in Geelong all weekend!! On Saturday we had 4 cars displaying in the Steampacket Gardens area and our three 124 Spiders of Joe Sammut, James Woodburn and



Roger Langdon and the Bartold X19 drew a lot of attention and interest from the public and it was an excellent promotion for the club. Over the day we had quite a number of Club members attend and a group had a great meal at Little Creatures Brewery that evening.

We had four club members competing in the 1/4 Mile Sprints over the 2 days with Peter Bartold driving the Abarth 500, Mike Whitford in his BMW M 635 CSI, Ray Osterberg in his Lancia Beta Coupe and Steve Schmidt in the Mini Marco GT. All drove well and enjoyed the experience so hopefully next year we might have more drivers and even some entrants in the Hill Climb.

On Sunday we had our X19 and the Abarth 500 on display along side a potential new member in a Abarth 500 (they had been to Autobella last year





Results

Name	Car	Best Time
Peter Bartold	Abarth 500	15.26
Mike Whitford	BMW M 635 CSI	14.19
Ray Osterberg	Lancia Beta Coupe	14.73
Steve Schmidt	Mini Marcos GT	15.67

Captions

1 Saturday display cars; 2 Club members at Little Creatures Brewery; 3 Lyn and Peter Bartold in 1920's Gatsby costumes; 5 1/4 Mile Sprint Pits; 6 Peter Bartold driving the Abarth500; 7 Abarths on display on Sunday; 8 Mike Whitford in the BMW 635 CSI

and really enjoyed it so hopefully they will join up).

Of course, I entered the Vintage Fashion Competition and even won the prize for best Vintage Outfit on the Saturday in my 1950's cocktail dress. I also persuaded my daughter and grandsons to dress in 1920's sporting outfits and they won the Crowd

Favourite Award and were a hit! On the Sunday Peter, who had finished his racing on Saturday, was roped into being part of our 1920's couple attending a Gatsby picnic . We did not win a prize but had fun dressing up. Actor Shane Jacobson hosted the Fashion Show as well as commentating on the Sprints so there was lots of fun banter at both sites on both days.

Geelong Revival really is the most fantastic weekend, with something for everyone so hopefully we will get a bigger group of club members to join us for at least the Saturday of the event next year.

Bay to Birdwood Run — 1925 Fiat 501

By David Stott

I TOOK MY 501 across to Adelaide in October to do this run. This was the run for cars older than 1959. On alternate years the Bay to Birdwood classic is run for cars built between 1956 and 1978.

It is a fantastic event like no other anywhere! 1,000 veteran, vintage and classic cars all assembled at the start and move off in a big procession through the streets of Adelaide. At the start there was a sea of soft tops as all the 20's cars were parked together. It is like those period pictures you see in books.

The event is well publicised in Adelaide with vantage spots listed in the papers, consequently the whole route is lined with people on the nature strips and

We are lucky to have had two of this year's participants, both FCCV members, provide us with a story on the event.

—Ed

median strips enjoying the view, waving at the cars as they pass. For many it is a picnic event with gazebos and picnic tables and chairs set up along the route.

There were a few Fiats there and Victorian Fiats were well represented including David Wrights Tipo 1, Don Wright's 1922 501 from Bairnsdale, new member, Brodie Bishop had his partially restored 1923 501 in



the run, and my 1925 501. There was also a South Australian 503, and a couple of Topolinos. These were just the cars I saw, and there may have been others.

Brodie has moved from Adelaide to Melbourne for work and has just joined our club. He is a young fellow and has done all the restoration work on his car himself, and has almost completed the upholstery with just the hood remaining to be done. Brodie has done an excellent job.

The run is easy at the Glenelg end but progressively gets harder as it begins to climb into the Adelaide Hills on the way to the Birdwood Motor Museum. Once into the steeper section the road is closed to other traffic and a one way rule applies to assist move the faster cars up the hill. In my Fiat, third gear was necessary on many of the hills and some were very long requiring a hard grind up. My new 19" wheels and tyres increase the gearing due to a slightly larger diameter than the beaded edge wheels making hill climbing harder. However the car was a bit quicker in third gear than before so an earlier down change seems to be the secret. There were four of us in the car so it was pretty hard going for the little engine, but we mostly kept up with the other vintages ahead of us, even some bigger English cars and 4 cylinder Americans. Luckily the 91 year old radiator did its job, and my car did not overheat nor did it use any water on the whole trip.

Once at Birdwood in the Motor Museum grounds, there was a fashions on the field competition, and for the cars, concours and a new preservation category. Interestingly period costume is required for both these categories, with costume worth 10 points in the score, and passengers to be with their cars when being judged.

For all you owners of "modern" Fiats, 2017 is your chance to participate as the Classic for cars between 1956 and 1978 will be held. I reckon this has to be the best event around for collector cars, and absolutely worth the trip to Adelaide.

Captions

1 David Stott's 1925 501 2 Don Wright's 1922 501 3 Brodie Bishop's 1923 501 4 Fashions on the Field judging 5 Sea of soft tops





Motorfest & Bay to Birdwood Run





By David Wright

AN INVITATION was issued to the Victorian Veteran Car Club to attend this year's Motorfest in Adelaide and Kath and I decided to enter with our 1911 Fiat Tipo1 Spider. The Bay to Birdwood is clearly the highlight of Motorfest but, in addition to this event, we elected to participate in the City to Port run which was held on the Friday prior to the Bay to Birdwood.

It was many years since Kath and I had participated in a Rally in South Australia but upon arrival we felt very much at home. We stayed in a cabin at the West Beach caravan park where we were able to safely park the Fiat and its trailer. This proved to be a very popular location as we had a large number of Motorfest participants as our neighbours, its position close to the start of the Bay to Birdwood being a clear attraction.

The City to Port run on the Friday was held in excellent weather and attracted about 60 entrants, seven of which were Veterans. John and Pam Haigh from Bendigo in their 1913 Wolseley joined the Caffyn family and ourselves as Victorian Veteran participants and we had a very pleasant run from South Terrace in the City to lunch at Port Adelaide Football Club's facilities in the suburb of Alberton. It was great to see fellow FCCV member, David Stott, at the start of this event with his 1925 501c which he had brought from Victoria.

And then on Sunday, the big event took place. It was the 36th year of the Bay to Birdwood, the emphasis this year being on Veteran & Vintage vehicles with a cut-off of December 1959 for Classics.

Assembling from 6:30am at West Beach, it was amazing to see the number and variety of cars that

Title page, top David and Kath Wright's magnificent 1911 Fiat Tipo 1 Spider; **Title page, bottom** Concour winner Chris Sorensen's 1906 Buick; **Above** The "gangster brigade" at Bay to Birdwood — Packhard.

turned up, particularly the eleven Fiats. In total, 975 vehicles took part and, aside from our Tipo 1, the Fiat representatives consisted of five 501's, two Topolino's, a single 1100 and 500 plus an Abarth 750 Zagato from West Australia.

At the start, we were delighted to meet Brodie Bishop, the most impressive young enthusiast who completely restored his 501 which was featured in the September issue of Fiat Month. Brodie recently moved to Victoria from Adelaide and we are looking forward to his participation in our Club events.

The spectacle of this event for those like Kath and I who had not previously witnessed a Bay to Birdwood run is amazing. Apart from the 2,000 plus people who drove and were passengers in the participating vehicles, an estimated 80,000 spectators lined the route from West Beach to Birdwood, despite the inclement weather. It was rather like a section of the Tour de France with people waving and applauding from all accessible vantage points. Some were comfortably seated in lounge chairs with weather protection and others stood in the pouring rain, seemingly oblivious to the conditions. Our Tipo 1 behaved beautifully and it was great fun to tour in the company of 1950's classics.

The Concour was won by Chris Sorensen's beautifully restored 1906 Buick and Kath and I were very surprised to learn that we were finalists with the Fiat for which we received an attractive certificate. We had a very wet return to Melbourne but it was a wonderful experience which we would thoroughly recommend.



My Car, Roger Langdon

FIAT 124CC — BACK FROM THE BRINK

The restoration of LYR329 formally known as Naomi's Car or the orange Fiat.

By Roger Langdon

This "arrancia rosso" or Sierra Red 1974 (June) **Fiat 124 CC1 Coupe** was discovered in 1999 on the front lawn of a house in Cheltenham. Unregistered and in sad condition, it was purchased as a probable spare parts car. However, with a new battery and a permit to drive, the car made its way home. We then tidied it up and roughly resprayed it- and it became daily transport for my daughter for over ten years. Smart black and white houndstooth upholstery and white door panels made the car stand out from the crowd and gave my daughter much credibility among her engineering colleagues.

In 2011, the car was dropped back in my lap. After all, where else do you dump a somewhat worn out Fiat but with good old Dad. By this stage, the car had a badly rusted windscreen scuttle, a hole in the floor and other rust, but in typical Fiat fashion had a strong engine. This meant the car was finally destined to be used for spare parts. However, the offer of a pristine scuttle and sand blasted doors and bonnet triggered the quest for a panel beater prepared to take on the process of welding new metal.

Enter **John St Clair** of R & E Panelmasters, who hadn't restored a Fiat body before, but had plenty of experience on more exotic and valuable vehicles. I stripped the body back to bare metal and turned it over to John. The finished body is a tribute

to his perseverance and skill. So good was his work that I felt compelled to restore the rest of the car to as original condition as possible. Much attention has been given to detail to bring the car up to show standard, but it is not a total new nuts and bolts restoration as some components are impossible to find.

The rolling body arrived back on 2nd May 2013 and I faced the daunting task of getting it all back together. I had collected many parts and had a complete set of used, but decent beige interior panels, and a reskinned dash. **Jim Leontaris** of Terry's Trimming had re-trimmed another of my Fiat 124 coupes (a green CC) and was an obvious choice to trim the "orange" Fiat. The fabric is as close as we could find to the original factory trim and the stitching is authentic. The roof lining is an original from Italy.



The inertial reel seatbelts supplied by **Robert Judd** were retro-fitted using mounting plates from a later (1975) CC2 shell to make the car far more user friendly.

It also has new factory Carello headlights and the bumpers have been re-chromed.

The orange Fiat sat in my garage with minimal components reattached until I retired in 2015. I was given a big push to put car back together by my friend and fellow FCCV member **Richard Brewster**, who needed a hobby. So with his help and advice, the last six months of 2015 saw frantic action and much red wine consumption to get the car ready in time for Autobella 2016.

Aldo Ciccone of Aldo Motors gave patient advice when we were stuck and he completed the final mechanical work for the RWC.



3



4



5

Captions

1 John St Clair; 2 Jim on a garage visit; 3 Roger working on his car; 4 Aldo Ciccone of Aldo Motors; 5 Richard Brewster with Roger and the completed car with club plates.

It is great to see another classic Fiat back on the road.

—Ed





2016 TARGA HIGH COUNTRY

By Bill Freame

Photos by Angryman Photography

UNLIKE TARGA TASMANIA, where all the crews relocate to four different locations across Tasmania over the six days, Targa High Country crews are all settled within the ski resort of Mt Buller, each night. By early November most of the snow has melted and the area is then being used for horse riding, mountain biking and bush walking. This was the seventh running of THC, attracting serious competitors from all around the country, as well as a few international entries.

With the event centered on the Mt Buller ski resort, which is at about 1800 metres elevation, there is the challenge of a downhill run down the only access road, to start each of the three mornings of competition, when the tyres, brakes and brains are all still cold. Additionally, there is also a 16km uphill blast on that mountain road, up to the top, finishing in the resort area to end the Friday and also the Sunday competition.

Events of this magnitude always attract local and imported muscle cars, modern supercars and there is always an ongoing, continuous battle between

the performance cars from Germany and Italy. Disregarding the BMW's and many Porsches, there were two 105 Alfa's, an Alfetta GTV and two 156's. This year there were only two Fiats' and they were both 131's. The white 2 door, which is a 131 Stradale, and also there was the yellow 4 door from BOI Performance, supported by and representing the FCCV membership.

With only the one access road to the resort, all the service crews need to be off the mountain early, before the road is closed for each morning of competition. That means it's always an early start for the service crews.

Just to add to the challenge and excitement for the service crews this year, there was a sprinkling of snow over everything on Sunday morning, all the vehicles and the roads.

Having retired their Abarth 750GT from further competition, after an excellent 25 year competition history while in their possession, Jack Waldron and Vin Gregory failed to get the replacement vehicle finished in time for THC. Regretfully, this new vehicle they are preparing is not from the Fiat marque, but will be as carefully prepared and maintained as the Abarth 750GT ever was.

I am disappointed that FCA apparently has not made any effort to get them into a modern Abarth 500, as far as I know. It would have been great to see them continue with representing the FIAT marque! Certainly their little Abarth has always been a crowd

pleaser on every event it has been in for competition or display. It has been excellent advertising for Fiat, especially small ones.

Having withdrawn their entry, Jack and Vin became a second service crew for the Phil Buggie and Paul Freame, yellow 131. This would give far more stage coverage over the whole event and more opportunity to refuel with less, but more often. Also, Peter Kerr would join with Bill in the lead service vehicle, S1 while Jack and Vin would be in the second vehicle, S2. Each service vehicle carried spare fuel, so the 131 could be run on half tank on some stages.

Friday is a run to Euroa for a lunch display and then return over the same roads, so S2 was sent to Strathbogie while S1 would be near Violet Town, for a splash of fuel, follow them in to Euroa to give coverage then flash back cross country to Merton for another fuel splash, then refill the fuel churns at the BP in Mansfield. Meanwhile, S2 waited till the 131 passed through Strathbogie again, then back tracked to Mansfield, for fuel and then to watch at the start of the final stage.

There was no hurry to travel back to Mt Buller as the service crews must wait for the road to reopen, then all travel slowly in convoy. It's a slow drive, often held up while several recoveries are made of crashed or broken vehicles. This event we were stopped for over 30 minutes at the lower end, waiting while a competition vehicle was pulled back up onto the road, then also while the remains were loaded on a tilt tray. All this was happening further along the road, well out of our sight. As you never know how long the delay will be, you can't afford to wander far from your service vehicle.

By the time our service vehicles had reached the top, the 131 had been serviced by Phil and Paul, ready for the Saturday stages. This is a short

run across to Whitfield and they then return to a 6km stage through Mansfield. S2 was stationed at Tolmie, while S1 did the re-fuel at Whitfield, then went cross-country to prepare to service at Mansfield. S2 would wait for the 131 to travel back through Tolmie before returning to help with servicing at Mansfield.

As can happen at any time, at the start control on Saturday morning, as well as every competing crew being breath tested, all the cars on 'Club Plates' were having their log books checked that they were correctly filled in for the day. This was happening quite close to the start of the stage, when the crews are strapped in quite tight, with no wriggle room! The 131 was clean on both counts.

As there was an allocation of 60 minutes service after the Mansfield street stage, it had previously been discussed and decided that we could and should do a diff ratio change for the Sunday drive to Eildon, via Jamieson. It would be a lower ratio to help the 131 jump out of the tight turns they would encounter on the roads to and from Eildon. It would be a good comparison of the time registered with the lower diff ratio against the time set on Friday on the taller ratio.

As usual, having set up our equipment and service vehicles in the service

park, I was told the service vehicles couldn't be in the park, to be serviced from. As all the close parking spots were filled up with spectator vehicles, I was less than pleased and explained that service parks are for servicing, from service vehicles. Having moved S1 into a vacated 'half space', about 40 metres away, we were then advised that we could bring it back in. Tarmac rallying is expensive and the promoters of these events must ensure that we can keep the vehicles maintained, without hassles if they want those competitors to return for the next event(s). A DNF because of servicing hassles is not good for these very expensive events.

While Phil and Paul changed out of their driving suits, we put the 131 up on stands and started to do the diff change, with Jack underneath draining oil and undoing bolts. Meanwhile Bill and Phil were getting the rear wheels off, removing the brakes and pulling the axles. Peter and Vin were passing tools and then prepping the next diff. As soon as the new diff was in the banjo, the axles were back in place and brakes reinstalled. While fresh oil was being pumped in, the wheels were swapped front to rear and the two new tyres from the boot were put on the front. It was then fueled and Phil and Paul were sent off to the display control, in only 42 minutes for the complete service. We were pleased





with having achieved everything on the service list, including the diff change.

Alana, Ruth and the kids were spectating and we all caught up for the street party and food. They were staying overnight in Mansfield and we would all catch up again on Sunday, in Eildon, before they continued on their way home. Erin and Mark really enjoy the time away and are very good as well as very experienced travelers, so it's not stressing for their parents to take them away. As Sunday would have the earliest start for service crews, Peter and Bill slipped away from the street party early, preferring to face the Mt Buller road while there was still light and few cars.

As stated previously, Sunday was the earliest start, so S1 and S2 would both need to pass the clock tower before 7am. Oh joy, a good sprinkling of overnight snow over everything parked in the open, including our service vehicles. The roads up top were also icy, so we needed extreme caution especially when turning into and driving into the rising sun. S2 made their way to Jamieson while S1 travelled through Mansfield, stopping at a bakery in Alexandra to purchase food for lunch. Always better to have a little too much food in case there are dramas that prevent purchasing later.

S1 was at the usual location on the approach road to the 'Skyline' stage, ready to add 20ltrs and also to clean the windscreen. S1 then travelled across to Eildon where tools were taken into the car park area where all the competition cars were parked during lunch. We jacked the 131, one side at a time and swapped the tyres front to rear, and satisfied that all was going well, headed back to the previous location to await them from the other direction. We were surprised that we had beaten the 131 to Eildon, until we were told that they had stopped on the final stage before lunch as the car ahead of them had leapt off the road and down the hill. As the first car on scene, they had stopped to render assistance to the crew. The 'in car' recording of the incident from the 131 is spectacular!!!

With the 131 giving a 'thumbs up' as they passed, S1 then backtracked to opposite the Mansfield airfield, on a cleared piece of land with a concrete pad, just in case we needed to do anything to stay in the event. S2 had added 20ltrs at Jamieson so they wouldn't need any added by S1. About 10 minutes out, Paul rang to say that we needed to grab all the excess weight out of the 131, to give them a bit more urge on the final stage. The spare wheels, the compact tool box and the jack were all deposited into

S1, and it would only be a few minutes behind should there be any drama, like a flat tyre. Phil and Paul were planning on having a real go on the final stage.

For this final stage, with the highest elevation encountered on the event, Phil had leaner jetting to swap into the Webers so the air fuel ratio would be correct for the thinner air and pressure. This is a simple change to the carburation that takes only a few minutes but has a dramatic effect on the performance up the very top of the hill. Very much worth the small effort and hardly even noticed by the other competitors or spectators. All perfectly legal, as these alternate jettings were carried in the 131 for the whole event, sealed in a plastic bag. The only time they were needed and suitable was for the final stage up the very top of Mt Buller, in the thinner air.

With the lower gearing, reduced weight and adjusted jetting, the 131 was considerably quicker than on Friday. In the final results, they had won their class, 5th in category and 9th in Classic Handicap. Also pleasingly, the 131 was still together, all in good working order and we discovered it is now the car with the smallest engine in 'Classic'. There were also several much more powerful cars that finished several minutes behind them.

Competitive tarmac rallying is not cheap, but there are several cheaper opportunities. They are the speed limited tours and several one make tours, all using the competitive stages, before the serious competition cars run them. The speed limited tours are usually very quick cars but they must not exceed 130kph on any part of a stage. If you do want to do a one make tour, it certainly helps if you already own a Porsche, or BMW, as they seem to be the more popular and regular runners.



IL Corrispondente e Torinese

by Carlo Agnelli

The Agnelli family (no relation!) is in the news at the moment for the wrong reasons. Lapo Elkann, a brother of CEO, John Elkann, called his family to demand a \$US 10,000 ransom "to guarantee his safety". Investigators now believe he concocted the story after he ran out of money following a drink and drugs binge. Lapo said he went to the US on a business trip that would bring him into contact with many very interesting characters. Instead, media reports in the US and here in Italy say the 39 year old spent two days with an interesting woman before calling his family after he ran out of money. He is due in court in January - guardo questo spazio !!



2016 has been a bumper one for flamboyant auto purchasers. A Dubai based property developer paid Euro

8.5 million for the No.5 licence plate. Now a 1962 250GT Ferrari is on sale for Euro 53 million. It's rarity is that it is not red!! In fact it is blue with a white stripe, it's original race colours and it has an excellent racing pedigree achieving 17 podiums in 27 races.



Seen racing at Monza - mamma mia!!

An unusual Fiat Coupe has come up for sale. The 1980's broom yellow car has only 825 miles on the clock and has never been registered. The car was built for the right hand drive market in order to be used to test dealer feedback on the final trim and interior details,

leading to some quirky differences to its regular production siblings. After the Fiat Coupe entered production, this car was added to Pininfarina's collection. In 2012 when Pininfarina declared bankruptcy the car was bought by a private individual in Italy. It is now offered for sale in the UK.



Ferrari unveiled its J50 supercar in a ceremony at the National Art Centre in Tokyo. The special edition celebrates the 50th Anniversary of the entry of Ferrari into the Japanese market. There will be only 10 made, each tailored to the individual owner's requirements.



Verging on bad taste, which is unusual for Italy, one of our countrymen has wrapped his Maserati Ghibli in black velvet. A picture was posted on Facebook and one of the comments was "what a truly gruesome scene"



NATIONAL FIAT REGISTER

Australian X19 Register

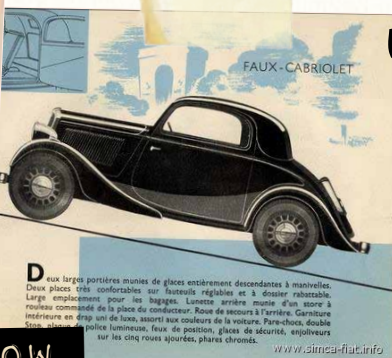
Mark Weinberger operates the Australian X19 website and is on a mission to identify the VIN of as many X19s as possible. If you are an X19 owner and haven't checked out the website or Facebook page make sure you do as there are many like-minded passionate X19 drivers out there to connect with. You will also be able to see when an event is coming up in each state.



124 Spider Register

A National Fiat 124 Spider register is currently being organised by the Scuderia Italian Car Club inc in SA. If you are a 124 Spider owner and are interested go to: <http://scuderiaitaliancarclub.asn.au>





KEVIN AND
VICKI'S CAR NOW
AND MUCH LATER!!



The News Stand

RICHARD UNKLES

The first Spring get together of the pre war crew was at Motorclassica. Augustine brought his 508S Balilla Sports, Rob Poynter drove his well known 501 yellow roadster, David John brought his 503 tourer, only to lose a hubcap in Carlton and the rear brought up by your scribe's 501 taxi. An intermittently damp day was enjoyable never the less. Half this crew showed up for the Fiat Club Festa to have a very social day. Thank you Mario and Team.

Auction vehicles at Motorclassica inside, showed that the auctioneer seemed to have little idea of values with estimated variations in values of some cars varying by some 30%. At the end of the day the majority did not sell, probably accurately reflecting market values. Maybe the auctioneer's sky high promises were too misleading for the owners.

Kevin & Vicki Lemm have finally got their hands on their Simca - Fiat 508,

circa 1936 which has come from France via complications in the UK. This is meant to keep Kevin in the garage (and locatable) for the next couple of years. Not booked for Autobella in 2017, but might be interesting as a trailer exhibit in progress. What about that idea Kevin?

509 Corner

At last we can devote real space to this model with activity in several areas here and in UK.

In Adelaide David Gower is pushing ahead strongly with a top class restoration of his 509 tourer, the body being a careful recreation of an Italian version. The project was intended to be a joint one with his



grandfather but he died when David was only 14yo. When finished it should be a fitting tribute.

Part of David's quest is to get together a complete original tool kit for the car. The standard spanners are different and lighter than for a 501. Lighter does make sense for a smaller car and the earlier tools were a bit clumsy and a waste of metal.

The original tools quest has raised the old question again about what are the correct design open ended spanners to have in your tool kit. The real difference is either the lettering and numbers are raised or recessed. Recessed is the design that Fiat carried through with in the 1930's and later. Look at the photo and you will see the differences. However the really interesting spanner is the little 8 / 10mm one. It has a combination of raised and recessed. My own thoughts are that Fiat had at least 2 suppliers and the design depended upon which firm supplied the tools. Interestingly the



SPANNERS

po 2 505 507 519 TORQUE 521 tipo 1 501c

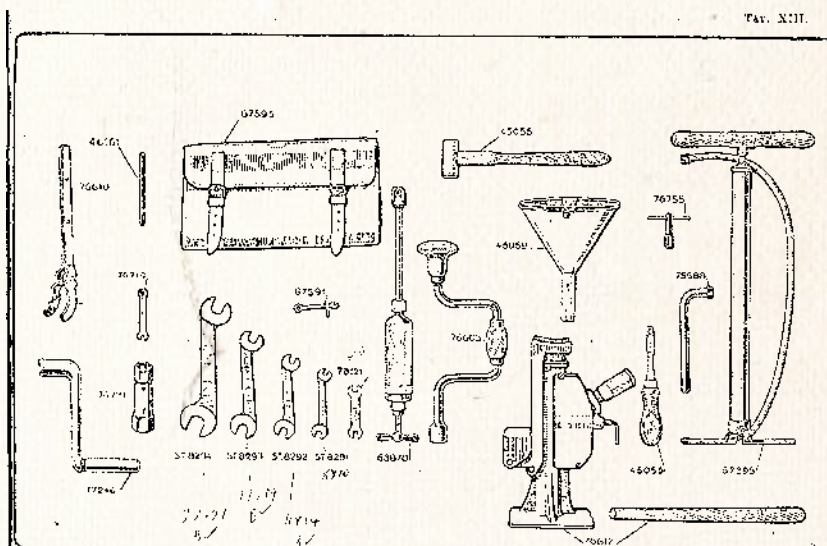


illustration in the Spare Parts Book shows 501 shaped tools which is known to be wrong. Also rather odd is that the tool kit illustration above does not show a hub cap puller, an essential tool for those with tapered keyway axles.

New Member

A hearty welcome to a new member of the vintage variety. We first met Min

Innes - Irons when he picked up his mechanically restored 501 project from Frank Fazio. He plans to recreate a 501 speedster or a nominal racer as per one that ran in the Mille Miglia. There is another one in UK which also had similarly humble beginnings being an ex tourer resurrected from an Adelaide orchard. Below is an example that Min will be working from.

Automotive Centenary

There is a serious shortage of motor vehicles of interest that were created in 1916 to celebrate their anniversary now. However we must not forget the army tank that finally broke the German lines and first went into action on 15th September 1916. Little Willie, the first prototype, was ordered from Foster and Co, a firm that was better known for the massive tractors they made to tow the 15" Howitzer artillery so Little Willie was made with the same Daimler sleeve valve engine. The same engine was reworked by Harry Ricardo to produce twice the power as the early versions were under powered thus assising the Allies eventual success.

Thank You

A thank you very much to David Judd and the club members at the last GM who recognized the acquisition of the status of Septuagenarian by your scribe. The next relevant celebration is planned for March 2024 to celebrate the Centenary of the 501 taxi. I trust someone will remind me when the time comes!

Cars and Parts Wanted

Any tools for Fiat Tipo 509 as per the article above. Any assistance with tools to copy for myself and any others interested much appreciated.

David Gower, Mob 0418 817 912,
E: david.gower@aon.com

Fiat Tipo 509 Rear End. Can swap a complete 501 rear end or donate to someone else's cause if you wish to pick it up. Graham Herde Mob. 0487 689 012 E: gherde@activ8.net.au

FIAT 501 CORSA





1



2



3



4



5

Alfa Club Spettacolo

By David Judd

Photos by Brain Garrett, Barry Edmonds

The tradition of Melbourne Italian Motoring Clubs running great display days continues.

On Sunday 27th November 2016 the Victorian Division of the Alfa Romeo Club welcomed not only a large contingent of their members to display but also a great selection of other Italian marques to the Wesley main oval, St Kilda Road Campus, again. The weather was threatening early, but the weather gods behaved themselves and the day proved to be very pleasant for all who attended. Wesley is an excellent venue for displaying cars, Alfa are lucky to have access on this one weekend of the year. All the drivers and owners are very respectful of the grass with no one abusing or damaging the surface. Many FCCV members attended and socialized with Alfa, Maserati and Lancia owners, FCCV also had a range of member cars on display. Augustine Banko, a member of FCCV as well as Alfa and the Vintage Drivers Club "released" his recently completed Alfa 6C. The attention to detail on this car is fantastic, we aim to have his 6C on display at our December GM.

FCCV are researching a larger venue for Autobella in the future, but at this time we haven't been able to get one that ticks all the boxes, so we will have one more year at Como on Sunday 9th April 2017. Como is historically the most central and prominent location for car displays in Melbourne.

Captions

1 Spettacolo at Wesley College; 2 Luke Agostino's 500F; 3 Sam Mazzeo's 1500, 850 Sports Coupe, Frank's Dino Spider; 4 David Judd's Abarth 124 Spider and Guido Lilio's 124 Spider; 5 Spettacolo; 6 Fiat 130 Coupes of Brian Garrett and Joe Cipolla; 7 Frank Marinelli's 124 Dino Spider and Mathew Montesano's 124 Dino Coupe; 8 Augustine Banko's newly restored Alfa 6C;



6



7



8



124 SPIDER — OLD AND NEW

Club member, Lou Perri, has been the owner of an original 124 Spider for many years and now he has the book end set with the purchase of the new Abarth 124 Spider. Lou brought both of the cars to the Festa and parked them side by side. His new black Abarth 124 Spider is now sporting an ABRT.H.1 number plate which he just received a day or so before the event. Is Lou the first FCCV member with an old and a new Spider?!! Let us know if we have any other members who own both.



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Coming Events

Zagame Autobody Visit, Tullamarine

Saturday February 4

31-69 Western Ave, Westmeadows 3049.

Zagame Automotive Group invites The Fiat Car Club of Victoria and The Alfa Romeo Owners Club to the Zagame Caffè di sabato Event from 10am–12pm.

We are delighted to showcase our newest venture – Zagame Autobody – Australia's first manufacturer-approved Panel Repairer for Alfa Romeo, Fiat and Abarth. As we present this award-winning facility to you, drinks and food will also be provided, so bring along your new or old Fiats and Alfas to join our display.

To confirm your attendance, please contact Lyn Bartold, 0433034721, prior to Wednesday 25th January 2017.

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**Sunday 5th February,
Melbourne to Mornington**

Start locations:
• Melbourne • Stud Park, Rowville • Hastings

Go to www.greataustralianrally.com.au for information and entry forms.

Entry Fee prior to 26th January: \$35
Late entries – not judged, no showbag: \$45

RACV Classic Showcase

Open to all vehicles manufactured in England and Europe

FCCV 60th Anniversary Display

8.30am, Sunday 19th February, Flemington Racecourse

Admission:
Display cars — \$20 (passengers included)
Spectators — \$5 (+ parking fee, \$20 per car)

Contact Joe Sammut for details, 0412 211 581



Big Tomato Day

*10am, Sunday 26th February
Casa di Bartold, Wonga Park*

Pasta Lunch — \$10 per head

Tomato Sauce — Market price of Tomatoes

Bookings: Lyn Bartold, 0433 034 721



Italian Auto Icons Display

*10am, Sunday 5th March
Lygon St, Carlton*

Only selected Fiats to display — register your interest to display with David Judd by Friday 17th February. All club members welcome to come along and support our display.

Fiat Nationals

*9th–12th March
Goulburn, NSW*

See inside back cover for details.

Phillip Island Festival of Motorsport

*17th–19th March
FCCV Run and Display — Sunday 19th*

Display Cars Driver — \$10 weekend pass

Passengers — \$15 for Sat/Sun pass

Contact Lyn Bartold for details and stickers, 0433 043 721.



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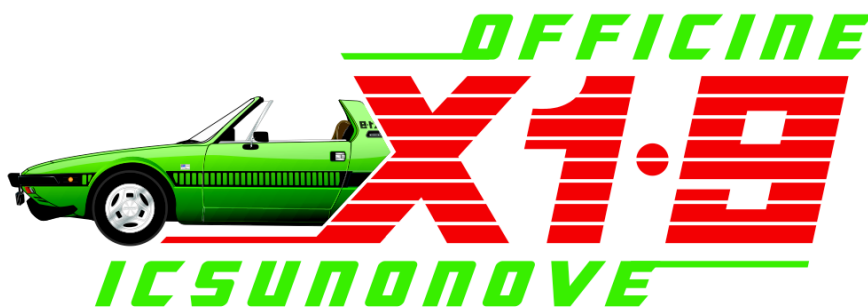
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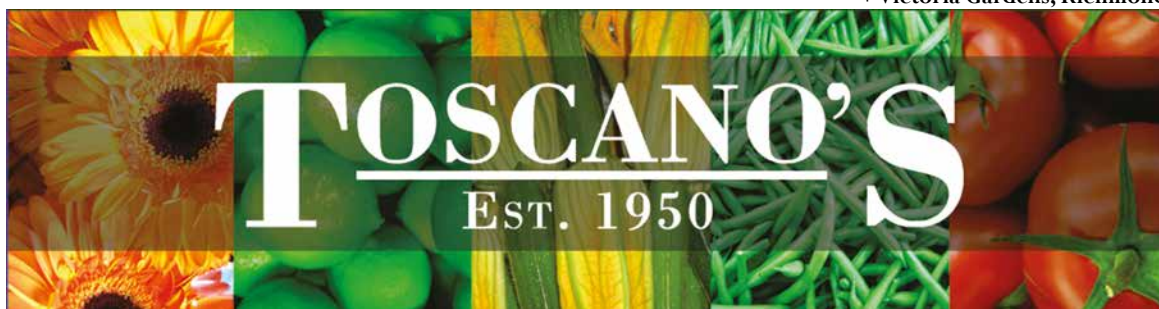
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FIAT month — January 2017



Entries

Supp Regs and Entry Forms available on the Fiat Nationals Website Entries close on February 17th.

<http://fiatnationals.com/>

Accommodation

Mercure Hotel 2 Lockyer St Goulburn. Bookings can be made at our discount rate by ringing Mercure on 02 4822 5445 and mention the code Fiat17 to get a 10% discount. Other motels available nearby - check website for details

Get your entries in and accommodation booked for what will be a fabulous long weekend.

Contact Paul Freame, 04112 968 451 for information.

Program

Date	Event	Location
Thursday March 9th	Registrations	Wakefield Park Raceway
Friday March 10th	Super Sprint	Wakefield Park Raceway
	Welcome Function	Venue TBA
Saturday March 11th	Fiat of Italy Cup Motorkhana	Majura ACT
Sunday March 12th	Show'n'Shine	Montague St, Goulburn
	Presentation Dinner	Venue TBA

Sponsors



Welcome to new advertiser Serafino Sacchetta at AutoVintage. Serafino is importing vintage Fiats and Vespas, restoring them and then offering them for sale. He brought his beautiful Fiat 1100 along to the Festa.

Remember, if you have a business and would like to advertise in FIATmonth contact Peter Bartold on 0414867280 to discuss size and advertising rates. With a membership of 460 at present, and magazines placed in many of our Fiat Dealers showrooms, you will have a wide coverage as well as supporting your club.



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FCCV 60TH ANNIVERSARY EVENTS FOR 2017



Designated Anniversary Celebration Events

Event	
Sunday 8th January	Beach Run to the Di Censo Beach House in Rye
Sunday 19th February	FCCV Display at RACV Classic Showcase, Flemington
Sunday 26th February	Big Tomato and Pasta Day at Casa di Bartold, Wonga Park
Sunday 5th March	FCCV Display at Italian Auto Icons, Lygon St, Carlton
Friday 9th–Sunday 12th March	Fiat Nationals, Goulburn NSW
Sunday 9th April	Autobella — 20th Anniversary, Como Park
Tuesday 12th–Wednesday 31st May	60th Anniversary Italian Trip
Sunday 27th–Sunday 28th May	FCCV Display, Historic Winton
Sunday 25th June	Progressive Breakfast
Sunday 16th July	Eco Drive
Saturday 26th August	Gala Dinner, Firenze Club, Fawkner
Sunday 10th September	Harry's Run — 10th Anniversary
Thursday 14th September	Re-enactment of original meeting on Sept 5 1957, at GM
Saturday 23rd September	Run to Phillip Island MSCA — Display and Parade Lap
Saturday 28th October	FCCV Display Motorclassica
Friday 24th–Sunday 26th November	Run & FCCV Display Geelong Revival/Spettacolo
Saturday 2nd December	Fiat Club Festa — La Baracca, Veneto Club