

FIAT Month

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

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Pictures for illustration purposes only. ^23K drive away for Fiat 500X Pop Manual demonstrator vehicle AMF144. Fiat 500X Cross Plus pictured, from \$36,000 drive away. Full conditions available on application. Offer on new Fiat 500X models ordered and delivered between 1 February - 31 March, 2017 unless extended. Excludes Demos. Offer valid while stocks last and excludes fleet, govt and rental buyers. Free Scheduled Servicing not redeemable for cash. Free manufacturer specified standard scheduled maintenance services for up to 3 years or 45,000 kms, whichever occurs first. Terms, conditions & exclusions apply. ~Comparison rate for finance amount \$30,000 on a secured Consumer Loan for a 5 year term. WARNING: This comparison rate is true only for the examples given and may not include all fees and charges. Different terms, fees or other loan amounts might result in a different comparison rate. Finance offer only available at participating Fiat Dealers for qualifying new Fiat 500X vehicles (excluding demos) sold, delivered and finance approved by 31 March 2017, unless withdrawn earlier or extended at the discretion of the financier, with a 10% minimum deposit and 36 month maximum term. Finance provided by Macquarie Leasing Pty Limited ABN 38 002 674 982 (Australian Credit Licence No. 394925) trading as Chrysler Group Financial to approved personal applicants (not available to fleet, government or rental buyers), subject to its credit assessment criteria. Fees and charges are payable. © Fiat is a registered trademark of FCA Group Marketing S.p.A. *2016 Giulietta Super 150HP manual AKG534. Giulietta Series 2 must be ordered between 1 February and 28 February 2017 unless extended. Offer valid while stocks last and excludes fleet, government and rental buyers. Includes all on road costs. Giulietta Super 170HP TCT with Veloce Pack pictured, from \$43,500 drive away. Terms, conditions and exclusions apply. Offer valid at Zagame Fiat Alfa Romeo only. LMCT 9479.



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MAR 2017



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:
Autobella poster.

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FIATmonth Editorial Committee

Lyn Bartold— Editor
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Peter Bartold— Advertising
Matthew Judd— Layout/Design

FIATmonth deadlines

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

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Simon Crellin, info@fiatclub.org.au

Property Officer

David Judd, info@fiatclub.org.au

LIFE MEMBERS

Life Member and Patron — Peter Bartold



Perc Delmenico*
David Plummer*
Graeme Shephard*
Richard Carlson
Barry Ellis
Noel Tyzack
Peter Bartold

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

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

Alana Freame
Harry Baker*
David Judd
Sebastian Bongiorno





From the Editor...



2017 promises to be a busy and productive year for the club. Not only are our membership numbers at record highs but our calendar of events on offer is packed. We urge you to take advantage of all of the methods that we use to keep you informed. Fiatmonth which comes to you every 2nd month and Fiat Pronto for the in-between months have calendars and news of coming events. We use our regular email-outs to remind you closer to the date of what is coming up and also to keep you informed about cars and parts for sale and wanted. It is tempting, at times, not to open all mail outs that come in, and we know through our Mailchimp records of the number of each email that are not opened, however the way to take advantage of your membership fees is to know what is on so you can make choices of what you wish to be involved in.

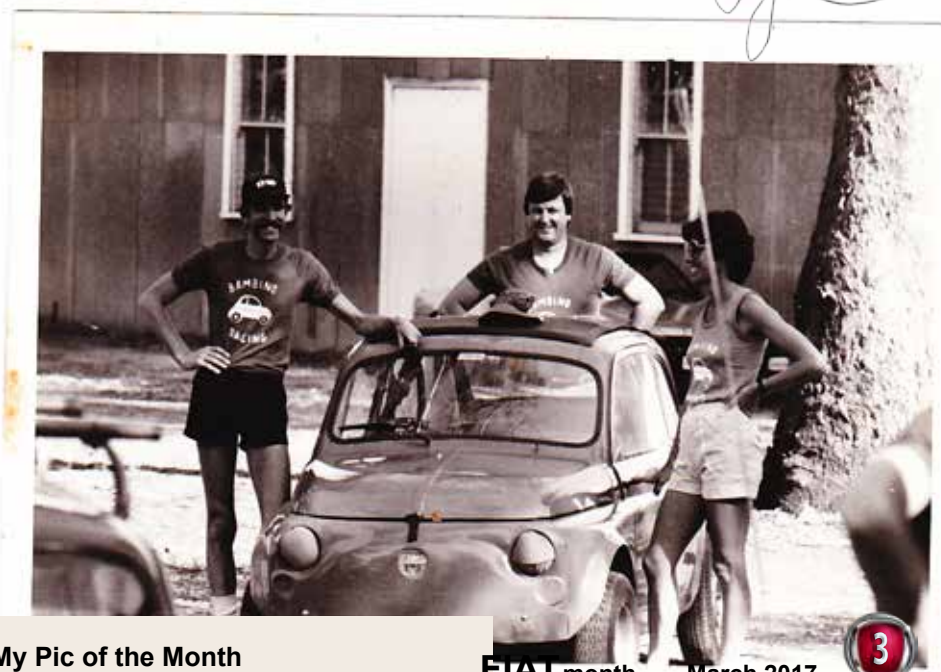
For our 60th Anniversary year we have made a special book that will record attendance at each event, provide the opportunity to comment on the event and for photos to be added. These event records include everything from our General Meetings to social, competition and displays that are noted as official club events. Make sure that you sign the book as it will be good for you, at the end of the year, to see how involved you have been. It will also help as with our planning for future years to see which events draw the biggest crowds.

As part of the preparation I have been doing in writing articles for Fiatmonth in this special year, I have spent a lot of time trawling through old magazines. I found the hand written copy of the attendance sheet of the AGM for 1970. As this was the year Peter and I joined the club, I was interested to see how many people in attendance that evening are still in the club today. Considering that was 46 years ago there was a surprising percentage of people still active in the club now. The following were at that meeting - Mike Daws, Barry Ellis, Keith Ellis, Bill Freame, Val and Graeme Shephard (Life Member, Graeme passed away

2 years ago) Noel Tyzack, Sherry Watts (to become Mrs Tyzack) Harry and Jenny Baker (Life Member, Harry passed away 10 years ago) and Peter and I. I wonder in another 10 years whether any of us will still be active members of FCCV and whether there will be any members who have been involved for at least 46 years!!

I have also been looking lots of old photos to accompany articles and I came across this Pic of the month — recognise anyone?!!

In this issue of FIATmonth we look back at past events to celebrate our history and you can expect more throughout the year but, as always, we are looking forward to find ways to make our club bigger and stronger than ever and to give you, the members, what you are looking for from your membership.



My Pic of the Month
Team Bambino

FIAT month — March 2017



Rapporto del presidente



Welcome to the March 2017 FIATmonth.

Writing the article with the lead time now required is a discipline that forces me not to write about the last event held. Instead I can encourage you to attend the March events and it's not long to some important Club events in March and April such as the Nationals, Auto Icons in Lygon St and Autobella. These are only a few examples from our comprehensive Calendar.

As I assume the electronic magazine will be online before the **March GM**, I will remind you that it's being held one day earlier than normal on **Wednesday 8th March** to allow the Victorian Nationals team to head North on the drive up to Goulburn during Thursday. We want them to be sent off the night before by lots of members. I encourage you to come along as we may have some of the competing cars ready to go under the portico.

If you are reading this and thinking you might come to the Nationals in Goulburn on the long weekend of **11th March 2017** at the last minute, you may still be able to get bookings for the social events and the Show n Shine.

The Anniversary year is really underway now, and there are reports on the January and early February events already held, in this FIATmonth. As planned, on Sunday 12th February we held a practise Motokhana at the Metec facility in North Bayswater, a great new location for us, and a good wet / dry practise was held in typical Melbourne changeable weather. Thanks to Paul Freame for chasing up this location as it really is what we've needed for some time. Expect more motorkhana's in the upcoming calendar.

We are slipping the odd mid-week event into our calendar and the recent tour of



PICTURE OF THE MONTH

Prototype of a Fiat Ute: Now this could be an interesting addition to the Fiat range, particularly in Ute-mad Australia!!



the Toyota Plant in Altona was a sellout. We followed the tour with a light lunch at the Royal Yacht Club in Williamstown, great views of the city and a relaxed venue. See article elsewhere in the magazine.

I continue to suggest that you ensure that some of the Fiat Car Club of Victoria's 60th Anniversary events are in your calendars. The most important event is the **Fiat Car Club 60th Anniversary Gala Dinner** which will be held on **Saturday 26th August**. Black Tie and Bling — this is a must attend event for members and partners **NO EXCUSES, SAVE THE DATE!!** see the inside back cover of this magazine for early details.

On my page for this edition is a new shot of my Dino Spyder taken

by Michael at DP Images who is preparing a full photoshoot and article for a Polish Car Magazine. He is keen to do more Fiats. The Polish enthusiasts don't get to see many pristine older Fiats on their roads. If you are interested in putting your car up for selection, contact me.

Come along to the March GM (remember one day early this month), join us in the bistro on **Wednesday 8 March** at 6.30pm, following the meal at the bistro, it's upstairs at 8.00pm in the Gondola Room for the General Meeting. We wish the Victorian team safe travelling and success at the Nationals.

Cheers

David

YOUR CLUB NEEDS YOU!!!



Have you contributed???

The Editor reminds members that she needs interesting articles and photos from members.

Maybe:

- a report from a Club event
- your restoration
- a location of interest in your travels
- a commentary on a pertinent topic
- really anything of interest to our members



CLUB CALENDAR

MARCH–MAY 2017

MAR

Sat 4

Caffe di sabato
10am, Melissa's Cakes, 63–65 Porter St, Lower Templestowe. Contact Mario Di Censo, 0419 171 661, or Paul Pozzobon, 0418 552 290.

Sun 5

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

Sat 4–Sun 5

WHC Round 4
Mt Leura. Contact Paul Freame, 0412 968 541.

Thu 9–Sun 12

Fiat Nationals
Goulburn and Wakefield Park. Contact Paul Freame, 0412 968 541.

Fri 17–Sun 19

Phillip Island Classic
#FCCV Run and Shannons Walk Display on Sunday 19. Meet Tooradin, 8am. Contact Lyn Bartold, 0433 034 721.

Thu 22–Sun 26

Australian F1 GP
Albert Park. #FCCV Display of Cars. Contact Joe Sammut, 0412 221 581.

Sat 1

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

APR

APR

Sun 2

VHC Round 5
Bryant Park FCCV Champ. Contact Paul Freame, 0412 968 541.

Sun 9

Autobella
9am–2.30pm, Como Park. Contact Sebastian Bongiorno, 0419 536 876.

Mon 24–Sat 29

Targa Tasmania
Contact Paul Freame, 0412 968 541.

Sun 30

VHC Round 6
DECA Shepparton FCCV Champ. Contact Paul Freame, 0412 968 541.

MAY

Sat 6

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

Tues 9–Wed 31

60th Anniversary Trip to Italy
Contact Lyn Bartold, 0433 034 721.

Sun 21

Interclub Hillclimb Round 2 (MSCA)
Rob Roy FCCV Champ. Contact Paul Freame, 0412 968 541.

Sat 27–Sun 28

Historic Winton
#FCCV Display. 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:

- Wednesday, 8th March 2017
- Thursday, 13th April 2017
- Thursday, 11th May 2017



Membership News

Robert Judd, Membership and Club Permit Secretary

We continue to grow, with numbers exceeding last year's total already this year. Our total membership at the time of writing is 474.

Welcome to the following new members

Michael Muscatello: Fiat 500F

Rob Pollock & Sue Macpherson (UK): Fiat 501C

Sebastian Carillo Vaccaris: Fiat 124BC

Stuart Hocking: Fiat 124CC (son of new member, Lawrie Hocking)

Rudee Skank: Fiat 131 Mirafiora

Donna & Brian Munro: Fiat 500F

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

Featured New Member: Katie Chalk

"I was indoctrinated into the Fiat brand by an Italophile with a passion for anything Innocenti. He even took me on a tour of the Innocenti factory ruins just outside Milan (where we were chased off the property by security guards), and a long and pointless circumnavigation of the current Fiat factory in Turin based on a rumour that there was a test racetrack on the previous factory's roof.

For a while I fancied a Cinquecento, but then at a Show'n'Shine in South Yarra I saw the X1/9 in the flesh. They don't work well in photos. You need to be up close to them to realise how tiny and roadhuggy they are, and that all that '80s boxiness is prototype, not stereotype. After two years of looking, I finally have one, a '79 with Abarth wheels, a gearbox upgrade to 5 speed and, apparently, a top end rebuild done by one of you in the last 12 months (Peter Bartold!)

I'm slowly getting confidence up to push the revs where they're supposed to be, and looking forward to making it to a club event to learn more about fellow Fiat aficionados soon.

Thanks for having me."

CLUB PERMIT UPDATE

224 of our members have at least one car on the CPS with over 330 cars on the scheme through the Fiat Club.

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





BEACH RUN — RYE

Lyn Bartold

Photos by Peter Bartold, Paul Pozzobon, Marisa Gangemi

Looking back at our past history the Beach Run was always an annual event in the 70's and 80's. Our club at that time had many members with young families and it was always a good family outing. A good turn up, with plenty of children determined the flavour of the event. A beach that was safe for swimming and wide enough for a cricket game was the first requirement and usually someone's beach house became the base for a BBQ lunch and the post beach chat and lazing about.

Fast forward 40 years and the Beach Run is back with us but the requirements have changed. As we have very few children in attendance now and a generally older group of members (many are the same ones who were at the beach days of the past!!) the number one requirement is a shady balcony with a view of the beach (no need to endure sun, sand and flies!) to enjoy lunch and a glass of something cool to pass a pleasant summer day.



Vita
Sociale



8



Captions

1 Simon Crellin (transport — bicycle!!) and Mario Di Censo relaxing; **2** Julie Kiernan, Trish De Prato, Gina Di Censo, Rina Giovannucci; **3** Bruce McCann, Sam Mazzeo, John Baseggio deep in conversation; **4** 60th Anniversary Cake; **5** Cutting the cake, Paul Pozzobon, Sabrina Pozzobon, Toni Romeo, Nadia Cavalieri; **6** Start of Run at Eastlink for the Beach Run. Photo: Marisa Gangemi; **7** Il Presidente welcomes the team.

Once again all the these requirements were met at our first event of our 60th Anniversary year, the Beach Run to Maria and Mario Di Censo's beach house in Rye. A large crowd turned up for the second of our revived Beach Runs, some meeting at Eastlink Service Centre for a run to Rye whilst others met us there. The weather forecast was for a hot day resulting in many of the classic cars being left at home in favour of those with air conditioning. By the time we arrived at Rye the cooler breeze off the sea had kicked in. Mario and Maria's house, in its allevated position and views to the sea provided the ideal spot on a hot day. In all, we had around 60 members attend and

enjoy the coffee and cakes provided and their own picnic lunches. To kick off the Anniversary events there was a huge cake suitably decorated for us to share.

Thanks to Mario Di Censo and Paul Pozzobon for organising the day, to Mario and Maria for providing the beautiful venue and to everyone else who assisted on the day. From the numbers attending and the enthusiasm of the group it seems that this revival of a past event will continue into the future, even though there was not one cricket bat in sight, or a grain of sand for that matter!!





Competition Report

Paul Freame, Competition Secretary

Past events

The 5th February kicked off the FCCV Club Championship with an MSCA sprint at Sandown. It was a hot and humid day, with the rain holding off until the last run of the last run group (clubmans). Peter Bartold had the Abarth500 wound up and won his class. Simon Crellin had his Alfa GTV motor back together, and in a very competitive class, he placed 4th, and several seconds below his previous personal best.

FCCV Practice Motorkhana saw 24 participants test their driving skills on the concrete skid pan at METEC driver training centre in Bayswater North. Challenging conditions with a wet morning, with some strong wind gusts to a drying afternoon. Two runs at each test were timed, although there were no official results, but saw 4 different drivers set fastest times across the 6 tests. There are strong competitors in each class, which we hope will go well for us to challenge for the Fiat of Italy Cup at the Fiat Nationals. By all reports, everyone enjoyed the facility and we are already thinking of when we can hire it again.

Club Championship 2017

The Club Championship has kicked off with the two events above to run between the writing of this and its publication in March. In a bid to encourage more first time competitors, I am allocating 10 points to those who participate in Come and Try events, or Come and Try classes within regular events.

Expect to see many more names on the leader board, as there are many Club Championship events in the lead up to the Fiat Nationals.

I intend to have a printout of the most current championship ladder at each General Meeting for those interested to see their standing

Future Past events

Events that are to happen in the future of writing this, but have passed when printed.

VMC Round 1 at Pakenham Sunday 19th February, was forecast for rain, which would have made it very slippery on grass.

RobRoy Interclub Hillclimb, Round 1 of 3, Sunday 26th February. There was a Come and Try class available, to encourage new participants.

There were several other non FCCV events which our members have participated in, as further practice for the Fiat Nationals, testing that upgrade or just getting their eye in:

- Sat 11 Feb – VHC Bryant Park results pending
- Sat 18 Feb – Fun Day Sprint – Calder Park
- Sat 25 Feb – MSCA Sprint Winton

Standings, as of February 13

	Name	Points	Cars
1	Peter Bartold	20	X19, 500 Abarth
2	Simon Crellin	19	Alfa GTV, 127 Special
3	Alyce Rae	10	X19
3	Paul Pozzobon	10	850
3	Sebastian Bongiorno	10	126 Special
6	Mark Rae	5	X19, RX8

Upcoming events

A strong team has been assembled to contest the Fiat Nationals 10-12 March 2017. The March GM has been moved to Wednesday night 8th March, to allow for participants to transport (in convoy) up to Goulburn NSW on the Thursday. The T124 Super Sprint is to be held at Wakefield Park on the Friday, the Fiat of Italy Cup Motorkhana on the Saturday at Sutton Rd Driver Training Centre, just north of Queanbeyan and the Sunday "Show n Shine" outside the Courthouse in the centre of Goulburn. There are social

activities each night to meet fellow Fiat nuts from around Australia and New Zealand. Check out the website <http://fiatnationals.com/> or Facebook <https://www.facebook.com/FiatNationals/> for any last minute updates or further background on the event.

April sees two rounds of the Victoria Hillclimb Championship, also part of the FCCV championship. Sunday 2nd at Bryant Park and Sunday 30th at DECA Shepparton.

Jack Waldron and Vin Gregory will be back at Targa Tasmania 24-29 April,

but not with the Abarth 750 as it has retired after 60+ years of competition. They have built a Sigma to run in the Classic GT competition. Bill and Peter will be service crew.

The Victorian Motorkhana Panel has invited the FCCV to organise a round of the VMC in June, as mentioned at the February GM. Since having had our practice at Metec and the VMP chairman (Aaron) came out to view the facility. We have agreed this venue is suitable for the VMC and to run two test at a time from opposite ends of the skid pan. This event will require several key officials and helpers, to ensure that it is a smooth day for all. This will be excellent officials practice for the FCCV, in preparation to run the Fiat Nationals in 2018, and to get back into motorsport. We can't all be competitors every time. Scrutineer helpers get to look over everyone's car, and can discover novel ways to engineer around problems. Timekeepers get to see firsthand what is fast on the electronic timing, and what may have been spectacular but slow!

Hope to see you out there representing the FCCV and celebrating the 60th Anniversary of the FCCV in the motorsport community.

Presentation of Trophies for the Club Championship at the January General Meeting



- 1 Bob Durrant — 2015 Officials Trophy
- 2 Ruth Freame — Perc Delmenico Ladies Trophy
- 3 Frank Spinosa — Novice Trophy
- 4 Paul Freame — Overall Club Champion (not present: Mark Rae — Officials Trophy of Year 2016)



PRACTICE MOTORKHANA

METEC — February 12

Lyn Bartold

The motorkhana was a great opportunity for those going to the Nationals to practise the events. It was great to see some new motorkhana competitors, both driving and acting as officials and Steve Schmidt and Ian Maud from the country who are both very experienced and will be part of our Nationals team. It was good to be able to have 2 runs on each events so that we could iron

out our problems and feel confident when we face them again at the Nationals. Having a close to the city venue was also an advantage.

Thanks to Paul Freame for organising the event, to the time keepers and officials and a special thanks to Marisa Gangemi, dressed in her official CAMS vest, for taking lots of photos which you see on this page.



Captions

1 Bob Durrant in his Abarth 595; **2** Ian Maud, Steve Schmidt, Bill Freame, Paul Freame with the Freame Rail; **3** Ruth Freame in the Punto; **4** Paul Pozzobon in the 850; **5** Mario Di Censo in the 126 Motorkhana Special; **6** Lachlan Rae in his X19; **7** Deb Judd in the Judd Rail.





GUEST SPEAKER: FEBRUARY GENERAL MEETING

Marisa Gangemi — Clay modelling

Lyn Bartold

Photos: Marisa Gangemi, Peter Bartold

Club member, Marisa Gangemi was our guest speaker at the February meeting. Marisa is the owner of an Abarth 500 and has spent over a year working for GMH in the design department as a clay modeller. Marisa became interested in the process of clay modelling whilst studying Industrial Design at Monash University and she decided this was a career she would like to pursue. With the down turn in the automotive industry, it took a few years until the opportunity arose to join GMH.

Marisa explained the process for clay modelling and put it into context in the whole process of designing cars. In her presentation, she explained each stage with diagrams and photos and also showed us a ...scale model of an Alfa .. that she constructed in her student years. (Marisa is also an Alfa owner and member of the Alfa Owner's Club) It was interesting to hear that clay models are always made as a half and then stood next to a mirror to give the complete effect.

Club members found the presentation very interesting and there were many questions at the end. Marisa had also brought along a collection of tools that are used in the modelling process and some excellent photos of a design she developed whilst at GMH as part of her training - not one that we are likely to see on the road!!

Unfortunately, with the closure of all car manufacturing in Australia (design departments of GMH, Toyota and Ford will remain in Melbourne but in a reduced size) Marisa's position no longer exists so she will not be doing her clay modelling, for the present anyway.

Fortunately, Marisa has another talent and that is her car photography with her own website, which she will concentrate on at the moment. She has taken some wonderful photos at our club events so have a look at her website (www.marisagangemi.com) as her photos are available to purchase. Our thanks to Marisa for a very informative and interesting presentation and the great 'selfies' photos.



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By Lyn Bartold

Photos: Marisa Gangemi, Brian Garrett, Peter Bartold

What began as an inquiry from Peter Bartold to club member, Damon Earwaker, after his appointment as Sales Manager of Fiat, Abarth, Alfa at Zagames, to see if the club could visit the new Autobody Facility in Tullamarine, turned into a fantastic combined Fiat and Alfa Club Caffè di sabato. Damon began the process and Jessica Lorenzi-Medoro, the Aftersales Marketing Manager at Zagames took over the organisation and liaising with Barry Edmonds, the Editor of the Alfa Club and myself.

There were 50+ FCCV members and a further 30+ from the Alfa Club present so it was an appreciative and enthusiastic crowd who enjoyed the guided tours, great hospitality and the opportunity to speak to Zagame staff about what they do.

Zagame Autobody is housed in the former Age printing works, beside the Tullamarine Freeway. Zagame Autobody is Australia's first Fiat, Abarth, Alfa Approved Panel Repairer. The facility is an iconic part of Melbourne and is well known and recognised for its design and architectural excellence. Zagame has done an amazing job in transforming a purpose built printing works to their needs for



CAFFÈ DI SABATO



Captions

1 The Zagame Tower; 2 Tour Group; 3 Cars on display; 4 Fabulous Food and coffee (Photos by: Peter Bartold). 5 500s old and new on display; 8 Cars awaiting pre-delivery preparation; 9 Workshop Tour (Photos by: Marisa Gangemi). 6 Spray booths; 7 Work in progress; 10 Workshop (Photos by: Brian Garrett).





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this specialist facility for body repairs, supply of body panels, pre-sales preparation of new cars and spare parts. It was amazing to walk through panel repair area with its state-of-the-art spray booths, hoists, panel repair stations, all in a pristine environment. Parked in this area was a display of prestige cars of the various marques that are under the Zagame banner, directly opposite the work areas, an indication of the expectations that the panel beaters, spray painters etc work under.



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The size of the facility allows hundreds of cars to be parked under cover whilst waiting for pre-sale preparation, or attention in the workshop. The facility is still a work in progress as there are a number of areas that have not been transformed to automotive requirements.



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The visit was an amazing experience for us all, not only were we given a detailed look of what happens at the facility but a fabulous spread of Italian nibbles and great coffee was provided throughout the morning. Between the Fiat and Alfa clubs, we had a very impressive display of classic and new cars outside. We thank Jessica and all the staff from Zagame who provided this opportunity for us. I am sure we all walked away from the morning thinking if we need any panel work done on our precious Fiats and Alfas, this would be the place to go.

Congratulations to all at Zagame for the amazing job they had done developing what must be a world class purpose designed facility, but also in saving an icon that has become a part of modern Melbourne. To drive along the Tullamarine Freeway and to see Zagame emblazoned on the spectacular tower (no longer a rolled up newspaper!!) is very special to all we Italian car fanatics.



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Read all ABARTH it



Lyn Bartold

The Topolino Award

Sick Parade

Phil Buggee has had painful knee surgery recently and is recovering, slow than he would like. he has had to take some time away from work and I notice on , Deb, will see some benefits in his enforced slow down!! We wish him a speedy recovery

Congratulations to Steve Scrofani for his successful year in MSCA in 2016. Steve won Class 4C, 2500- 3499cc in his 124BC with three first and three third placings throughout the year and was presented with his trophy at the Presentation night held in December.

MSCA provides excellent opportunities for members who wish to compete in speed events with seven events throughout the year. A number of Come and Try events are also offered to those who would like to get into Sprints. Go to the MSCA website for information of speak to Paul Freame.

This month our award goes to Neil Williamson who arrived at the Warrandyte meeting place for the start of the X19 Raduno di Kinglake in his 1974 American import X19. Nothing wrong with this except the car had a carsales.com For Sale sign on the back window showing a reduced price of \$17,500. This created a stir amongst the gathered X19 aficionados, firstly because we did not know Neil was planning to sell it and secondly if Neil was expecting to

get that price we had all better rush home and put our cars on the market also. Turns out the Williamsons are selling a car from their collection, a Jaguar, and Neil thought an appropriate place to store the sign was on the X19 - haven't heard if he has been overrun with people wanting to buy it!!





Felice 60th Anniversario Fiat 500

by Lyn Bartold

2017 is certainly a year of milestones achieved with FCCV reaching its 60th year, Autobella turning 20, the 10th running of Harry's Run and the 60th Anniversary of the Fiat 500. The 500 is quintessentially Italian, and as anyone who drives one now will know, the sight of a 500 driving by brings a smile to the lips or a wave and a shout from everyone you pass.

The Fiat 500, known in Italy as the cinquecento, was a "people's car" produced by Fiat company between 1957 and 1975. The 500 is unmistakably Italian and its image is universally linked to Italy

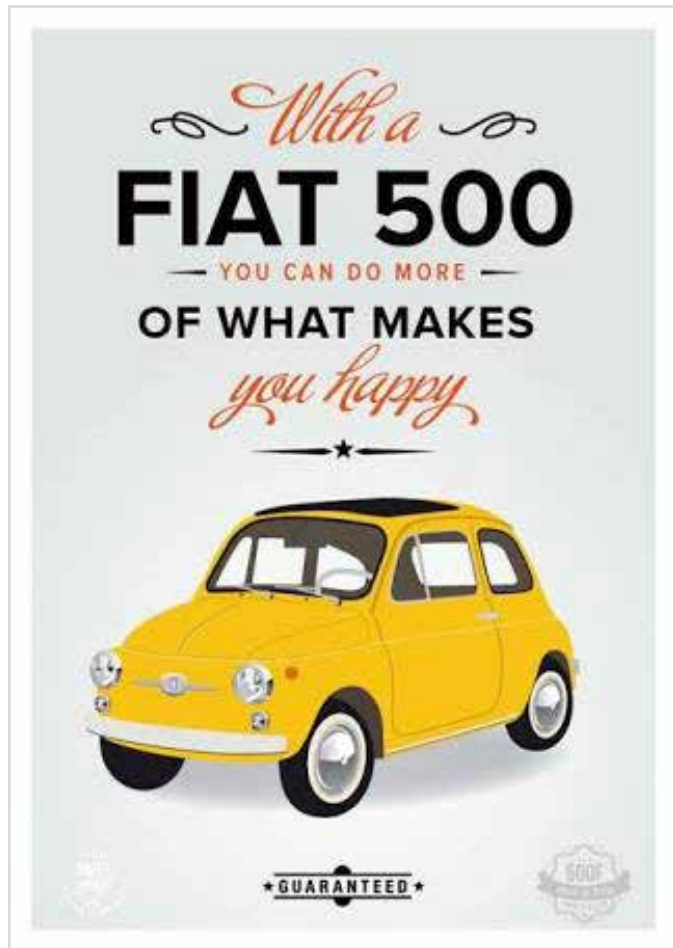
The 500 was designed by Dante Giacosa: the Nuova (new) 500 was a successor to the Fiat 500 Topolino models (Topolino meaning "little mouse") and marketed as a low cost town car. More than four million 500's were produced during its twenty-five year production run. Giacosa, was famed for being one of the greatest designers in Fiat's history who not only dealt with the car design, but also had a big hand in the engineering. A cheap and practical town car, the Nuova 500 was debuted in July 1957 and is considered one of the first city cars and lasted until 1960. Giacosa was extremely motivated to construct a car that packed more into a smaller space and he did this by making the engine mount at the rear side.

The first Fiat 500's were made as an economical means of transportation without

luxury and were designed as two-seaters, with suicide doors and a 479 cc, 13 hp engines, providing a top speed of 85 km/h (53 mph) and a fabric roof that folded entirely back to the rear of the car.

The 'D' replaced the original Nuova in 1960. Similar in appearances to the car it replaced, two differences set the models apart: the engine size and the roof. The D came with an uprated 499 cc engine that produced 17 hp as standard and continued to be used until the end of the L model in 1973. The roof for the D didn't fold back as far as the Nuova, but that earlier roof was available as the 'Transformable' option. The D also came with 'suicide doors'. By this time the 500 had become known as the Fiat Bambina. When the 'suicide' doors were replaced on the 'F' in 1965 there were complaints from the men who could no longer get as good a glimpse of the girls legs as they got in and out!

The 500 was offered as the 'Giardiniera' station wagon variant in addition to the two-door coupe in 1960 until 1975. The wagon



Captions

1 Original 500 1957; 2 FCCV Raduno di 500; 3,4 Mario Di Censo's 500s; 5 Marcus Bartlett's Giardiniera; 6 My Bambina; 7 Bartold Motorkhana 500.

had the standard engine laid on its side, an additional 10 cm wheelbase that made room for a useable rear seat, larger brakes and a full-length sunroof. Called the K or Giardiniera, the estate version of the Fiat 500 is the longest running model. To create a flat loading surface, the engine was laid under the floor of the trunk. The roof stretches all the way to the rear and didn't stop at the driver and front passenger like other models of the time. The K came with 'suicide doors', and unlike other models, it continued to carry these doors into the 1970s.

When production finished, the popularity of La Bambina continued for many years and 500's in all states of repair could be seen on roads in Italy and elsewhere. Even now when you are travelling in Italy you can still see them, occasionally, on the road (usually not the autostrada's though!!) Many also made their way to Australia and when I have been researching our club history it is obvious that they were very popular in the 50's,60's and 70's. There are still many around: we have 37 500,s and 8 Giardiniera's currently in our club and I am sure there are many more out there.

Now, however, they have become too valuable to use as motorkhana specials.

The internet now means that cars all over the world are available, so many more are coming to Australia.

My personal experience with the cinquecento started in the 70's when had a 500 motorkhana car. It began its life as a 500 but after many rebuilds and lots of tweaking it ended up with a 903 850 motor, an empty interior except for the driver's seat and lots of other modifications. We competed in club events and in the Interstate Motorkhanas against lots of other 500's and it was great fun, although not very reliable to start so lots of pushing was necessary by Team Bambino!!

We also owned a road going one in the eighties which was my daily drive with the 2 kids in the back (were there seats belts in the back?!!!!) I guess you could say that once you have owned a 500 there is always a yearning to own one again. That is why in 2015 I 'persuaded' Peter to buy one that we found on ebay and now La Bambina has joined her Big Bad Abarth brother and the circle is complete.

So, felice anniversario to all the cinquecentos out there and may they always be around to remind us of when life was much simpler!!



Fiat Club Memories... the 60s

Compiled by Lyn Bartold from the history researched for the 50th Anniversary and from interviews with some of our long standing club members who joined the club in the 60s

"DEAR FIAT OWNER,

Trusting your vehicle is meeting every demand and giving you motoring at its best, we would like to extend to you the opportunity to become a foundation member of the Fiat Owners Club of Victoria. It is hoped that the Club, to be formed in August, will give Fiat Owners a chance to get together in a body for the furtherance of motoring in general and Fiat motoring in particular.

Here's hoping we'll see you at Devon Motors showrooms on Thursday 5th September at 7.45pm for the inaugural meeting of the club"

And so the story began. Devon Motors Sales Manager, Laurie Craig and a Director, L. Brooksbank, had to find more chairs for the crowd of 40 who arrived. Nominations were called for, a Committee was formed with Perc Delmenico as first President and the Fiat Owners Club was off and running. Dave Plummer and his wife Jean were foundation members and the membership fee was one Guinea a year.

Throughout this, our 60th year, we plan to look back at the way the club evolved by speaking to members from different eras. We have not been able to find any members who were at that first meeting or for the next few years (it is very possible that there are still some around) but we have a number of current members who joined in the early 60s who have shared their memories with us. Val and Graeme Shephard, Richard Carlson, and Barry Ellis, all joined around 1962, 63.

By the early 60s, club membership had risen to around 70, but only about 20 were active members. Wally Ball was President at this time, meetings were now held in the Oakleigh Anglers Club, the name had changed to Fiat Car Club of Victoria, the magazine was now called Fiat Forcaster and a new club badge appeared. Graeme Shephard or 'Shep' as he was always known, was the official 'club artist' (how many clubs have a 'club artist'?) and the badge was his design and has changed very

little since that time.

Navigation Runs were popular and the only requirements were a Broadbents map, ruler, pins, pencil, compass, watch and... a good navigator. Social events were family orientated and well attended. The dominant models of the time were 500s, 600s, 1100s and 1500s. Club members also took part in Hill Climbs at Templestowe, 1/4 Mile Sprints at Fisherman's Bend, Treasure Hunts and a variety of social events. Richard Carlson established his driving ability early on, even if he was driving a Goggomobile and Wal Gillespie was driving a Fiat Abarth, which Richard was later to buy.

1964 saw the first year of the Interstate Challenge, between Vic and NSW (a trial competition was held the previous year) and the Fiat of Italy Cup was contested. FCCV President, Ian Kay, was the prime mover in getting this event off the ground. The first venue was at Wagga and for many years the competition was simply called Wagga. It was always held on dirt and probably the most memorable feature was the dust!! This competition, has been held every year since, in a variety of forms and at a number of venues and is now a National competition with competitors from all over Australia and also New Zealand making the trip each year.

Fiat Italy was very supportive of the clubs and each Easter and Christmas a

big box of goodies arrived from Fiat, including Calendars, key rings, models and other Fiat good which were used as prizes, raffles and events. In 1967, the year of the release of the 124 in its various models, Fiat Motors of Australia and Willy's Motors Melbourne made available 5x 124s for club members to test drive. This involved 20 drivers, covering 1270 miles and the conclusion reached was that the 124 won lots of admirers, both in and out of the club, This has to be a unique series of road tests by private drivers - what confidence Fiat and Willy's Motors placed in club members!

In 1968 the club moved the meeting Venue to Camberwell Town Hall Theatre where it was to stay for many years.

Names that would feature for many years to come began appearing in Fiatmonth - Trevor Nuttall, Mike Daws, Matt Phillip, Keith Ellis Jack Waldron and Kevin Maloney all began their involvement that was to stretch into coming years and, for some, decades.

The 60s was an era of social functions where ladies were asked to bring a plate and the men were asked to bring the ladies. It was also a time for greater formality, with members referred to as Mr, Mrs, Miss and their first initial. Mrs Phillips held a number of Committee positions in the late 60s and early 70s and I cannot tell you her first name - it was just Mrs Phillips.

By the end of the 60's a vibrant club existed and we are fortunate that we have a number of members who date back to the 60s so I have 'interviewed' them to get a better idea of club life at that time.



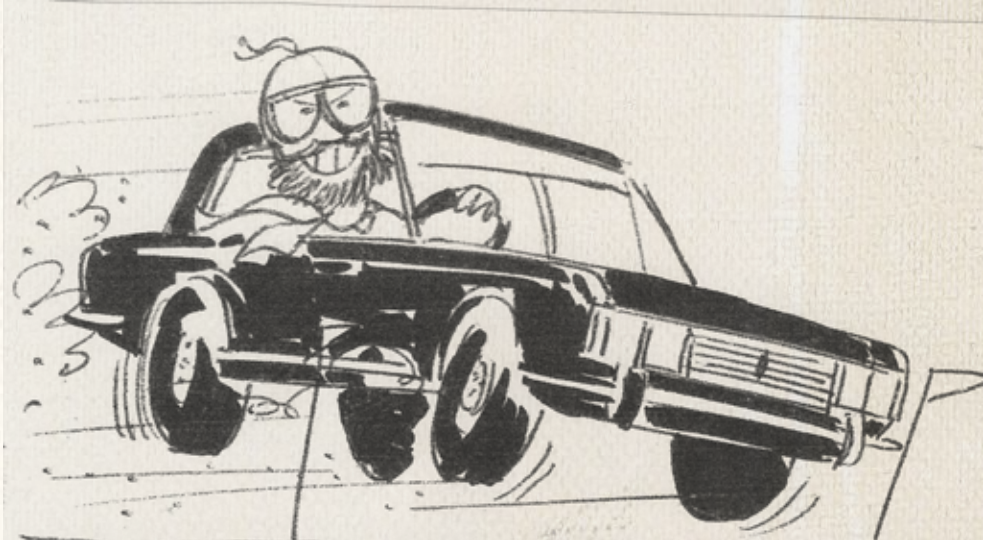
Fire Chief Dick (Goggo) Carlson.

Richard Carlson Life Member No. 4

Richard joined the club in 1963 as the owner of a Goggomobile when the

Goggomobile Club became more interested in socializing than competing and the Fiat Club looked more promising. Richard's first two years in the club were as a Social Member, competing very successfully in the Goggo. So successfully, in fact, he was doing better times than the Fiats and there was a motion to ban Social Members from the club which was rejected at a General Meeting. As a Social Member Richard was not able to compete at the Interstate event for his first two years of membership so he was the fire truck driver. Fellow member of the time, Barry Ellis, told me that after a non-eventful stint in the truck, Richard put the truck through its paces on a slalom event at the end of the motorkhana, to the delight of all present. When Richard "saw the light" and decided to buy the Fiat Abarth in 1966 (the one that Jack Waldron and Vin Gregory have driven so successfully in more recent years) nothing could stop him. He was an expert Motorkhana driver and was known as Tricky Dicky or the Red Baron (due to his red 125 that he moved on to after the Abarth in 1968. Richard was first Outright in the Interstate Fiat of Italy Cup competition an incredible 16 times!

Names that Richard remembers from the 60s, as well as those already mentioned, were Frank Stevens who was Spare Parts Manager at High Crest Motors, then Spencer Motors who had



*OUR WINNER DICK (RED BARON) CARLSON REDID
DID PLENTY OF LOW LEVEL FLYING DURING
THE DAY*



HELEN CARLSON IN THE 850 COUPE

an encyclopaedic of Fiat parts and Joe Scilipoti who was a mechanic at Wal Gillespie's Workshop. Richard went on to own a number of Fiat and Lancia's with an 850 Coupe that his first wife, Helen, drove, and a number of Lancia HPE's and he held a variety of Committee positions in the 60s and 70s. He was made a Life Member in the 70s and has continued his contact with the club, with his wife Clare (whom he met at the Fiat Club) even though he is a Rolls Royce and Mercedes Benz owner at present!!

Barry Ellis Life Member No. 5

Barry Ellis described himself as always being a petrol head as a youngster and his neighbours, John and Robert Hellicar were members of FCCV so Barry went along to a meeting with them and became a member in 1963 as a 17 year old. Barry's early memories of the club were of the Perc Delmenico, Dave Plummer and Ian Kaye and of attending meetings at the Oakleigh Anglers Club, then the

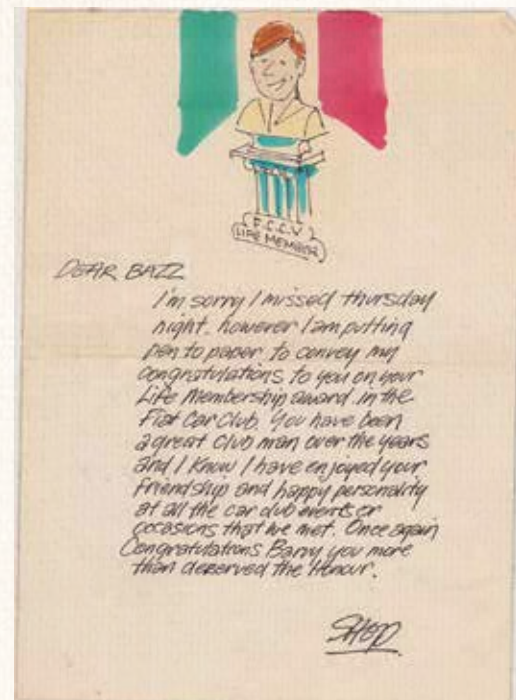
Airforce Club in Queens Rd and, after a suggestion from his mum that to that venue in 1968.

The cars of the day were 500s, 600s, 1100s and 1500s. Barry's first Fiat was a 1100 sedan bought in 1964, then in 1965 he moved up to a Mk2 1500 which he had for 8-9 years, then to a 132S, 5 speed which he had for 17 years and then, in 2006, he bought a Punto 1.3 diesel which he still has today. He says he enjoyed being involved in the events of the day, such as motorkhanas, trails, treasure hunts, hill climbs at Templestowe, and 1/4 mile sprints at Fisherman's Bend. Barry held a number of positions on the Committee throughout the 60's and 70s including Club Captain and, as such, needed to work hard at preparing the team for Wagga each year. It was a cut "throat event" against the NSW team and the

club was careful to not give much away about and potentially expert drivers or "supercars" they were taking to the competition. The trek to Wagga was done in convoy, with the aim of travelling together for support. According to Barry, this was not very successful when you had a "lead foot" like Shep in the group!!

Barry made up a Wagga 1965 Souvenir photo sheet which some of the photos on this page are taken from (unfortunately Barry took the photos so there are none of him - no selfies in those days!!)

Barry has been a active member of the club since he joined and he continues to attend meetings and events and be involved in club life. He was awarded his Life Membership in the mid 70s and this beautiful cartoon note of congratulations sent by Shep is very special to him.



* Fiats as far as the eye can see



Our boys enter the fashion stakes



Ian Kay 1500 at full chat.



WAGGA 1965 SOUVENIER



We'll someone has to carry the banner (Joe Scilipotri)



President Wally Ball goes



Robert Hellican does some flag raising...



VAL AT WAGGA

Val Shephard, wife of Graeme Life Member No. 3

Val and Graeme Shephard (the Shep's) joined the club in 1962, when they bought a Fiat 1500. Shep heard about the Fiat Car Club and was so excited and could not wait to join. He headed off to his first meeting on July 13th, which happened to be Val's birthday so she was not impressed to be left at home with 4 year old Greg and 2 year old Kristine!. The first outing Val, Graeme and the kids went on was a run to Rawson which involved going to the top of the mountain in a motorised trolley that was connected to an Electric Station. Val's early memories were that the club members were so friendly and welcoming and she remembers Ian and Joyce Kay being the only other family, with their 2 children in the back of their 500. In 1968 Graeme updated to a 124 AC which was his pride and joy for many years to come and Val had a 500 and then an 850. Graeme's passion for Fiats led his sister to buy a 124, his father a 128, Vals Dad a 124 and son Greg had an 850 then a 128 Coupe and daughter Kristine an 850 Coupe when they were old enough to drive - some record!!



SHEP, PART OF
TEAM FIAT

Of course Wagga was an important part of memories in the mid 60s, just after the competition had begun. Val describes the event as wonderful fun and exciting and the DUST,DUST,DUST. Shep was no slouch as a driver and in 1968 when Victoria lost by a 0.24% margin, Richard Carlson was 1st Outright, Shep was 2nd and Julie Watts (later Ellis) won the Ladies trophy. Val also tells the story of the secret Fiat Club Shirt that was designed for Wagga and could not be mentioned in Fiatmonth because the NSW club might get one of their own - bit of one-up-manship there!!

Val says that she enjoyed the simplicity of the events in that era - the fun aspect was the most important ingredient of events. She particularly liked the "mad circle" which was a lap dash around the perimeter of the motorkhana ground.

Val has so many happy memories of the club and the wonderful friends they made, some of whom still keep in touch and great times shared with like minded people

When Graeme passed away in December 2014, the number of past and present Fiat Car Club members who attended his funeral is testament to this friendship and also to the enormous influence both Val and Graeme had on the club during this period - Ed



THE 1500 WITH TROPHIES

X19 RADUNO DI KINGLAKE



*By Lyn Bartold
Photos by Peter Bartold, Dom Curulli*

FOLLOWING IN THE FOOTSTEPS of our friends in the X19 Club Italia who hold a Raduno (gatherings or meetings) all around Italia almost every weekend, Peter Bartold decided it was time for our X19's to hold another Raduno. The day chosen was January 29th, and with a predicted temperature in the low 30's the idea was to start early and be home around lunch. Advertised as a Brunch Run, a start in Warrandyte at 8.30am would get us to brunch easily by 10.00am, with plenty of time for coffee and nibbles, before heading home around noon.

The run was offered to X19 drivers and lovers of X19s so a group of nine icsunonoves, a Lancia Integrale, a 124 Spider, an Alfa Spider, and a 500 Diesel set off from Warrandyte Bakery in what was perfect top off weather. Our route took us through Kangaroo Grounds, Christmas Hills, Yarra Glen, Chum Creek, Toolangi, Kinglake to Pheasant Creek and our brunch spot at Flying Tarts Bakery. We were met at the Bakery by Kinglake based member, Rick Scibilia in his Abarth 500 so an excellent size group of X19 and other model cars made up our touring group.

The drive took us on some great X19, and others, roads and Dom Curulli from RevTec Facebook site captured some good footage of the group, driving around... and around the big round-about just outside Yarra Glen!! We managed to get all of the cars in the one area for a photo at the Bakery, by carefully watching for any "foreign" cars to leave and running out to grab the space.

It was a great day, enjoyed by all and a good opportunity to get together some of the many X19s we have in the club. X19 guru, Mark Weinberger, could





Captions

1 Dom Curulli arriving at Flying Tarts Bakery; 2 Another great Raduno di X19; 3,6 The start at Warrandyte Bakery; 4 Enjoying the treats at brunch; 5,7 X19s and others on display.

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not make it down from Sydney for the run but photos were sent to him for posting in the X19 Australia website, so check it out along with the FCCV website.

Thanks to Peter for organising a really enjoyable day and to everyone who came along.

Those attending the Raduno

Lyn and Peter Bartold, Dom Curulli and Tina Fanartzis Jenny and Neil Williamson, Shayne Williams and Helen Harris, Andrew McNab, Robert Toti, Bruce McCann, Ralph Di Censo, George De Prato, Con Kapetanakis, Frank Galiano, Paul Pozzobon, John Flemming, Mark and Lachlan Rae, Rick Scibilia

Above The FCCV group outside the Toyota Plant, Altona;
Below Lunch at the Royal Yacht Club of Victoria, Williamstown.



TOUR OF THE TOYOTA PLANT AT ALTONA

Peter Bartold

Club Member, Frank Caia, who works at Toyota, suggested that club members might like to do a tour of the Altona plant, sooner rather than later as the plant will close in October. As tours are only conducted on Thursday mornings, this would limit who could attend but the maximum 20 places were quickly filled.

The tour began at 9am with everyone fitted in safety gear, consisting of jacket, fluoro vest, hair net and helmet and we were connected to our guide by wireless intercom. The tour began by looking at flat pieces of steel which were placed in and out of presses by robots. The entire body pressing plant was manned mainly by robots. Next stop was the welding area where all panels were welded together create the cars, Camry's, again mostly by robots and then the doors were attached. The bodies then entered the paint shop (we watched this section on video) where painting occurred with 90% done by robots. Back to the Assembly Line where doors are removed and suspension, motor and interior are fitted, all done by Team Members (there are no workers at Toyota). Each job had a time limit

which depended on the number of cars being produced as to the time allocated for each job. The drive train, which had already been run for a few minutes arrived at the Assembly Line, already bolted to the sub-frame and virtually complete and is then bolted to the engine in a few minutes

One interesting aspect of production was the wheel fitting where the Team Member swung the wheel across and a torque wrench with 5 sockets, torqued all the nuts up in seconds. At the end of the line a Team Member got in, started the car and drove away.

We finished the tour in a small workshop where they taught new Team Members to become proficient

in all the skills they would need. When handing back our safety gear and thanking a very pleasant guide, who had found memories of Fiats of years ago and who now owns old Triumphs. As you would expect, no photos could be taken during the tour.

Hopefully members going on the 60th Anniversary Trip will get a chance to tour the Fiat Factory in Torino and will be able to compare technology, although there is an enormous difference in size of the two Assembly Plants

Some of the group finished the day at the Royal Yacht Club of Victoria in Williamstown for lunch, organised by David Judd, so it was a very interesting and relaxed day.





IL Corrispondente e Torinese

by Carlo Agnelli

News from Spain, where the Spanish police have been raiding a factory producing counterfeit Ferraris and Lamborghinis. The fibre glass cars are based on Toyota MR2, Ford Cougar and Peugeot 406. The cars are being sold online for about Euro 41,000. Officers tracked the gang to their workshop in Girona and found 14 cars on the production line. Four Ferraris were ready for sale and all were supplied with fake registration documents. You can order a Ferrari F355 or an F430, underpowered by a 2 litre engine, or perhaps you would like a 360 or a 348 or maybe a Lamborghini. In addition police found a fully equipped cannabis farm which probably helped in the design process!!

Sharing car architecture works for Volkswagon so why not FCA? The new Alfa Romeo's Guilia rear wheel drive and all wheel drive platforms will be shared with fellow Italian brand Maserati and American brands, Jeep, Dodge and maybe Chrysler. CEO, Marchionne, confirmed that the investment in Alfa Romeo has been US\$2.7 billion with a total of US\$6 billion up until 2020 to underwrite up to 8 new models.



A very unusual Ferrari, nicknamed Uovo, will be offered at RM Southerby's at auction at Pebble Beach. The car was created by Giannino Marzotto and was based on a Ferrari 166 with aerodynamic body work. Marzotto, Italian gentleman racer, had the car built for the 1951

Mille Miglia and with him driving, he led the '51 Mille Miglia and Giro di Sicilia before retiring. Victory finally came in the '51 Coppa della Toscana. the car spent many years in California and was also displayed recently at the Museo di Enzo Ferrari in Modena.



NATIONAL FIAT REGISTERS

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>



Tales of Abarth

Story by Pete Vack, in velocetoday.com

Here is an interesting article about Abarth barn finds in the US - wish we had a treasure trove like that here!! Thank you to Peter Vack for giving us permission to use this article. —Ed

IT WAS NOTED, some time ago, that there was a disproportionate number of Fiat-based Abarth cars in the United States, sitting broken or unused in garages, driveways and because most Abarths were small enough to fit, in a large outdoor sheds common to so many backyards. There were, it seemed, ample antique Allemanos tucked away under tarps and willow trees, sitting askance with the ground side of the rear wheels pointed inwards, relieved of the weight of the rear engine. Not an Allemano, but a truly rare 750GT Zagato Spider. Found in New Jersey, as I recall. Others often ran, the old useless 600 engines replaced by the even more numerous 600D variants which oddly enough dispensed of the large side mounted oil filter. Of course by that time, in the mid 1970s, people neither knew nor cared that the original 600 was a specially machined block with a special crankshaft and camshaft, all numbered carefully by the Austrian wizard.

One of our more interesting dealings with an Abarth Allemano was an old SCCA car belonging to Sam Corona, who had campaigned it at Marlboro.



By the early 1980s it was no longer competitive, but one of Sam's mechanics though otherwise. He proceeded to remove the engine, replacing it with a 903cc, and installed wide racing tires and wheels. This necessitated flaring the poor aluminum wheel wells to fit the huge tires. When Sam finally caught on to what was happening, only three fenders had been extended and he call a stop to the project. I lost track of the car but if anyone out there has an Allemano with three flared fenders, or vestiges thereof, well, that's the story.

In other places, the coupe variant, often called the Double Bubble, but more correctly the Abarth 750 GT Zagato Derivazione, could be spotted, easily so, because the roofline was so obvious and unnatural. Like a Volkswagen with a headache, a friend smartly observed. They too, seemed to pop up in strange places, and shared much in common with the open Allemano, including the ever present chassis rust.



Some Abarth Zagatos were saved in strange ways. In 1989, answering a want ad placed in the Washington Post for a restored Abarth 750 GT for \$10,000. In the 1980s, \$10,000 was an unheard of price for an Abarth. And restored? After a fashion, perhaps it seems that the owner, without having any knowledge of other Abarths, spent over 25 years restoring his son's 750 Zagato, thinking that this must be the only one left in the world. Swenson was a retired plastics engineer who put his talents to work on the Abarth. In due course, Swenson recreated the delicate rear bumpers, using plastic filled with foam. He made a new fiberglass hood, installed more comfortable seats from an MG Midget, a molded plastic headliner, and designed a new ventilation system, taking fresh air through the traditional Abarth badge in the nose. Chrome taillight and instrument surrounds were change to black enamel. This was topped off by a two tone paint job, reddish orange body with a silver top. It was, well, different.

A Boy Named Bonnie. Word gets around if one is on the lookout for strange foreign cars, and sure enough, a co-worker mentioned that he had seen a strange, humped roof car some miles outside of Baltimore. With his help, we located the place which was in the woods, and sure enough, there was a black Abarth 750 GT, almost totally original and intact. Alongside, in wet cardboard boxes, were four new Abarth Campagnolo 6 inch racing wheels. In a heartbeat, from out of the dilapidated structure nearby, came a rather large woman. "If you're interested in the car, let me go get Bonnie," she said. Out came Bonnie, about 6 foot five, with a mean look and huge biceps. We decided to be nice and not tease him about being named Bonnie. Turns out that Bonnie was very nice, and wanted only \$800 for the entire package including the wheels. The wheels didn't fit any of his Chevs so he didn't care much about them. I sold the wheels to Mahlon Craft, famed for his portrait as a Cro-Magnon man on the cover of Newsweek painted by his wife Kinoko, (and for his Abarth knowledge as well) and kept the 750GT for parts. Less commonly found, at odds with common sense, were the Abarth Berlinas. For some reason, the Allemanos and Zagatos, both more expensive with special, truly hand built bodies, were more prevalent in the U.S, strange until one realized that in the 1950s, the SCCA had great classes for 750 sports cars but none for small sedans. In fact one of the very few small sedan races in American during the fifties was a short lived series at Lime Rock. But the Allemano and Zagato Abarths were eligible for SCCA's H production classes. The SCCA took their name, the



Sports Car Club of America seriously. This does not rule out the success of Alfred Cosentino, who gained fame and fortune with a 1000 Berlina once the SCCA created a sedan class in the mid sixties.

Cosentino burst onto the scene in the early 1960s, opening up an import center named FAZA (Fiat Abarth Zagato Allemano) in Brewster, NY. From 1965 to 1969, he achieved a number of SCCA wins with a Fiat Abarth 1000 Berlina in the new D Sedan class. His business apparently prospered and he imported everything for Abarths, cars, parts, books, accessories. He was, however, like a flywheel disintegrating at 10,000 rpm—his energy and emotions went everywhere, flying here, there and everywhere, yet totally focused on Abarth. His many books, self-published, demonstrated this amazing but uncontrolled energy. There were no paragraphs, sometimes no chapters, streaming energy advertisements and tech tips, photos and letters from all over the world, Abarth literature galore, and peppered between this explosion of print was his own, unique, embattled and controversial words, which rarely were aligned with any adjacent photography. But the books were full of interesting bits of information, from gear ratio charts to official Abarth photos, parts breakdowns, and rare ads. It was hard to own an Abarth without owning at least several of his books. Many considered Al Cosentino "Mr. Abarth" and he provided people all over the world with Abarth parts and cars. Al loved to talk on the phone. And talk. By the end of the conversation the customer would have forgotten what he was going to order but he had learned a great deal about Al Cosentino. Someday someone will write about Al, for in many respects, Cosentino was Abarth in America. But that will have to be another time and another person.



RACV CLASSIC SHOWCASE— FLEMINGTON

By Lyn Bartold

Although the weather was threatening, and indeed, turned ugly after lunch, we had an excellent turn-up of 11 cars at the display at Flemington Racecourse. The AOMC annual display draws an enormous field of cars from a variety of clubs. It is open to vehicles manufactured in England and Europe and it also incorporates the MG Club (Vic) Concours and the Mercedes Benz Club Annual State Concours.

Although away from the centre of the action, we had pleasant area for our display, under the trees which proved to be useful when the rain came and next to the Lancia's and the 2 Alfa's (Augustine Banko's 6C was displayed with our cars). Interestingly there were no Ferrari's, Lamborghini's or Maserati's to bolster the Italian contingent.

We had a good selection of cars in our display, ranging from the Augustine's 1928 Alfa Romeo 6C, 1500SS Zagato and David Stott's magnificent 1925 501 to the more 'modern' 500F of Luigi Manzo, the 850 coupe of Serafino Sacchetta, 124 AC belonging to Monty Arnhold, the 124 CC of Richard Brewster, the newly restored 124CC of Joe Sammut, Guido Lilio's 124 Spider, Brian Garrett's 130Coupe, the Bartold X19, and Ian Payne's Regatta. Andrew McNab was also in attendance and was busy photographing ours and other cars. There was a lot of interest in the cars in our display and we met a newly signed up member and some potential new members.

Augustine's Alfa Romeo 6C, 1500SS Zagato attracted a lot of attention and admiration for the rarity of the car and the restoration job he has done. He was awarded the trophy for Best Pre-War European Car, following up on his wins in the same class in his Fiat Balilla for the last few years.

Despite the rain which was light in the early part of the day but became more consistent and heavy as we were leaving, it was an excellent day for those of us who attended and for the club. A huge amount of time and effort has gone into the cars in our display and it wonderful that their owners are willing to bring them out no matter that the weather forecast was not good. While chatting to David Stott about this very subject, he said that the cars were meant to be driven and back when they were new, they would have been driven in much worst conditions than just rain - a great attitude which ensures that the rest of us can enjoy these beautiful cars and they are not confined to garages all the time.

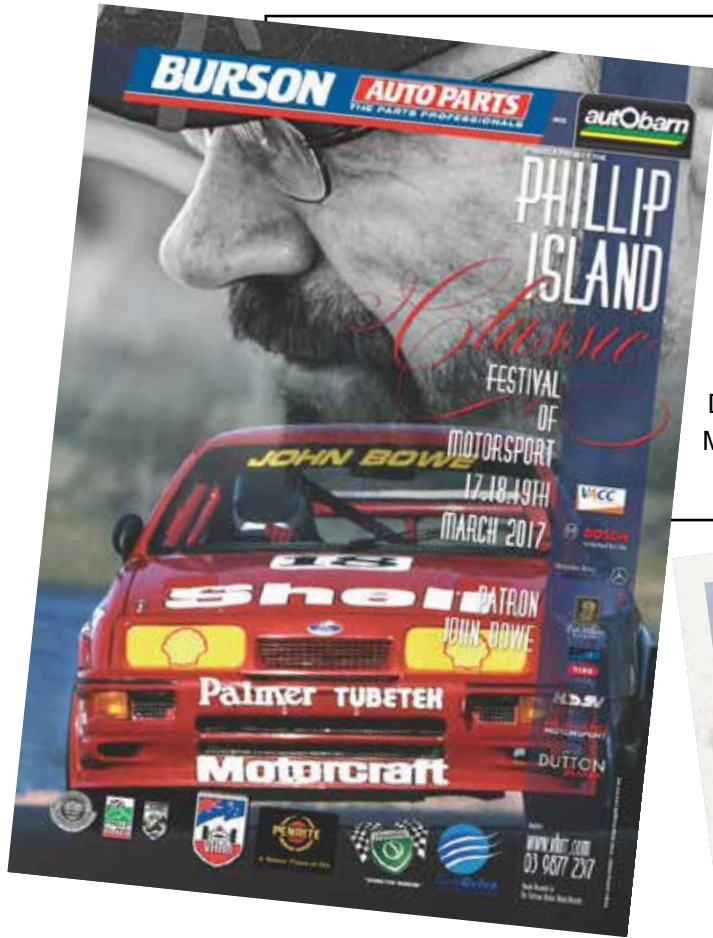
We had designated this as a 60th Anniversary Celebration Event so thank you to those who put their beautifully prepared cars on display.



Captions

1 FCCV Display; 2 Richard Brewster and 124CC; 3 Monty Arnhold's 124AC, Guido Lilio's 124 Spider, Brian Garrett's 130 Coupe; 4 David Stott's 1925 501, Augustine Banko's Alfa Romeo 6C; 5 Guido Lilio's 124 Spider; 6 Joe Sammut's 124CC, Luigi Manzo's 500 F; 7 Brian Garrett's 130Coupe; 8 Serafino Sacchetta's 850C, Bartold X19, Richard Brewster's 124CC, Ian Payne's Regatta, Luigi Manzo's 500F, Joe Sammut's 124CC, Augustine Banko's Alfa Romeo 6C, David Stott's 501; 9 Augustine with trophy.

Coming Events



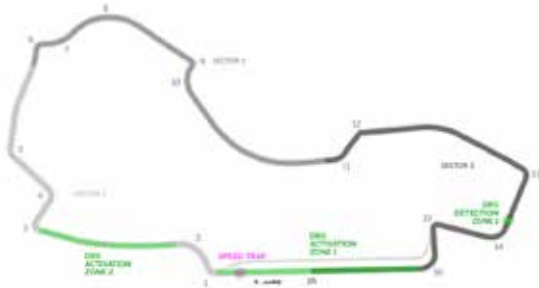
FCCV Display in Shannon's Walk

8am Sunday March 19

Meet at Pelican Cafe, Tooradin, for drive to Phillip Island.

Display Car Entry: Driver — \$10 Weekend Pass; Passengers — \$15 Sat/Sun.

Display car stickers available from Lyn Bartold at March General Meeting, or call 0433 034 721.



Australian F1 Grand Prix

FCCV Display

Thursday 23–Sunday 26

We will have a wonderful range of our classic and new cars on display. So if you are going to the Grand Prix go along to the display area to support our club.



Caffe di sabato

10am, Saturday April 1

Melissa's Cakes, Porter St, Lower Templestowe

Join us to enjoy coffee, a chat and wonderful cakes. No, this is not an April Fool Joke!!



and

Costumi d'epoca @ autobella

See back page for details

Competition Events March–May

March

Fri 10–Sun 12 Fiat Nationals

Goulburn, NSW*

Fri 24–Sun 26 Australian F1 GP

Albert Park

April

Sunday 2 Interclub Hillclimb, Round 3

Rob Roy*

Sunday 2 VMC Round 5

Bryant Park*

Sunday 30 VHC Round 6

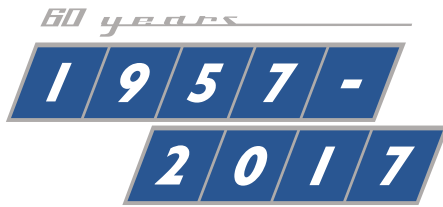
Deca Shepparton*

May

Sunday 21 Interclub Hillclimb, Round 2 (MSCA)

Rob Roy*





60TH ANNIVERSARY ITALIAN TRIP

May 9th–31st

—Lyn

When Peter and I first had the idea of offering a trip to Italy as part of our 60th Anniversary celebrations, we expected to attract a group of perhaps 12 members and the idea was to hire cars or people movers and use a combination of self catering and hotel accomadation. However when the group size reached 38, it was obvious that the original idea was not going to be feasible so we have

found a wonderful Travel Consultant, Carla Baglieri from Travel Managers who is looking after all the logistics and she has booked all the accommodation and coach transfers between cities. The trip still has the flexibility for people to either do the whole trip or only parts of it Around 30 of the group will be there for the whole trip with the rest coming and going at different times.

It is definitely not a guided tour and we still have the flexibility we wanted. The group is looking forward to what will be an extraordinary trip with lots of car related activities but with plenty of other things to experience also. Watch out for news as we go along on the club's Facebook page.

Itinerary with Possible Activities

Agenda	Stay	Description
May 9 Meet in Roma	Roma, 3 nights	Sightseering and Cultural Experiences — Colosseum, Vatican, Forum, Pantheon, Trastevere, etc.
May 12 Coach to Modena	Modena, 4 nights	Ferrari Museum, Maranello Galleria, Panini Collection, Stanguellini Lamborghini, Ducati Museums, Day trip to Firenze, Cooking Class, Balsamic Vinegar Estate visit, City sights, etc.
May 16 Coach to Brescia	Desenzano del Garda, 4 nights	Start of Mille Miglia, Lake Garda, Mille Miglia Museum, Verona, Day trip to Venezia, City Sights, etc.
May 20 Coach to Como	Como, 4 nights	Explore Lago di Como, Day trip to Bergamo, Stage of Giro d'Italia, Day trip to Switzerland, Bike riding, Funiculare, etc.
May 25 Coach to Torino	Torino, 4 nights	Stay in hotel in old Fiat Lingotto factory, Fiat Factory Tour, Centro Storico National Auto Museum, Le Mole- Museum of Cinema, Egyptian Museum.
May 28 Coach to Como, then Milano	Milano, 3 nights	Concorso di Villa D'Este, Alfa Museum, Duomo, Galleria, La Scala, etc.
May 31 Finish of Trip — head for home or elsewhere		

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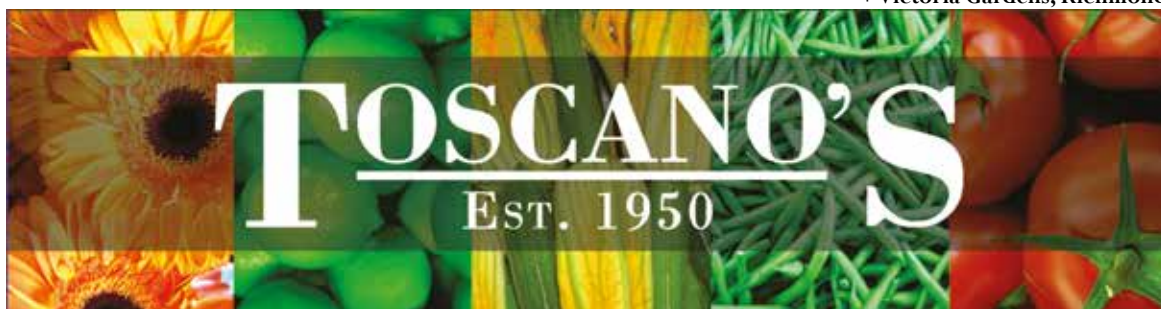
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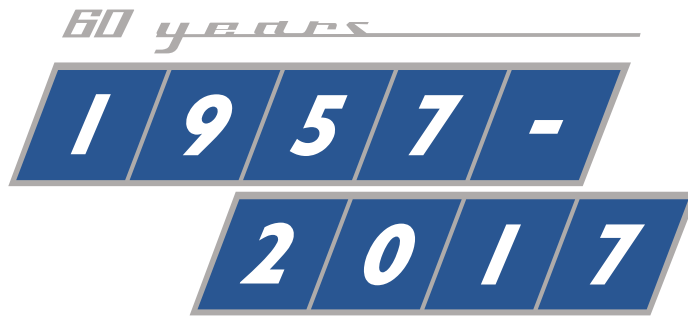
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FIAT month — March 2017



Fiat Car Club of Victoria 60th Anniversary Gala Dinner

Firenze Receptions
134 McBryde St, Fawkner

6.30pm, Saturday 26th August

6 Course Italian meal with wine, beer and soft drinks included

Band, Display of Club memorabilia and photos

As the 60th Anniversary symbol is diamond, our theme is glitter, so add some to your outfit.

Dress: Men — Black tie, Ladies — Formal with a glitter theme

Cost \$75 per person

Tables of 10 or 12, tickets must be pre-booked.
Book a table or individually.

Contact Mario Di Censo, 0419 171 661
Paul Pozzobon, 0418 552 290



Welcome to another new Advertiser, Sportiva, in Brunswick East, for your automotive needs. Frank (Marinelli, our Vice President) and Eric will be advertising with us for the coming year. Anyone who knows Frank's magnificent Fiat Dino Coupe will understand the attention to detail that goes into anything that Frank touches, so call Frank or Eric for a free quote.

Remember if you have a business and would like to advertise in FIATmonth, contact Peter Bartold on 0414 867 280 to discuss size and advertising rates.



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9AM

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* **SHOW AND SHINE VOTES**

* **JUDGED CLASSES FOR OTHER ITALIAN MARQUES**

* **FIAT PARKING SECTION**

* **MERCHANDISE**

* **TRADE DISPLAYS**

* **ITALIAN FOOD**

TIMETABLE FOR THE DAY

9.00AM GATES OPEN TO ENTRANTS AND SPECTATORS

11.00AM JUDGING COMMENCES

1.00PM COSTUMI D'EPOCA FASHION PARADE AND JUDGING

1.30PM COMPLETION OF JUDGING OF CARS

2.00PM ANNOUNCEMENT OF RESULTS AND PRESENTATION OF TROPHIES

PRESENTATION OF CERTIFICATES OF APPRECIATION TO SPONSORS

3.00PM EVENT COMPLETED



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FREE ENTRY ON THE DAY
- JUDGING IN THE FOLLOWING SECTIONS — BEST COSTUME, RUNNER UP, BEST COUPLE, BEST CHILD, UNDER 12

JUDGING AT 1.00PM

- SPONSORED BY BUMP IN COSTUMES