



FIAT Month

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

www.fiatclub.org.au

NOV 2017



— MOTORCLASSICA AND CLUB SANDWICH —
— AROCA 12 HOUR RELAY —
— CARLTON ITALIAN FESTA —



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NOV 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:

Paul Pozzobon's 1981 X19, at Club Sandwich at Motorclassica.

Paul bought the car earlier this year from another member, Richard Abey, who had put it back on the road.

The car has done less than 40,000 km and is original condition, a rare find these days.

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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: January 2018
Deadline: 12 December, 2017



2017-18

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AOMC Delegate

Peter Kerr

Supper Organiser

Paul Pozzobon

Raffle

Simon Crellin

Property Officer

David Judd

**Where no email has been indicated, the committee member can be emailed via secretary@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 Templer
Jon Carroll
Robert Judd
Debra Judd
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Richard Unkles
Ian Payne
David Hughes
Keith Ellis

Alana Freame
Harry Baker*
David Judd
Sebastian Bongiorno



FIAT month — November 2017

*deceased



From the Editor...



Our 60th year continues to be a very busy celebration of our history with a This 60th Anniversary year has certainly been a time to reflect on the past for us but also a chance to acknowledge our club as it is at present. Whilst at Club Sandwich at Motorclassica in October I was thinking about the healthy state our club is in at present and how this should continue in the future. What prompted this line of thinking was when I looked around at the other clubs who had a display that day. The Austin Healey Sprite Drivers Club (of which Peter and I were members in the late 60's), The Morris Minor Club and the Triumph Club were a few that I saw that made me realise that there are many clubs that will not have the opportunity to attract new members due to the continued production of cars of that marque. I am sure clubs like this still have very strong memberships and will continue to get new young members who will fall in love with the cars but the years of production of some

of these marques was limited and the natural attrition over the years will see a decline in numbers of cars. My Bug Eye Sprite is a case in point as my brother took over ownership from me in the early 70's and eventually restored it and got it back on the road only to have it totally destroyed along with his house in the Black Saturday Churchill fires.

I was very proud of the display we assembled, not just because we won the trophy for Best Display on Sunday, but because we were able to include such a breadth of models. In both the Club Sandwich and the Motorclassic main event the models ranged from the 4 Vintage and Veterans of the 1920's and 30's, through the 60's and 70's to the 80's. At other displays, like the Carlton Italian Festa we also have cars in our display that have been produced within the past year. With our membership currently

at around 450 we have members who have been in the club for many years but we are also attracting some younger members, people who have bought a current model car and want to enjoy it with like minded Fiatisti and others who have returned to the fold, either digging out the Fiat that has been in their garage for many years or buying a classic so they can become involved again. Some people argue that the introduction of the Club Permit Scheme is what has led to the significant increase in membership, and this has certainly helped but there are many of us that have Club Permit cars as well as modern Fiats/Abarths. Because of the reduced registration cost there are many members who have more than one club permit cars on the road also.

Whatever it is we must be doing something right as our membership continues to grow and we are attracted greater number of members to events. It was wonderful to see 40 cars, classic and modern, on display at the Carlton Italian Festa. Of course this does not happen by itself - it takes a lots of work by many people, but it is rewarding for this group when we see the enthusiastic participation in our events So keep up the good work - we have still some big events coming up for the remainder of our 60th Anniversary year.

My Pic of the Month

The re-enactment of the first Fiat Owners Club meeting in 1957 was held at our September General Meeting and was an opportunity for we dress-up tragics to pull out some costumi d'epoca!!





Rapporto del presidente



Welcome to the November 2017 FIATmonth.

When Motorclassica and the ALFA 12 Hour Relay has been run for the year we know we are heading towards the end of the Calendar year again and warmer weather.

On the weekend of the 14th and 15th October, unfortunately the above events overlapped this year, however we were strongly represented at both events. We had a team competing at the ALFA 12 Hour Relay at Winton, at the time of writing I don't know their results but see the report elsewhere in FIATmonth. At Motorclassica we had a broad representative group displaying on the Sunday in Club Sandwich and they won the best Club display, many thanks to Lyn Bartold for coordinating the team again and congratulations to all the cars on display. Inside we had four Club members with four cars selected for display. Augustin Banko had his son, Damian's, 1928 Alfa Romeo 6C 1500 SS Zagato displayed, Philip Allen had two cars on display, his magnificent 1972 Lancia Stratos (Stradale) and his newest project, the 1972 FIAT Dino 2400 Spider which was recently completed (the seats were finally fitted at the display). I had my 1974 FIAT Abarth 124 Rally Spider

(Stradale) on display and Angelo Monteleone had his Lancia Beta Zagato in the 110 years of Lancia section. We are pleased to confirm that Phil's 2400 spider won its category (Class E4 Modern Classic). I am hoping to get Phil, the car and the trophy to the November General Meeting.

Coming up we still have many good events this year such as the a Caffè di sabato at the Boulevard, Kew, Geelong Revival Motoring Festival, Alfa Spettacolo, and our Fiat Club Festa with Santa arriving in a 500: dates and details in the calendar section.

The September GM was held on the 14th and included a re-enactment of the inaugural FCCV meeting held at Devon Motors circa 60 years ago. Many members dressed in 50's gear for the meeting, I'm not sure what the other bistro patrons thought of us?

The 2018 Nationals planning is moving along, the three day event will commence on Friday 16th March with the Sprint being held at Winton, we will have scrutineering late on the Thursday at the track. Private sprint practice will be available at Winton on Thursday 15th. The focus then changes to venues in Shepparton with the Motorkhana to

David Judd with his 1974 Abarth 124 Spider



Vale Chris di Fraga

It was with great sadness that we learnt of the death of former motoring journalist, Christopher di Fraga. Chris moved into motoring journalism from general and Canberra parliamentary reporting in 1963 when he joined the Melbourne Herald. After 2 years he moved to The Age to the position of motoring editor where he remained for 27 years. During the 1970's Chris was a regular contributor to The Age owned motoring magazine, Motor Manual, and in the early 2000s he hosted a weekly motoring program on Melbourne's 3AW.

In his years as a motoring journalist Chris was particularly interested in safety and vehicle handling and attended many car maker's safety forums around the world over 40 years. He tested new cars every week from 1965 and attended many new car launches in USA, Europe and Japan. He was a highly respected motoring journalist, although often not popular with the car companies as he always said and wrote what he thought, which was not always complimentary to the brand.

Our club has had association with



Chris since the 80's when he was invited to assist with the judging of our Annual Concourse (the forerunner to Autobella). The event was held at Wattle Park in 1985 and these photos were taken on the day and Chris arrived to the event in his MG. Somehow Peter managed to get a drive around the park, with son Tim in the passenger seat, in the MG.

We were fortunate to have Chris as a guest speaker at one of our General Meetings last year. He told us some very amusing stories of the Italian car launches that he had attended and the antics that his fellow journalists got up to on these trips. Chris came along to one of our Autobella event a couple of years ago and it was always a pleasure to chat to him.



Chris has been remembered in motoring circles for his sincerity, knowledge, compassion, his ability to tell a remarkable story and as a true gentleman.

Thanks to Cath Stahel and Keith Carrol from Rotary Club of Balwyn for allowing use of information and the photograph of Chris from their article in the Rotary Club of Balwyn's Newsletter

be held on Saturday 17th at the Shepparton showgrounds, we are planning social and family events in the region over the weekend between official events. The Show and Shine and Presentation Dinner will also be held in Shepparton on Sunday 18th March.

Please start to plan to attend all or part of the 2018 Nationals, it will be a fantastic Fiat get together with a new location for the majority

of the event. As we will keep stating we need many Victorians to attend, to help organise, to compete, and help us retain the Fiat of Italy Cup!

I would like to thank Jono Crellin for chairing the recent October GM, which clashed with the opening cocktail party for Motorclassica. Jono has received good feedback for his chairmanship.

As the weather has improved and daylight saving gives us longer daylight before the meeting, I invite those who had cars at Motorclassica to park under the portico – please give me a call to reserve your spot (you won't all fit).

See you at the November GM on the 9th November, bistro at 6.30pm and meeting at 8.00pm

Cheers

A handwritten signature in blue ink that appears to read "David".

Philip Allen with the Class Trophy for his 1972 2400 Dino Spider.





CLUB CALENDAR

NOVEMBER 2017–FEBRUARY 2018

NOV

Sat 4

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

Sun 5

MSCA Sprint Winton
FCCV Champs. Contact Paul Freame, 0412 968 451.

Sat 11–Sun 12

Sandown Historics
FCCV display on Sun 12th. Contact Joe Sammut,
0412 221 581.

Sun 19

HAC Interclub Motorkhana Pakenham
FCCV Champs. Contact Paul Freame, 0412 968 451.

Fri 24–Sun 26

Geelong Revival Motoring Festival
Weekend away and FCCV Display on Sat 25th.
Contact Lyn Bartold, 0433 034 721.

Wed 29–Sat 2 Dec

Targa Florio
With pre-1976 cars and Ferraris.

DEC

Sat 2

Club Fiat Festa
La Barraca, at rear of Veneto
Club. Contact Mario Di Censo,
0419 171 661, or Paul Pozzobon,
0418 552 290.

DEC

Sun 3

AROCA Spettacolo
Wesley College, Prahran.

Thurs 7

General Meeting and
Celebration Nuts Bolts Trivia
Night
with pizza supper supplied by the
Club.

Sat 9

MSCA Come and Try, Phillip Island
FCCV Champs Points

JAN

Sun 7

Beach Run/Picnic
Mario's Beach House, Rye. Contact
Mario Di Censo, 0419 171 661.

FEB

TBC

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

Sun 11

Mirboo North Italian Festa
Mirboo North

Sun 25

Big Tomato Day
Bartold's Wonga Park. 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, 9th November 2017
- Thursday, 7th December 2017
- Thursday, 11th January 2018
- Thursday, 8th February 2018



Membership News

Robert Judd, Membership and Club Permit Secretary

Since the last magazine we have continued to renew and sign up new members and our membership is now 459 which includes the 14 new members below.

Welcome to the following new members

Kevin Anglin: Fiat 850 Sport
Benjamin Beaumont and family: Fiat X1/9
Inez Clement: Fiat X1/9
Fikret Sargin: Ford Mustang
Adrian Martino: Holden Commodore
Bruce and Nicholas Rodda: Bruce is a returning member from the past with a Ritmo Sport
Michael Lavery: Fiat X1/9
Brian and Helen Di Costa: Fiat X1/9
Neville Duckett: Modern 500 Abarth

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

Featured New Member

Introducing Steve Griffin

"I first owned a Fiat X1/9 back in the early 1980's. It was a bronze coloured Series 1, the one with the small bumpers and ladder stripes on the sides. It was my second car and I loved driving it, regularly thrashing the wonderful 1300 four pot screamer motor. Fast forward some decades and I now have another. This is late model Bertone, 1500 EFI 5 speed...still heaps of fun to drive. "



CLUB PERMIT UPDATE

In the last month I have completed the audit of our permit records against those of Vicroads and they have shown up a number of issues.

Firstly, people are not informing me if they sell their car. It would assist if you could advise me when you do sell to help keep our records accurate.

Secondly, a number of people have forgotten to renew their permits, including some whose permits have passed the 90 day limit.

Thirdly, and most concerning, is that we have had 10+ cars where the permits were paid but

Vicroads failed to process the renewal, so in their system these cars were expired. This is entirely Vicroads fault, but leaves anyone involved in a situation where they will not receive a renewal unless this is found and corrected. I'm still waiting on replies from 4 members about their permits, but will write to Vicroads once I have a complete position, asking how they might prevent this in the future.

Our club seems to have suffered an error rate above 2.5% and I would expect this is typical across all clubs, making this a major issue for Vicroads.

| 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 |



Vita Sociale



Lyn Bartold

Windchimes Cafe

East Doncaster, September

We had another excellent turn up at our September coffee morning, at a new cafe for us. Because parking was a bit difficult, it was hard to get many of the Fiats together for some photos but they have plenty of the happy coffee drinkers inside. This cafe gave us some vouchers to use as prizes for the Gala Dinner so they were keen to have our group come along and to taste their wares. Well done to Mario and Paul for finding yet another cafe that was willing to cater for a group of around 40 on a busy Saturday morning.



Fiat Club or Tony Club??

Tony San Fillipo, Tony Romeo, Tony Cavalieri, Toni Romeo



Beasley's Tea House Cafe

Warrandyte, October

Beasley's was an excellent choice for our coffee morning on a beautiful spring morning. The Tea House is surrounded by Beasley's Nursery so the sight of the beautiful spring blossoms and the smell of their delicate scents created a wonderful setting. Once again a crowd of around 40 turned up to enjoy excellent coffee and snacks and to pass a pleasant morning chatting. This cafe was another new one for the group and the huge car park and spacious cafe will, I am sure, bring us back again.





Competition Report

Paul Freame, Competition Secretary

Past events

Saturday 23rd September, MSCA Sprint at Philip Island

There were three FCCV members competing. Lachlan Rae had the X19 wound up, just after a quick trip to Lakeside Queensland, for the Festival of Italian Motoring. Peter Bartold was in his X19 also, and was a close second in class. Ray Osterberg had the Lancia on track, the only one in the Classic 3C class. (Club member Ian Maud was also competing as a member of the Gippsland Car Club in his MR2 Ed) We had a FCCV car display and some touring laps at the lunch break, which by all reports was enjoyed by the participants.

Friday 29th September Practise Motorkhana (the pre

AFL Grand Final public holiday) there was an opportunity for twenty of us to have a Fiat Nationals Motorkhana Practice at Metec, in North Bayswater. We practiced each of the six tests, but ran out of time (to beat the bad weather) to have two runs at the last two tests. We had two first timers, father and son, Bruce and Nicholas Rodda. With minimal instruction, they were setting competitive times in the Freame Dynamic Punto. Nick, as a junior and too young for a Learners permit, got to grips with driving a manual very well (maybe video games has helped with getting full throttle). There are no published results, although those that practiced have seen the time sheets, and no doubt have done the math to see if they were the fastest in their car.

Sunday 1st October Interclub Hillclimb at RobRoy This event saw the competitive unveiling of Frank Spinosa's

X19. First time to hillclimbing and learning his car, he was able to keep Peter Bartold honest in his Abarth 500 but was pipped at the end

13–15th October, Alfa 12hr Regularity at Winton

We had 5x FCCV drivers competing :- Phil Buggee (131), Shayne Williams (X19), Naum Johns (X19), Jack Waldron (Sigma), Stuart Hocking (124) and Martin Gallard (NSW) with his new 127 racecar, representing our club team with Bill Freame as Team Manager. The event kicked off with documentation and scrutineering on Friday, with over 200 cars to be checked over by Phil, Shayne and the scrutineering team. Saturday started with qualifying, to set the drivers nominated time. With new cars, new drivers and car upgrades since last year, all drivers set a realistic achievable lap time, realising that there are 40 other cars on track at the same time, so needed to compensate for lots of traffic. At 1pm the 12hrs kicked off with the first 5hrs, until the red flag is thrown at 6pm, with the restart on Sunday morning at 9am for the final 7hrs with the chequered flag falling at 4pm. Several helpers, Rob Judd, Peter Bartold and Frank Spinosa came up on Saturday to help with pit wall timing and getting drivers and cars ready for their stints. Sunday helpers were myself, Vin Gregory and Peter Kerr. Thanks also to all those that came to spectate.

The team placed 20th overall, with 351 laps completed, including bonuses, of the 768 goal laps.

We shared a pit garage with the NSW Fiat team, who had several car issues, and placed 25th.

Left Lachlan Rae's Prototipo and Peter Bartold's X19 Racer;

Right Peter Bartold, Frank Spinosa, Paul Pozzobon and Andy Black Photo by John Black



Future Past events

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

Sunday 5th November MSCA Sprint at Winton (Melbourne Cup long weekend.) This is an excellent opportunity to test that upgrade or get your eye back in, as preparation for the Fiat Nationals in 2018.

Club Championship 2017

The Club Championship has only 2 more events left and a Come and Try at the time of writing this. There has been a large shuffle of rankings, with more competitors hitting the track.

Standings, as of October 16

| Rank | Competitor | Car | Points |
|------|----------------|-------------------|--------|
| 1 | Paul Freame | Punto, Rail | 94 |
| 2 | Peter Bartold | X19, 500 Abarth | 85 |
| 3 | Frank Spinosa | Punto / X19 | 71 |
| 3 | Lachlan Rae | X19 | 71 |
| 5 | Phil Buggee | Punto / 131 | 60 |
| 6 | Ray Osterberg | Lancia Beta Coupe | 57 |
| 7 | Bill Freame | Punto, Rail | 55 |
| 8 | Ian Maud | X19, Toyota MR2 | 49 |
| 9 | Steve Schmidt | 124 AC | 48 |
| 10 | Ruth Freame | Punto | 45 |
| 11 | Stuart Hocking | 124 BC | 43 |
| 12 | Gary Spencer | X19 | 36 |

Upcoming events

Sunday 19th November, Huntingdale Auto Club Interclub Motorkhana Challenge Pakenham Autoclub grounds on grass, McGregor Rd Pakenham. Entries will be open by the time FIATmonth is printed, with forms and supp regs available from the VMC facebook page.

Saturday 9th December, MSCA Come and Try Event at Philip Island This is an excellent program to provide you with instruction on driving technique, racing lines and etiquette when competing at a sprint meeting. This is always over-subscribed so enter now to avoid disappointment. Experience drivers to be instructors is also required. Contact Mark Rae via the MSCA to register your interest.

December 7–10, Formula SAE, Calder Park Raceway Volunteers required. This is a great chance to see new ideas and technologies from 750+ University students from all over Australia. More info on the SAE website: www.saea.com.au/formula-sae-a

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



Practice Motokhana – September 30th METEC:

1 Deb Judd in the 131; 2 Nick Rodda, Freame Punto
3 Paul Freame, Rail; 4 Team Italia, 126; 5 Briefing by Bill Freame. (Photos by Marisa Gangemi.)



AROCA 12 Hour Relay



*by Bill Freame, FCCV Team Manager
photos by Marisa Gangemi and Peter Bartold*

Phil Buggee in 131 on track in 12 Hour Relay

ONCE AGAIN we fielded a FCCV team in this the latest AROCA 12 Hour Relay event. As final packing and preparations were being done on the night of the October General Meeting, most of those involved with the team were unable to attend the meeting.

We had two newly prepared (built) cars in the team, Jack Waldron and Vin Gregory (and others) have built a Mitsubishi Sigma as a replacement Targa car, as the Abarth has been retired. The 12 hour would be a very good shakedown in preparation for Targa High Country in November, hoping that all would go well for the new car. Final trims were still being added as it was loaded on the trailer - very tight timing! Painted silver and black, timing it was difficult with the shape so similar to several other

cars. The late addition of two yellow stickers, one each side solved that problem for our timers.

A new and welcome addition to our team was Marty Gallard from FCCNSW, now an honorary FCCV Mexican, like the rest of the team. Marty has just finished building a fantastic 127 that is quite lightweight, almost to the extreme. The guards have big flares to cover the wide slicks it runs on and there's a huge DCOE Weber feeding it. Painted dark grey and all the Perspex windows riveted in place, I was worried that Marty, in his black driving suit might feel the heat during any long sessions. As it turned out, Marty was fine despite the warm days. Whilst the slowest car in our team, it was not by very much and was proven on several occasions to be capable of lapping quicker than

his nominated time, by breaking out a few times.

Stuart Hocking was encouraged to enter his Turbo 124 coupe. It is dark blue and also quick! Timing it was helped by adding yellow stickers on the flanks. This was the quickest of our team cars and Stuart did the most laps, just a few more than Jack.

The remainder of the team were the X1-9's of Shayne Williams and Naum Johns, with Phil Buggee also using this event as a shake down of the yellow 131 for Targa High Country. With myself as the Team Manager, the event would begin with just the seven of us representing FCCV. Others were expected to come and help during the weekend, but we were there at the beginning, through to the end.



Captions

1 Stuart Hocking – Turbo 124CC;
2 Shayne Williams – X19; 3 Naum
Johns – X19; 4 Jack Waldron-
Mitsubishi Sigma; 5 Marty Gallard
– 127 (Honorary FCCV member);
6 Phil Buggee, FCCV dicing with
Paul Panna FCCNSW



Unable to access the 12 hour garages until Friday afternoon, Jack had entered into the Friday practice sessions to settle in the tyres, bed brakes and check out the handling. After transferring all our spares and pit equipment into garage #6, Phil, Shayne and myself began the daunting task of scrutineering all the cars. We were part of a team of scrutineers, checking 191 cars between 2 and 5:30pm. All teams are requested to provide a volunteer, to help on the event. Scrutiny is our voluntary help to the event.

Practice and qualifying is between 9 and noon on Saturday, with a lead (1st) driver nominated time in before noon. The remaining nominated lap times need to be in by 12:15pm and cannot be changed unless it rains on Sunday. Nominated times are an educated guess, at best, after much soul searching.

Phil was our first driver, starting at 1pm, the field arranged according to nominated times. My intention was that each driver would do about 50 minutes on Saturday, for the five hours before the overnight stop. Stuart followed on from Phil, then Marty, Jack and Naum. Regretfully Naum had a car problem

“ Others were expected to come and help during the weekend, but we [seven] were there at the beginning, through to the end. ”

and stopped out on track. I hastily acquired a replacement sash for the car and Shayne continued on until he had fading brakes, swapping over to Stuart to finish the day. Meanwhile Naum had returned in the X1-9 and inspection confirmed the issue was terminal for this event. The cars were serviced before we headed off for an evening meal.

On Sunday, the event resumed at 9am, with Phil again being our start driver. Number one starting position along pit lane was the rapid Fiat 500 from the FCCNSW team we were sharing the pits with. That probably means they were the overnight leaders, but not for long on Sunday. We started from a spot closer to the other end. Shayne followed on, then Jack, Stuart and



Marty. Not long into his stint he was black flagged for loose bonnet. Wrong! The bonnet was flexing but firmly affixed. Phil had replaced Marty for a session, then when Phil finally started suffering fuel starvation we put Marty back out to continue his interrupted session. Marty did a full 60 minutes, followed by Shayne, Stuart and Jack each doing 30 minutes, Jack seeing the chequered flag. 12 hours done and dusted.

It was a fun event and we finished 20th out of 40 starters. FCCNSW finished 25th with half their cars retired. We had a few issues but always things we could have done better, with fewer break-outs, but we do it for fun!

Harry's Run

Lyn Bartold

Photos by Peter Bartold

As this year is the 10th Anniversary Harry's Run is an annual event that is held in memory of Life Member, Harry Baker, who passed away 10 years ago. Harry was a larger than life character who, with his wife Jenny, attended most club events, especially runs. The club felt that an appropriate way to remember Harry would be to hold a run each year to relive the fun we always had when he was around.

Once again this year's run was organised again by Richard and Elsa Unkles and Ian Payne, and as always Harry's wife, Jenny was with us. The start was at Victoria University car park in Footscray and a variety of cars arrived for the run where tulip charts were distributed to get ourselves to the first stop at the B-24 Liberator Memorial Museum in Werribee for morning tea. The museum is in an original WW2 aircraft hangar and the restoration process has been many years in the making. It began from an idea by a group of ex-RAAF members in the 1980's, who decided that there were no Liberator bombers left in the

Southern Hemisphere and that they should source the parts from overseas and build one. It was looking like the fuselage would have to be found overseas until, amazingly, one was discovered in Gippsland that was being used as a dwelling. Eventually it was acquired and moved to Werribee and the project began and it is still a work in progress, with 25 volunteers with work sessions held Tuesdays and Thursdays each week.

A wonderful morning tea was provided for us and we had the opportunity to hear about the project and its progress, to look at all the intricate work that has been done and to crawl over various parts of the plane. FCCV member, Domenic Tatangelo, is one of the volunteers so he was able to arrange to have the motor started for

us. It was a very interesting visit, with lots more to see as well as the planes. There were lots of photos, static displays and some uniforms from the era as well as a replica cockpit where you could pretend you were flying the plane.

We headed off for lunch at the Telegraph Hotel in Gisbourne along a route that took us through Bacchus Marsh. The roads were excellent and well suited to the wide range of vehicles we had in our convoy:- from Rob Poynter's 1925 501 to Damon's new Alfa Giulia and everything in between, both Fiat and non Fiat. Lunch was typical country pub fare with very generous helpings and a good variety of dishes to choose from. It was a pleasant afternoon with lots of chat. It is the tradition that we hold a raffle at lunch, with the proceeds going to the charity chosen





by the Baker Family, which was FSHD Muscular Dystrophy Foundation. We add the proceeds of the raffle at the next General Meeting to this amount and this year we sent a donation of \$350 to FSHD - an excellent effort.

The other way in which we remember Harry each year is by the presentation of the Harry and Jenny Baker Award for service to the club. This includes participation in a range of events over

the year, volunteer work and general promotion of the club. Some years we make the award to an individual, sometimes it is to a couple and this year it was a joint award to Mario Di Censo and Paul Pozzobon for their wonderful efforts in organising a range of FCCV events, such as the Fiat Club Festa held in December and the 60th Anniversary Gala Dinner in August. Mario and Paul put a great deal of effort and time into the club and have been instrumental in getting club members involved and enthusiastic about what is on offer. The announcement of the award was made at the October General Meeting and Jenny Baker presented the

Perpetual Trophy and the individual trophies to Mario and Paul.

It was another great Harry's Run with 45 participants and a fun day for all involved. Thanks to Richard, Elsa and Ian for organising the day.

Captions

1 Liberator B-24 Restoration Museum; 2,3 Cars at the Museum; 4 Jenny Baker and Lyn Bartold in the "play cockpit"; 5 Start Up of the engine; 6 On the road to lunch; 7 Lunch at Gisbourne; 8 Jenny Baker presents the Award to Mario Di Censo and Paul Pozzobon.





Motorclassica 2017

Lyn Bartold

Photos by Peter Bartold, David Judd, Joe Sammut, Angelo Monteleone

This year's Motorclassica event was another outstanding event with a magnificent range of cars on display inside the Exhibition Buildings. Motorclassica is described as Australasia's premier event for vintage, classic and exotic motoring enthusiasts and is the host to the Australian International Concours d'Elegance. Whereas last year the weather over the weekend was extremely cold and wet, this year was fine and mild with beautiful sunshine on both days, making the Club Sandwich display, outside on the Museum Plaza, much more enjoyable

for those displaying their cars and for the spectators.

Paul Mathers, chief organiser of the events and a recent FCCV member with his 124 Abarth Spider, announced that more than 20,000 people had visited the show this year, making it their best ever. There was plenty for the Italian marque enthusiasts with a celebration of 110 years of Lancia, 70 years of Ferrari and 90 years of Moto Guzzi. There was also a wonderful display of Holdens, from the old to the new and a number of concept cars, that even we lovers of Italian

cars had to appreciate and feel some nostalgia for.

Four FCCV members had cars on display this year :- President David Judd had his 1975 original 124 Abarth Spider, Philip Allen's newly restored Fiat Dino Spider drew a lot of attention and it won the Trophy in Class E4 Modern Classics and he also had the yellow Lancia Stratos in the Lancia display. The Banko's magnificent Alfa 6C Zagato was on display and Angelo Monteleone had his Lancia Beta Zagato, so an excellent representation for the Fiat Club.

Thanks to all the club members who contributed the beautiful photos on these pages

Captions

1 Motorclassica, inside the Exhibition Buildings, The Banko Ballila 508S in forefront;
 2 Philip Allen's Dino and David Judds 124 Abarth Spider; 3 Angelo Monteleone's Lancia Delta Zagato; 4 The Holden display;
 5 The Banko Alfa 6C Zagato; 6 Magnificent cars on display. 7 Joe Sammut at Ferrari display; 8 70 years of Ferrari.



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MOTORCLASSICA — CLUB SANDWICH



The other opportunity for Fiat Club Members to display cars at Motorclassica is at Club Sandwich in the Museum Plaza area, adjacent to the Exhibition Buildings. This display is sponsored by Lorbek Luxury Cars so not only did we share the Plaza with other car clubs but also with fabulous Ferrari's, Lamborghinis, Porches etc. Car clubs can apply to have a display on Friday, Saturday or Sunday and this year our display was on Sunday so we had plenty of sunshine and no breeze: perfect conditions. We were allowed to have 12 cars in our display area so the following members and their cars made up our display.

Sandro Cesario — 1970 500 Abarth Replica

Robert Poynter — 1923 501C

Markus Bartlett — 1963 500 Giardiniera

Luigi Manzo — 1969 500F

Richard Brewster — 1975 124CC

Mario Di Censo — 1969 500F

Mike Whitford — 1971 Dino Coupe

Daniel Banko — 1936 Ballila 508S

Joseph Sammut — 1979 124 Spider





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Paul Pozzobon — 1981 X19
 Peter and Lyn Bartold — 1967 Fiat Vignale 124
 Richard Unkles — 1924 501 Taxi

Our display covered a range of eras and all cars had enormous audience appeal so our area was always full of keen spectators. We were fortunate that the official who placed us in our allocated area did so with some thought and the resulting display was well organised and interesting. We even had enough room for the club shelter, the banner, flags and an information table. It was a busy day with lots of enquiries about the club, distribution of Membership forms and collection of forms from newly signed up members, so a successful day for the club. Many members who were visiting Motorclassica dropped by for a chat and to be part of the display. The day was topped off with the announcement that we had been selected as the best display on the Sunday and the presentation of the trophy on the main stage in the Exhibition Buildings.

Thank you to all those who displayed their cars and club members and friends who came to support us, for making it such a successful day for the Fiat Car Club Victoria.



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Captions

1 Rob Poynter's 501C, Richard Unkles 501 Taxi; 2 Lyn Bartold proudly accepts the Best display trophy on behalf of FCCV; 3 The 500 contingent: Luigi Manzo's 500F, Mario Di Censo's 500F, Sandro Cesario's 500 Abarth Replica, Marcus Bartlett's 500 Giardiniera; 4 Club Sandwich Best Display, Paul Pozzobon's X19; 5 Joe Sammut's 124 Spider, Richard Brewster's 124CC; 6 Mike Whitford's Dino Coupe; 7 Peter and Lyn Bartold's Fiat Vignale 124, Paul Pozzobon's X19.



Carlton Italian Festa

Lyn Bartold

Photos by Peter Bartold, Paul Pozzobon, Joe Sammut

FCCV had a huge presence at this year's Carlton Italian Festa in Piazza Italiano, Argyle Place. To celebrate the 60th Anniversary of the Fiat 500 we were offered a site on a closed off section of Lygon St, right in front of the Piazza. We comfortably fitted the 18 x 500's that we had on display and our club tent, banner and flags.

In addition to this area we had a section of Argyle Place North, along the side of the Piazza, where our other Fiats were displayed, with more than 20 cars and a variety of models present. Both displays created a lot of interest, as you would expect at this Festa. As usual at the Festa, there were lots of fabulous food stalls, display, activities to watch and get involved in and constant entertainment from the sound stage. Comedian Joe Avati performed, there was some great music and singing and the show was

hosted by James Liotta. I particularly like the performance of the pizza dough twirling "chefs" to some very funky music with the dough being tossed into the audience once it developed a hole and a new one started!!

In the mixed Fiat display we had 124's both Spiders and Coupe, X19's, 130 Coupe and many modern 500's as well as some new Abarth 124 Spiders. It was good to see a mix of modern and classic, demonstrating the variety of cars we have in the club. Joe Sammut organised this section of our display and did an excellent job in trying to get the cars grouped in models (not an easy job when cars arrive at all times of the morning).

The poster of the Festa featured a badge commemorating the 500's birthday and there was a huge amount of interest in the cars in our display. We had 3 Giardinieras,

some Abarths, an Autobianchi and a variety of 500 models, ranging for 1958 to 1970 in age. Rob Judd co-ordinated this display and he put a lot of effort into getting, what would have to be the biggest collection of 500's together for the club in recent years.

The used the club tent as our FCCV promotion centre, we gave away many FIAT months and membership forms, answered lots of questions and put up with the constant selfies being taken!! We chatted to interested people and collected a few new memberships on the spot so a very successful day for our club



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Thanks to everyone who helped to put this display together and presenting FCCV in such a positive way, to members who brought their cars along to display them and to other club members who came along to support the club.

Captions

1 18 x 500s on display; 2 Damien Cesario — portrait by Peter Bartold! 3 Even the back view of the 500s is cute; 4 Classic Fiat models; 5 X19s at the Festa; 6 New 500s; 7 FCCV headquarters at the Festa; 8 500s — all varieties were present; 9 Lots of interest in what we do/Interview with Il Globo; 10 124 Spiders, old and new.



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FCCV 60TH ANNIVERSARY ITALIA TRIP 2017

MUSEO DELLA AUTO DELLA POLIZIA DI STATO

by Lyn Bartold and Peter Bartold

Whilst researching for the FCCV 60th Anniversary Trip, Peter came across an interesting sounding museum in Roma — the Museum of Police Vehicles. As it did not fit into the packed schedule of the trip a few of the group, Lesley and Roger Langdon, Tony Romeo and Peter and I, who were not doing the walking tour of Ancient Rome, headed out to this museum which was hidden away in the back street of a suburb of Roma. The Museo proved to be a hidden gem and between our fluent Italian speaker, Tony, and Saverio, the extremely helpful man at the front desk (who only spoke Italian) we got the interesting history of the place.

The Museo is a gathering of a century of cars that once were on duty for the Polizia di Stato, the State Police. It is run mostly by volunteers and it hosts many primary



school excursions (there was a group of very young school kids there whilst we were and they were obviously enjoying the experience).





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Captions

1 Police vehicles 1948; 2 Lesley Langdon joins the highway patrol; 3 Lyn Bartold trying the Lamborghini for size; 4 50s Topolino Belvedere; 5 Fiat 500; 6 Lamborghini Blood and organ transfer vehicle; 7 Saverio with Peter Bartold and Roger Langdon; 8 Unrestored Fiat Police Car.

The oldest car that has never been restored belonged to the Questura di Firenze and the museum has decided to display it in its barn-find state.

The display is extremely well presented and is divided into decades and also includes police bikes and other interesting vehicles. The cars are regularly lent out for displays and special events and we saw some of them at Brescia at Mille Miglia. Unfortunately one of the most important cars of the display was out on loan so we missed seeing the Ferrari 250 GTE 2+2 that had been driven until 1973 by a policeman named Maresciallo Armando Spatafora. We were told that he had been approached by Enzo Ferrari to join his race team but he refused as he loved being a poliziotto (policeman). He is famous for chasing some Mafia crooks down the Spanish Steps in the Ferrari!!

A car that really caught our eye was the Lamborghini Gallardo which we assumed was used for high speed chases but instead it was used as a blood and organ transport vehicle. We were told that one trip from Rome to Abruzzo (90 kilometres) took only 20mins, averaging 200kms per hour — I bet there was a waiting list to get that job!!

Saverio allowed us to sit in the Lamborghini and on the police motor bike for a photo shoot so we all enjoyed our morning in the Museo. There are some interesting posts about the Museo online (www.curbsideclassic.com > blog > museo if you are interested) and those of us who visited it would highly recommend it if you are in Roma.



The News Stand

RICHARD UNKLES

First a thank you to Kevin Lemm for the article on the OM cars last issue. Having driven a 6 cyl OM Superba I can understand why they won the first Mille Miglia. Nicely balanced, adequate power and steers better than any vintage car I have driven.

Rob and Marisha Poynter have decided to buy Peter Rumpf's Garret bodied 501 tourer that was advertised recently within the club. This has accelerated the building of the 3 car garage and workshop at the Poynters. To quote Marisha, "About time" or words to that effect. This will ensure that there are now a couple of seats for the grandchildren. The car is virtually identical to David Stott's Garrett bodied tourer, right down to colour. Robert Sales has been helpful with the provision of a good camshaft for David Stott's 501. A short exercise to fit new clutch pins to improve the grabbing of the clutch plates grew somewhat. One thing has lead to another and two lobes on the existing camshaft were found to be through the case hardening. Also the modification by Repco, years ago, to the valve collet retaining system was also about to fail. Augustine Banko has provided some decent steel to solve the problem.

Vale Jeff Jones

Tony Cicchiello has kindly advised of the passing of his friend and 519 mentor, and the helpful friend of many, Jeff Jones in Brisbane. Known as a world authority on the Fiat Tipo 519 and long term ownership of several Fiat Tipo 519 cars, though he had a number of others including Austin 7, a Lotus Elan spider, and Riley 9. At 83 Jeff accepted his lot was coming to an end when diagnosed with cancer and quietly sold most of his collection. Our understanding is that his 519 tourer will become available in due course.

The Tipo 519 is the largest car that Fiat made in the 1920's topping 2 tonnes with sedan coachwork and propelled by a 4.5 litre OHV six cylinder engine. Unusual in that it used a gearbox and a universal joint to achieve connection between the steering box and the steering wheel, a practice now universal to avoid a driver being speared by a steering column in a head on accident.

Federation of Veteran, Vintage & Classic Car Clubs

The Federation was formed in 1970 currently has 110 Clubs in its membership and is an umbrella group for clubs that cater for vehicles (i.e. cars, motorcycles, trucks, tractors, stationary engines, etc) and not individuals as members. Individuals can become part of the movement by joining one the clubs listed by clicking on the member clubs tab on left.

Meetings are held on a quarterly basis and various items in relation to historic vehicles are discussed by members and information from these meetings is taken back to member clubs.

The Federation is proud to have commenced the Picnic days at Marong, Mortlake, Maffra and Pakenham and the Australia Day display in the Flagstaff Gardens Melbourne. At these events people interested in historic vehicles meet with other enthusiasts to share items of interest in a relaxed atmosphere.

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In 1975 the annual Swap meeting which had been run at Gisborne the previous year and prior to that, 2 years in Melbourne, was moved to Bendigo and by agreement the management and organisation was handed over to the Veteran Vintage & Classic Club Bendigo. The Federation remains the owners of the Swap and is proud of the growth that this event has seen since its inception.

The objectives of the Federation are:-

- To foster and promote adequate assistance for the preservation and restoration of Veteran, Vintage and Classic vehicles.
- To publish a state wide calendar of events of all member clubs.
- To encourage membership of the

Federation by clubs eligible under the constitution.

To provide assistance for the study of problems related to the Veteran, Vintage and Classic clubs throughout Victoria, Australia and the world.

To open and maintain channels of communication between Veteran, Vintage and Classic movements.

To advise persons and organisations working for the benefit of Veteran, Vintage and Classic movements.

Latest News from the Federation

The latest meeting was on 14th October in Bendigo and attended by some 80 delegates including your scribe. Planning for the Bendigo Swap is under control

and only a few sites left available. In answer to a question regarding some owners not receiving renewals and some cars not on the Vicroads system, it was explained that the problem is within Vicroads. It is well known that there are 2 separate systems that are used for Vicroads records. Apparently at the end of each day all the Club Permit data is downloaded from each office. The problem is that if this is missed and not undertaken until after the next day's transactions the data from the previous day is lost. This explains how some Permit records are "lost" and why they do not get a renewal the following year.

2020 – In conjunction with the Australian Historic Motoring Council, the Federation will run the Victorian leg of a National Rally to Albury/Wodonga in April. All Red Plate cars will be eligible. This will be the first National Rally for all comers since the Shannons Rally in 2001. Overseas entrants are encouraged. The Victorian Route is planned to follow the old Hume Highway.

Auction News

It seems there is a demand for more than just Fiat Dino's. An unrestored Fiat Dino Spider recently sold for 89,000 Euros in France. Pity The Automobile magazine did not state the condition. This info might be of interest to your President.



A FORD RACER

Moss Green did sell a number of the entries at Motorclassica, with a number post auction on the Sunday. A handful did catch my eye.

The Ford Model A almost made top estimate at \$44,500.

The Ford does have Fiat links, though probably not as far back as the time when it held the record for the Sydney to Bourke run on 14th January, 1930. It ran the 512 miles in 9 hours 47 minutes averaging 52.32 miles per hour. At that stage only the first 80 miles were on made sealed roads. A scrutiny of the dashboard shows a Fiat 503/509 oval switchbox in a central position. Careful study shows that not all the functions are used, but it obviously is useful.

In the USA the only surviving 1905 Fiat 60hp was sold recently for US\$845,000. Advertised as the first car to be built regardless of expense, the chassis cost US\$14,000 when an Oldsmobile cost US\$600. A total of 20 cars were made between 1904



A FORD DASHBOARD

and 1906 and this is a seriously conserved and original vehicle, winning the Preservation Class at Pebble Beach in 2012. Whilst the hood is a replacement, the side curtains are the original. Probably worth every last \$ it cost.

Calendar:

Bendigo Swap Meet. November 19th and 20th.

If contact with Richard Unkles is required ring 0411 185 779 on Saturday. On Sunday he will be O/S for a driving tour in Namibia with Elsa. Maybe there is another article for TT.

Australia Day

Last year the Department of the Premier halved the number of cars that can be displayed on Australia Day in the King's Domain near Government House. Now they have cut the 150 cars to just 50. It seems the idea of the Department being responsible for the result of any possible terrorist act is a driving factor. As a result of making the event unviable economically the RACV have stepped in and will run the event for the next 2 years. One revision is that the drivers are to be available to answer questions from the public and be prepared to have bonnets open and the like. What is unclear is if the general public are expected to be able to sit in the cars.



FIAT 1905 TOURER

Run to Phillip Island and Parade Lap

Lyn Bartold

We had been offered the opportunity to have a display and a parade lap of the track at the MSCA Sprint meeting at Phillip Island so a run to the Island was organised. However due to a big field there was some uncertainty whether the lap of the track would be possible and communicating this to members put a number of people off participating in the event. Only 4 cars turned up for the display, all 124 Spiders, old and new, but we also had 4 FCCV members competing and with Rob and Deb Judd, Ken Gorman and myself in cars other than Fiats there was a small but enthusiastic group present.

Due to a trouble free competition, lunch was at the scheduled time and the parade lap was on. Brodie Bishop, Steve Schmidt and Sam Masseo drove their original model 124 Spiders and Colin McLeod was in his new Abarth 124 Spider and they were joined by Peter Bartold in his X19 Racer, Lachlan Rae in his Prototipo and Rae Osterburg in his Lancia Beta Coupe, with Rob, Deb and Ken jumping in the passenger seats for the 2 1/2 lap cruise around the track (Ian Maud was driving his pretend X19, the MR2, so missed the Fiat and Lancia only parade!)

It was a perfect day at the Island with the sun shining and pleasant temperatures so those privileged to get the laps of the track all returned with huge smiles on their faces.

Thanks to Clerk of Course, Mark Rae (FCCV member) for allowing the club to take advantage of this opportunity.

Above: The four 124 Spiders on display (left-right) Colin McLeod, Brodie Bishop, Sam Mazzeo, Steve Schmidt;
Below: 1 Display lap start; **2** Sprint Entrant start display lap — Ray Osterburg, Peter Bartold, Lachlan Rae;
3 124 Spider procession on the track; **4** Display lap.





Above Cars near the start, Allard J2X, Maserati A6GCS Sport 2000, Maserati, Ferrari 875 Monza; **Below** Fiat Abarth X19 Prototipo; **1** Abarth 1000SP; **2** Abarth SE 027; **3** Fiat Abarth Sport 2000 SE010; **4** Abarth Simca 1300; **5** Fiat Abarth Zagato Record Monza; **6** Fiat 131 GR.4; **7** Fiat Abarth 124 Spider; **8** Abarth SE 010 2000 Sport; **9** Fiat 525SS.



22nd Vernasca Silver Flag Hill Climb

Peter and Lyn Bartold

AFTER THE FCCV 60th Anniversary Trip, Lyn and I travelled in Spain and Portugal and then returned to Italia for the Vernasca Silver Flag Hill Climb that is held about half an hour's drive from Piacenza. The Hill Climb starts in the very old town of Castell'Arquato and finishes about 8kms up the hill to another tiny town called Vernasca. It is sort of like a miniature size Goodwood where legends of the past are driven on some of the best winding roads in Italy, not for time, but for style. In fact the Silver Flag is a dynamic Concors d'Elegance, rather than a race. Some cars drive flat out, while others take it easy and driver and passenger wave to the spectators.

The original race was held from 1952 - 1973 and was one of the most prestigious hill climb events. The present day event began in 2007 and consisted of three hill climbs, two on Saturday and one on Sunday. Arriving at the Hill Climb about an hour before it started I was simply amazed by the range of cars that made up the 200+ entries and especially the Abarth race cars of which there were about 30, including 5 XP1000 and the super rare, zero27, but to my amazement, half way along the pit area was an original Abarth X19 Prototipo. This car was driven by Clay Regazzoni in the car version of the Giro d'Italia in the 1970's and the present owner's father was the co-pilota. The car had been restored and was looking, driving and sounding wonderful.

FCA were one of the sponsors of the event and had a stand with a new 124 Abarth Spider, the 525SS that they had brought from Centro Storico (unbelievably there was another 525 there also- out of only 4 remaining in the world) and a sports racer each from Alfa, Lancia and Abarth. After watching the first run from close to the start, we watched the cars return together to the pits and then the road is opened. We then drove our rental 500 up to near the finished where we watched the second run. Seeing most of the cars at full speed with accompanying noise was amazing and because of the differential speeds, groups of cars came past close together and passing is allowed, if possible.





We then walked up to a spot near the finish where we could get a good look at the cars as they drove down slowly. We then repaired to the bar for a well earned beer, completing an unbelievable day of Italian motor sport.

This is a truly a stand out event and one not to be missed if you can be in Italia at that time. It is always on the weekend before the Goodwood Festival of Speed (mid-to-late June) so would be an excellent combination trip - maybe another FCCV trip in the future!!!



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>



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Fiat Club Memories... the 80s

Lyn Bartold

The 80s was a very competition based period in the club with lots of club members entering, lap dashes, night trials, the 6 hour relays and, of course motorkhanas.

1982 was the 25th Anniversary of the club but it was also a troubled time for Fiat both at home and in Australia. Fiat in Torino was experiencing problems and decided to sack 23,000 of its 137,000 workers and this led to a 5 week strike and a turning point in Fiat's fortunes internationally. At home, Spencer Motors closed, leaving a big hole in support and sponsorship for the club. The 25th Anniversary Celebration where the theme was silver, was held at Potters Cottage and was a great success. A photographic competition was held to mark the Anniversary with 2 categories - Fiats in Action and Fiat- the Car. There were some very artistic entries with the winning photo depicting an 850coupe as a pig- or was it the other way around?!

Our fortunes at Dubbo ebbed and flowed and Alana Freame advertised an Open House for wives who had been left at home over the Dubbo weekend... again - just BYO food and kids!! It was the era of Trials with many club members either competing or manning controls. David Sutton became known as the Duke de Wombat after he set up his control in the Wombat State Forest with an immaculate dinner table, with table linen, chandelier and crystal glasses whilst dressed in a full dinner suit. (wish we had photos of that!)

1984 was a sad year for the club, losing our Foundation member, first President and Life Member Number 1, in Perc Delmenico. We owe Perc a great deal of thanks for his expert guiding of the club through its formative years and his interest and support throughout. He was a Fiat man through and through and it was with great affection that he is remembered by anyone who met him

The club lost another long time member and supporter when Frank Stevens passed away. Frank had been Spare Parts Manager at High Crest Motors, Spencer Motors and finally at Mantello Motors. Frank had been selling spares for 40 years and knew his Fiat Spares and was a great loss to the club.



Captions:

Top: The Bartold 128c towing "Mad Max" a 128 Turbo Race Car !! **Centre:** This is how to fit a 903cc motor in a motorkhana special!!- 1982. **Bottom:** The result of the rebuild!! 1983 Dubbo.





The Vic/ SA Challenge at Mt Gambier came to an end when the motor bike track owners withdrew the hire in the fear the cars would damage the track. The decision was made to alternate the event between the 2 clubs and in 1985 it was held at Lakeland Hillclimb.

The decision was made to hold Dubbo over the long weekend in June, swapping dust and flies for the mud and rain. The following year it moved to Forbes, still in June

Captions:

Top: Presentation Dinner Rob Judd and Peter Bartold

Centre: 1985 FCCV 60 Hour Relay Team - Winton. L to R Trevor Haines, Jon Carroll 124AC Turbo, Phil Buggee 124AC, Rob Judd Team Manager, Peter Bartold, Colin Templer 128Turbo, Wayne Norwood 124AC **Bottom:** 1986 6 Hour Relay Team and Support Crew.



1985 also saw the launch of the Regatta with a ball held in Sydney for the launch and Peter and I and Deb and Rob Judd made the journey north for the celebration -it was hoped that 100 would be sold that year.

In 1987 the Vic/SA Challenge was at Malala and Dubbo/ Forbes became Orange in the quest to find an acceptable venue for what had really become the Fiat Nationals.

The club started entering teams in the Six Hour Relay at Winton with varying success but lots of enjoyment. It was at this time, also that the relationship with the Fiat Vintage and Veteran Club strengthened with them participating in some events.

By 1989 things were looking grim for Fiat in Australia with few sales, due to lack of cars and import licenses were up for grabs. LNC had disappeared from the scene at Fiat Importers. Club numbers were around 200 and many of our members had been in the club for many years. Without new car sales it was difficult to attract new members. The situation was the same right around the country with all clubs experiencing the same problems of ageing cars, aging drivers and falling or static membership numbers. However there was a very strong core of long time members in all clubs and it was the passion of this group of members who sustained the clubs

The 80's then, was a time of many gains but also some significant losses.



Coming Events

Competition Events November–December

November

Sun 19 Huntingdale Auto Club
Interclub Motorkhana Pakenham

December

Sat 9 MSCA Come and Try event Philp Island
Thurs 7– Formula SAE Calder Park Raceway
Sun 10 Volunteer helpers required

Contact Paul Freame for details on any of these events, 0412 968 451.



Geelong Revival/Weekend Away

Saturday 25–Sunday 26 November

This is an action packed motoring weekend on the beautiful waterfront in Geelong. We will have a display in the Classic Motorshow on the Saturday (also on the Sunday for those who wish to make a weekend of it).

There will be a 1/4 Mile Sprint and a Hill Climb event each day, display of cars, bikes, caravans, boats and trade expo, along the whole Eastern Beach area and Vintage fashion parades and competition each day.

Program

Sat 25th

8.00am — Meet at waterfront to drive to display area
Enjoy the events with our display as a base
5.00pm — Depart of Motel or home for those not staying over
6.30pm — Dinner

Sun 26th

8am — Meet to drive to display
Another day to enjoy all the offering of the festival
5pm — Depart for home

To enter the Classic Motorshow, go online to the Geelong Revival Motoring Festival site, click on Shannon's Classic Motor Show and complete entry - there is no charge to enter.

Contact Lyn Bartold, 0433 034 721, for further information and bookings for overnight stay.



Targa Florio Australian Tribute

29th November – 3rd December

If you would like to be part of this inaugural event go to the website

www.targaflorioaustralia.com



Alfa Romeo Owners' Club of Australia (Victoria Division) Inc.

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Sunday 3rd December 2017

From 9.30am

Wesley College, St Kilda Road, Melbourne



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Sunday December 3

Spettacolo



December General Meeting — Nuts and Bolts Quiz and Pizza Supper

8pm, Thursday December 14
Veneto Club, Bulleen

Join us at our last meeting of the year for a fun quiz - make up a table of 8 and test your skills on the tricky car related questions of our quiz-master, Jono Crellin.



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FIAT month — November 2017

Annual Beach Run

Sunday 7th January

Mario's Beach House, Rye



Meet at BP Service Centre, East Link,
near Ferntree Gully Rd

9am for drive to Rye

Coffee, cakes and water provided
BYO cut lunch and drinks

Contact:

Mario Di Censo, 0419 171 661

Paul Pozzobon, 0418 552 290

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Fiat Club Festa

SATURDAY DECEMBER 2



LA BARRACA, REAR OF VENETO CLUB, BULLEEN
10AM—5.00PM

JOIN US AT OUR FINAL EVENT OF OUR 60TH ANNIVERSARY YEAR. FOR A DAY OF FAMILY FUN

DISPLAY YOUR CAR
BREAKFAST AND LUNCH

FOOD, WATER, SOFT DRINK, COFFEE, CAKES PROVIDED
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LUNCH 1—2.30PM

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