



FIAT Month

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

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SEP 2017



— FCCV 60TH ANNIVERSARY GALA DINNER —
— BOI Eco DRIVE, 60TH ANNIVERSARY ITALIA TRIP - PART 2 —



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SEP 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:

Club Member Roger Beattie's 1971 Fiat 850T Campervan at Auto Classico, Maling Rd

Roger Bought the van in 1986 from a family who had bought it new in England and brought it back on their return. Roger has travelled extensively on camping trips in it, up and down the east coast and to Western Queensland and to Lake Mungo. He still maintains the original logbook which details its early life and European travels as well as Australian trips.

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FIATmonth Editorial Committee

Lyn Bartold— Editor
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FIATmonth deadlines

12th of the month prior to publications.
Next issue: November 2017
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2017-18

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Simon Crellin, info@fiatclub.org.au

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LIFE MEMBERS

Life Member and Patron — Peter Bartold



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Richard Carlson
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Peter Bartold

Lyn Bartold
William Freame
Colin Templer
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...



Our 60th year continues to be a very busy celebration of our history with a wide variety of events organised to remember the past but also to take us into the future. Our Gala Dinner was an amazing event with 260 members and friends celebrating a night that set attendance records in the club. We have never held an event that has attract so much interest before and brought out so many past members and those who do not always attend social events. In the 70's and 80's we held an Annual Presentation Dinner, where trophies were presented in competition and participation categories. We thought that these were big nights when we had 100- 120 members in attendance. They were usually held at hotels in different parts of Melbourne each year. Even our big celebration years such as the 25th, 40th and 50th Anniversaries could ever manage 120 at the most, so congratulations to all involved in putting on the Gala Dinner and to all who attended and helped to make it a memorable night

Reflecting on the Dinner and its success got me thinking about the social events that were popular, particularly in the 70's and 80's when the club was very social. This thinking about the past was also prompted by Peter going through hundreds of old club photos when he put together the slide show for the Gala and our theme of 'sparkle like a diamond' for celebrate our Diamond Anniversary

. We held a number of dress up parties with a theme in the 70's and 80's, the most memorable of them were the Uniform Party, the Bad Taste Party and the P Party. All of these were held at the home of a club member and always attracted a good size crowd of members who put a great deal of effort into their outfits. Perhaps these parties were in an era when we were all willing to dress up

and look silly (well, we were certainly a lot younger then!!) I remember that the biggest concern was what if the car broke down on the way to the party and you would have to get out to gain assistance dressed in some outlandish outfit. I can't imagine them being very successful these days as I have to work very hard to get anyone to dress up for costumi d'epoca@ autobella and we had to push people to get the sparkle theme happening at the Gala!

My thanks to all those who took up the challenge and wore a little or a lot of sparkle to add to the fun of the

evening. I judged the best dressed lady and gentleman competition and was impressed by the effort put in by some members. I awarded the Most Sparkling Lady to Sherry Tyzack in her beautiful vintage gold coat that was around 40 years old and the Most Sparkling Man to Harvey Richards who had created his own glitz. Harvey had glued multi-coloured sequins to a pair of shoes and a bow tie and had painted one gold glove in the style of Michael Jackson, topping it all off with a gold hat! Well done to Sherry and Harvey

My Pic(s) of the Month

In keeping in this theme of dressing up, my picture is from 1985 and taken at the P Party. I am not sure of the thinking behind our outfits, which I made, and the P theme but it probably didn't matter that much!!





Rapporto del presidente



Welcome to the September 2017 FIATmonth.

All the preparations for the 60th Anniversary Gala Dinner are now complete, we have 256 members, partners and friends lined up to attend our biggest celebration ever, next Saturday night (26th Aug). By the time you read this magazine it will be over, and I'm sure will have been a great success. We are delaying the finalising of the magazine so that Lyn can add a report with photos. On the evening we will have thanked the team who put the evening together, but I want to thank the Gala sub-committee again in this article, without their dedicated work organising the event it would not have been such a celebration, the members of the Gala sub-committee were:

- Debi Judd
- Maria DiCenso
- Sabrina Pozzobon
- Vicki Lemm
- Lyn Bartold
- Frank Marinelli
- Kevin Lemm
- Ralph DiCenso
- Mario DiCenso
- Paul Pozzobon

We also thank all their helpers, gift providers and sponsors.

Robyn and I have been away enjoying beautiful 32 degree temperatures off the coast of the Kimberley's over the last three weeks, we arrived home to rain and a chilly 9 degrees, hopefully Victoria's weather in late winter/ early spring is starting to warm up now. Time to polish your car and attend a couple of our upcoming events such as Harry's Run, MSCA Phillip Island, Motorclassica - Club Sandwich (Need to book up with Lyn for this one), Alfa Club 12 hour (helpers required – see Paul), Geelong Revival, or Fiat Club Festa, dates and details are in the calendar.

The September GM on the 14th is going to include a re-enactment of the inaugural FCCV meeting held at Devon Motors circa 60 years ago. Get dressed in your best 50's gear and bring your 50's or 60's classics along, cars of that vintage will be parked and displayed under the Portico. It should be a bit of fun watching me and some others making a fool of ourselves.

In regard to the 2018 Nationals we can now confirm the dates and the block plans for the event. It will be a three day event commencing with the Sprint at Winton on Friday 16th March, then we are planning to change focus to venues in Shepparton for



the Motorkhana on the Saturday, and the Show and Shine followed by the Presentation Dinner on the Sunday. The three day format trialled last year in NSW was successful so we have decided to continue the more relaxed format. Sprint practice will be available at Winton on the Thursday.

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. We will confirm the details

as they are finalised. We need many Victorians to attend, to help organise, to compete, and help us retain the Fiat of Italy Cup!!

See you at the September GM dressed in 50s and 60s gear (if you want) on **Thursday 14th September**, join us in the bistro at 6.30pm, then it's upstairs at 8.00pm in the Gondola Room for the General Meeting.

Cheers

David

Collection of photos from the early days in the club

Photos from Peter James and early minutes books kept by Jean Plummer



FIAT month — September 2017



CLUB CALENDAR

Events marked # are official 60th Anniversary events

SEPTEMBER–NOVEMBER 2017

SEP

Sat 2

Caffe di sabato
Windchimes Cafe, 250 Blackburn Rd,
East Doncaster, 10am. Contact
Mario Di Censo, 0419 171 661,
Paul Pozzobon, 0418 552 290.

Sun 10

Harry's Run #
Start: Victoria University Car Park, Crn Tiernan St &
Ballarat Rd, Footscray. Lunch: Gisborne Telegraph
Hotel, Contact Richard Unkles, 0411 185 779,
Ian Payne, 0407 838 532.

Thurs 14

FCCV General Meeting
Re-enactment of First Fiat Owners Club meeting
Veneto Club 8pm.

Sat 23

MSCA Sprint #
FCCV 60th Anniversary Display and lunchtime
parade lap. Phillip Island. FCCV Champs.
Contact Paul Freame, 0412 968 451.

OCT

Sun 1

Interclub Hillclimb Round 3
Rob Roy FCCV Champs. Contact
Paul Freame, 0412 968 451.

Sat 7

Caffe di sabato
Beasley's Teahouse. 195 Warrandyte Rd, East
Doncaster, 10am. Contact Mario Di Censo,
0419 171 661, or Paul Pozzobon, 0418 552 290.

Fri 13–Sun 15

Alfa 12 hour Regularity
Winton FCCV Champs. Contact Paul Freame,
0412 968 451.

OCT

Fri 13–Sun 15

Motorclassica
Royal Exhibition Building, Carlton.

Sun 15

Fiat Club Sandwich Display at #
Motorclassica
Contact Lyn Bartold, 0433 034 721.

Sun 22

Carlton Italian Festa
Lygon St, FCCV Display. 8.30am. Contact
Joe Sammut, 0412 221 581.

NOV

Sat 4

Caffe di sabato
The Boulevard Restaurant. 121
Studley Park Rd, Kew. 10am. 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
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
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, 14th September 2017
- Thursday, 12th October 2017
- Thursday, 9th November 2017



Membership News

Robert Judd, Membership and Club Permit Secretary

Since my last article we have been in full membership renewal mode and so far we have signed up 389 members which includes 14 new members below.

Welcome to the following new members

Frank Ianno: Fiat X1/9

Ross Catalano: Fiat 850 Sedan/Coupe?

Eolo (Paul) Bottaro: Fiat 128 Coupe

Peter Santiago: Fiat 500F

Anthony Mazzeo: Sam's nephew with a Fiat 124BC and an X1/9

Trish De Prato: Family membership with George and the new 124 Abarth

Virgie Hocking: Family membership with Lawrie

Tony Di Cosmo: Fiat 500F

Stuart Collins: Fiat X1/9

Stephen Griffen: ex NSW member, now living in Vic with a Bertone X1/9

Steve Stewart: Lancia Beta Sedan/Coupe?

Paul Mathers: 124 Abarth

Angela Fusco: Family membership with Vincent

Jonathan Michael: Jonathan and wife Trish were members many years ago. He's now looking to replace the X1/9 he sold back in the 1980's. Welcome back.

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

CLUB PERMIT UPDATE

If you haven't renewed your membership, this will probably be your last magazine and if you have a car on a Club Permit, you can no longer drive it.

I'm obliged to advise Vicroads of permit holders who don't renew.

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

FCCV Club Permit Scheme Scrutineers

Featured New Member

Introducing Anthony Saltalamacchia

"It was late afternoon on a Friday in January this year when I received a call from a mate who manages the local Fiat dealership in Wodonga.

Hey Anth he says, get here now and look what has just arrived.

12 hours later after racing in for a test drive, my order was in and received my midlife crisis sports car 2 months later.

Love my Spider..."





CAFFE DI SABATO

Lyn Bartold

That's Amore Cafe

Thomastown, July

We had a very big crowd of over 50 turn up to this excellent cafe and cheese shop. The coffee was great and the selection of food was appreciated by all. Many cannoli were consumed and most people went home with a bag of goodies including cheese from the huge range available, prosciutto, olives and other wonderful Italian treats.

I am sure this will become a regular on our Caffe di sabato circuit. Ralph Di Censo gave his new 124 Abarth Spider a run to Caffe di sabato.



FIAT month — September 2017





Paul Pozzobon

4 Doors Cafe

Mill Park, August

Although it was a cold and wet morning, 34 club members and partners arrived at 4 Doors Cafe for an excellent morning of coffee and chat. We have tried to provide a variety of venues for our coffee mornings, to cater for our members who are spread all over Melbourne and the state. It is good to see that travelling a little further does not deter our members. It was a great morning with excellent coffee and cakes.





Competition Report

Paul Freame, Competition Secretary

Past events

Sunday June 18th MSCA Sprint at Sandown. Two competitors represented the club, with Lachlan Rae and Ray Osterberg. Lachlan unfortunately had an issue with his gearbox at the end of the second session, but was still able to set fastest time for his class. Ray achieved second in class with 29 flying laps recorded.

Sunday June 25th NGK Victorian Motorkhana Championship Round 5 at Metec Driver Training Centre in North Bayswater. Congratulations to the FCCV officials that made this day happen, along with the FCCV competitors. Special congratulations to Jason Spencer for winning the day on handicap.

Sunday 9th July MSCA Sprint at Winton, had Mark Rae as Clerk of Course, with Dad scrutineering all day. The club had two competitors, Ian Maud in his MR2 and myself in the Punto Sport. It had rained hard overnight in Benalla with a very wet track to greet me as I was in the rookies group and to be the first session on track. The second session the track was still damp as can be seen in the photo. Ian had some recent tuning upgrades which resulted in a nice flame on downchange approaching turn 1. Dad and my photography skills were not up to capturing it. Ian placed second in class for the day setting his fastest time on his very last lap, number 37. I won my class (being the only one in it helps) and very pleased with the times

I got down to over the 5 sessions, with my last five laps spread by a second, once I found some clear track and got a good rhythm. Thank you to Anthony Saltalamacchia and Angela Hunter, new members in Wodonga, in their new 124 Abarth, for coming down and spectating (see photo in Membership News). They will be at the 60th Dinner too.

Saturday 22nd July Group 5 Night motorkhana at Altona (Toyota Factory). This is most likely the last ever motorkhana at this venue, as it is unsure what Toyota plans to do with the carpark outside the soon to be closed factory. The FCCV had two competitors with Dad and I playing in the Punto (as the rail doesn't have headlights, and we couldn't be bothered to install them). The Punto heater was working very hard as it was only 8°C when the competition kicked off at 6pm with a strong wind chill factor. It is very challenging to compete at night, even with the carpark flood lights on, your depth perception is challenged. Dad placed 8th in class, but could have been higher had he not WD Snowman. I had a great night winning my class and placing second outright, although slipped back on handicap. Anthony and Angela made a weekend of it from Wodonga and spectated, with Anthony willing to passenger (ballast) on a few tests.

Left Ian Maud's MR2, Winton;
Right Paul Freame, Punto Sport, Winton



Future Past events

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

Sunday 13th August – VMC Round 7 at Colac saleyard will be one of the last bitumen motorkhanas to practice before the Australian Championships end of September at Mt Gambier.

Club Championship 2017

The club championship has only 6 more events left and a Come and Try at the time of writing this. There has been a large shuffle of rankings since June. I will have a full update at the September AGM on 14th.

Standings, as of July 23

Rank	Competitor	Car	Points
1	Paul Freame	Punto, Rail	89
2	Lachlan Rae	X19	51
3	Bill Freame	Punto, Rail	50
4	Ian Maud	X19, Toyota MR2	49
5	Steve Schmidt	124 AC	48
6	Frank Spinoso	Punto	47
7	Peter Bartold	X19, 500 Abarth	41
8	Ruth Freame	Punto	40
9	Ray Osterberg	124 BC	39
10	Phil Buggee	Punto	37
11	Gary Spencer	X19	36
12	Jason Spencer	Laser TX3	30
13	Julie Spencer	Punto, Laser TX3	27

Upcoming events

Saturday 23rd September MSCA Sprint at Philip Island, entries would most likely be full before the closing date of 15th September. There is planned a FCCV car display and possible touring laps at the lunch break.

Friday 29th September is a public holiday before the AFL Grand Final, so why not have a **Fiat Nationals Motorkhana Practice at Metec**, in North Bayswater. We will practice each of the six tests twice. Supp Regs and Entry forms available early September. First timers welcome to Come and Try with day licenses available.

Sunday 1st October Interclub Hillclimb at RobRoy, see your CAMS event Entry portal or RobRoy website for supp regs and entry details.



Above The Freame Punto at the night motorkhana

13–15th October – Alfa 12hr Regularity at Winton, 5x FCCV drivers, representing our club team.

- Team Manager – Bill Freame
- Officials – Scrutineering Shayne William and Phil Buggee
- Drivers – Phil Buggee (131), Shayne Williams (X19), Naum Johns (X19), Jack Waldron (Sigma), Stuart Hocking (124).
- Volunteers – Paul Freame, more volunteers required to help on pitwall with timing,

We will be sharing a pit garage with the NSW Fiat team.

Sunday 5th November MSCA Sprint at Winton, this is the 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.

Targa Florio is making its way to Australia **30 Nov–3 Dec**. Entry open to pre 1976 vehicles with 4 days touring from Melbourne to Geelong, Apollo Bay, Rye, Cape Shank, San Remo, Healsville, Marysville, Kinglake to Albert Park and finish at Docklands. An opportunity to spectate or officiate some very historic and classic cars.

All those that are CAMS Officials, you should have completed your “Working With Children” checks application or provided CAMS with your existing check details, to maintain your accreditation. The application is completed through the Department of Justice website, listing yourself as a volunteer for CAMS.

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



BOI Eco Drive 2017

Bill Freame

After many weeks of planning for this, the 9th BOI Performance Eco Drive, and always with the threat of poor winter weather in the middle of July, it was extremely pleasing that we had a cool but calm day for the event. With very little possibility of rain, several brave souls arrived at the start 'Topless', i.e. they had removed the roof from their vehicle, not their uppermost clothing!

Additionally, aside from the weather we have absolutely no control or influence over fuel pricing, never knowing if Eco Drive will be at the top or bottom of the fuel price cycle. To make it even more interesting for me, I have a grandson whom is learning to drive, and so he drove me over most of the selected course several times, taking advantage of being able to do it as mid-week travel, thus Paul was relieved of that task on a few occasions.

Never wanting anyone to become lost each Eco Drive, upon registration and entry with Paul, route instructions are immediately available for plotting on a Melway, in the Knox 'Hungry Jacks', to see where they will be going to get to the refuel location in Pakenham. If there are any errors in the instructions,

or there is a question to ask, better to find it then, before getting out on the course.

Apart from the 21 FCCV members on this event, we were joined by three Cobras, a few early Ford Cortina's and sundry others so a very diverse field of cars would be sharing the roads with the weekend cyclists, during this, the 'Tour de France' time of year. Surprisingly, there were no LPG fueled cars, no hybrids and no electric powered cars entered. However, I always live in hope of eventually attracting a Tesla. Maybe when and if they ever become more affordable to the masses?

“

There were some outstanding economies achieved again this year.

”

Peter Kerr was very disappointed that he wouldn't be driving for a few more weeks while his hip replacement was still being 'run-in', so he was pleased of the offer to travel with me for the day. He was delighted when I took a short cut to a get to suitable photo location, just north of Monbulk. Regardless of

which of the roads you travel on, the scenery is always so good and there are just so many fun roads to enjoy, throughout the area, on a Sunday morning.

With the official distance slightly shorter than usual, I held the crew briefing back until almost 9:30 so the cars would be less likely to be confronted with 'Black Ice' on the less travelled roads they would encounter. It was, as mentioned earlier, a very cool day. Every Fiat entered has a heater as standard equipment so no fuel consumption penalty as the cabin is warmed.

Barry Ellis thought I was a secret control so stopped momentarily 'till he realized I was just digitally recording the field as they passed by. Several crews digitally acknowledged us, but most just waved as they travelled past. The Cobras' were travelling in convoy, as were the Cortinas', however the longest convoy was behind the Ellis Punto, so when he stopped alongside our photo spot, instant traffic jam.

As the event neared Beaconsfield the use of a very steep hill was the sting in the tail to challenge the crews to climb it without drinking vast amounts of fuel.



This road led into yet another housing estate that the area is expanding with. In a few more years Officer and Pakenham will be joined with all these new developments springing up.

There were some outstanding economies achieved again this year, Bruce McCann was trying petrol performance for once, driving the Bob Durrant Abarth 595 and returned an excellent consumption figure of 4.8 litres. The Ellis Punto gazumped all by only swallowing 3.14 litres of diesel, but the (demo?) Alfa Guilia Super in the hands of Damon Earwaker (and sons) was remarkable at only 4.48 litres. Marissa Gangemi poured only 4.91 litres to refill her Abarth 500 Essessee. Gary and Julie Spencer posted the best result in the X1-9's, only 6.6 litres to fill it. Roger Beattie, in the aerodynamic(?) 850T van was maintaining his momentum to stretch his fuel to need only 5.38 litres over the drive. The various twin cams battled it out in Class U4, with the Buggee 124CC needing slightly less than the others at 7.86 litres, to the Judd 131 at 7.97 litres. However the most amazing result was that the two new 124's both achieved 7.51 litres, well done Ralph and Mario DiCenso and George DePrato.



As with all previous BOI Performance Eco Drive challenges, the event finished at La Porchetta in Pakenham over a pleasant meal and a chat while Paul compiled the

results. Thank you to the members who participated in this event and thank you to BOI Performance for continued support.

ECCV 60TH ANNIVERSARY ITALIA TRIP 2017



PART 2

Lyn Bartold

COMO

The Bernina Express

The first instalment of our trip finished with us in Como where we had more time for relaxing and less emphasis on car related activities. A number of our group took the opportunity to take a flight in a sea plan and land on the lake and most of us took ferry trips to different areas of the lake. Throughout the trip we offered optional activities that group members could chose to participate in or not. One of these was a day trip into Switzerland by coach to Tirano, right on the border of Switzerland and Italy where the group would board the Bernina Express train for a trip to St Moritz. I am not sure that any of us were prepared for the magnificent experience that this trip would offer us. The train has huge windows that stretch part way over the roof, providing excellent viewing of the magnificent Alps that we travelled through. Snow capped peaks, lakes, small towns, meadows and ice lakes greeted us as we climbed up to 7,000 feet and then on to St Moritz. Not many of the group sat down for much of the trip as there was so much to see and take in with our guide provided a commentary as we travelled. To say it was gobsmacking was an understatement as we craned our necks to take it all in.

After an hour or so we arrived in St Moritz and some time to look around, however it was somewhat of a ghost town. It is primarily a winter town so many of the shops close down over summer (most of the high-end designer shops were closed) which seems strange as it is very beautiful with lots of walking in the area. Our coach met us for the trip back to Como and we headed down the most amazing dog-leg road to the bottom of the valley and back around Lake Como to our hotel. It certainly was an experience not to be missed.

Captions

In Como: 1 The Bernina Express; 2 Village on route; 3 Happy Snappers; 4 The road from St Moritz. **In Bergamot:** 5 Giro D'Italia riders; 6 Descent from upper town. **In Como:** 7 The group in the streets of old Milano; 8 Fountain Castello Sforzesco.



BERGAMOT

As well as the organised optional trips, the group itself organised some day activities. One of these was a trip to Bergamo which most of the group took by local train. The Giro D'Italia was on whilst we were in Italy and one stage was finishing in Bergamo so this was the day we visited that beautiful city. The train journey required a change at Monza (we didn't get the chance to go and see the race track) and took about an hour. Bergamo has an upper and lower part with a Funiculare connecting the two. The upper town is very old and full of interesting historical sites so time was spent wandering and visiting a church or two. Most of us headed to the road where the Giro would pass to cheer the riders on. It was not quite what I expected having watched bits of the Tour de France on TV I expected a huge peloton to race by, but in fact there were just small bunches of riders. It was good to see a small bit of the race and to be part of the excitement in the town. Somehow we all managed to do our two part train journey and all arrived back in Como that evening.

In our original planning we were to arrive in Como the day before the Concorso di Villa d'Este (a feature event of the trip) and then head to Torino. After bookings had been made we found the dates had been changed so we returned to Como to go to the Concorso after our Torino visit. (the report on the Torino appears later in this magazine).



MILANO

Our last optional tour was a walking tour of the major historic sites with a guide, that most of the group joined. We all gained an appreciation of the elegance of the city as well as the contrast of old and new, from the Duomo, La Scala and the Galleria to the skyscrapers in another part of the city. The Central Station must be one of the most spectacular stations to be seen anywhere and is absolutely huge

The group made the most of the great bars, ristoranti and trattorie in the area for our last few days together and, of course many more Spritz's and shots of Limoncello were consumed.

The end of May was the official end of the trip and some headed for home whilst others extended their trips to a variety of European countries and cities. As the organiser of the trip, I want to thank everyone involved for making it such a great experience. There was so much good humour and fun and an appreciation of the fact that we are a part of FCCV history by participating in this trip. One of the things I liked about our group was that cliques did not form, we all felt welcome to be part of any group that formed spontaneously. Because we were a large group, it was not easy to all eat an evening meal together very often and, in fact, this was not what we wanted. It was great to come down to the hotel lobby at dinnertime, see who was there and head out with them. Groupings changed every day and we never felt we could not approach people and join with them. travelling with groups can be difficult, with a range of personalities present but I believe we finished our trip, as good friends with some many memories to share.



CONCORSO DI VILLA D'ESTE - VILLA D'ERBA, LAKE COMO

This event is one of the most famous Concorso's in Europe and there is an amazing range of cars, from all over the world, on display each year. The event is held at Villa d'Este, a 6 star hotel, set on the banks of the lake and judging is over a number of days. For the public day when those other than the owners and specially invited guests can view the cars, the event is moved to Villa d'Erba, a couple of hundred metres up the road. This venue is also magnificent, with its Villa and lake shore setting, so it is just as spectacular to view the cars here. A very big auction of cars and bikes is held on the Friday evening and these vehicles are still in place at Villa d'Erba for the public to see on the Sunday. The number of cars on display is relatively small but is particularly exclusive and many hours can be spent wandering around the magnificent grounds enjoying the cars and the ambience. A large grandstand provides seating to watch the parade of cars in the early afternoon with commentary from Simon Kitson, a fluent Italian speaking Englishman. The commentary is mostly in Italian but he does revert to English when the owner of the car on display does not speak Italian. As the cars were presented two models wearing stylised 1970's clothes followed them

Our visit to Concorso di Villa d'Este was certainly a memorable part of the trip and an opportunity to see cars that we will never see anywhere else.



ALEA ROMEO MUSEUM - ARESE, MILANO

Captions

In Lake Como: 1 Presentation area; 2 Models following the cars; 3 Even the mobility aids are classy here; 4 Group members enjoying the day- Kerrie Gooding, Ian Payne, Kevin Walklate, Debi Judd, John Westcott; **5-7** Cars on display. **In Milano:** 8 Beauty – Bertone design; 9 SSpeed; 10-12 Alfas on display; 13-14 Badges timeline.



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The last two days of our trip were spent in Milano and included another feature event for us, the visit to the Alfa Romeo Museum. The Museum is at the old Alfa factory, on the outskirts of Milano and has recently been refurbished and is now a state of the art display of Alfas iconic cars from its history. We were fortunate to have Fiat Club member but also Patron of the Alfa Club, David Wright with us and David was able to give our group a commentary of the cars on display. David began his talk by asking how many of us had owned or currently own an Alfa and then how many had owner more than one. It was interesting how many hands went up to both questions!! It was wonderful to have David, with his unlimited knowledge of all things Alfa Romeo, to guide us through this outstanding museum. The cars are beautifully set out in the display and I think everyone appreciated and acknowledged the fine Italian design we were looking at, even if they weren't Fiats! The display is divided into sections - Timeline, Beauty and Speed and this artfully covers the development of the marque with magnificent examples of each of these areas. There is even a 4D theatre where you can experience driving over all types of terrain and surfaces - you really had to be strapped into your seat for this experience!

This was one of the most outstanding car museums we visited so a wonderful way to finish our trip.

60TH ANNIVERSARY GALA DINNER

— AUGUST 26, FIRENZE RECEPTIONS



by Lyn Bartold
Photos Marisa Gangemi
(unless otherwise noted)



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ONE OF OUR FEATURE EVENTS of this very special 60th year of the Fiat Car Club was our Gala Dinner held at Firenze Receptions in Fawkner. With lots of advertising, phone calls, email alerts and some arm twisting(not really) we had a record crowd of 260 members and friends attend the event. It really has been the event of the year and in fact the event of the decade. The 'sparkle like a diamond' theme was well taken up with lots of glitz visible and the two deserving winners: Harvey Richards- most sparkling man and Sherry Tyzack most sparkling lady.

Many of our Life Members were present as well as past members from much earlier days in the club. John Cummins who joined in 1959 and was active until the early 70's joined us. We also had some members from overseas and interstate, Howard Smith from the UK, Ashley and Maxine Stone from Griffith and 3 members from the NSW Club, Susan and Kevin Haliburton and Wayne McGeorge. Club members who were active in the 70's and 80's Alan Wilson, Belinda Donald, Colin Donald, Clare Carlson and Sherry Tyzack (with their Life Member husbands, Richard and Noel) and Trevor Haines were also there. Damon Earwaker (FCCV member) and Rob Costanzo represented the

club's major sponsor, Zagames, as special guests and we received apologies and best wishes from FCA.

The following Life Members from number 4 onwards were present to help us celebrate this milestone in the club's history:-

Numbers-

- | | |
|-------------------------------------|------------------------|
| 4. Richard Carlson | 14. Phillip Buggee |
| 5. Barry Ellis | 15. Janet Fry (Coward) |
| 6. Noel Tyzack | 18. Richard Unkles |
| 7. Peter Bartold (also Club Patron) | 19. Ian Payne |
| 8. Lyn Bartold | 22. Alana Freame |
| 9. Bill Freame | 24. David Judd |
| 12. Robert Judd | |
| 13. Debra Judd | |

- 14 of our 21 surviving Life Members a wonderful effort!!



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It was a night of celebration and fun, with a delicious 6+ course menu with wine, beer and soft drink included, the band, The Long Gone Daddies, who entertained us all night and had the dance floor packed, give aways and prizes, a fabulous slide show with photos dating back to the 50's prepared by Peter Bartold and Kevin Lemm and a minimum of formalities. It was a wonderful opportunity to catch up with members we don't see often and involve family members and friends in this special occasion. It was wonderful to have 2 of our iconic Fiat models on display inside the venue so thanks to Jono Crellin for bringing the 1960 600 and Adrian Masocco for the 1958 500, there were lots of pics being taken with the cars. A raffle with some fantastic prizes was conducted with the first prize of the Weekend at David Judd's Beach House in Sorrento and a voucher for a meal at Sorrento Trattoria going to Joe Romeo



and the Zagame 500 or 500X for the weekend and a restaurant voucher at Olivigna being won by Vince Misuraca

Congratulations to our Sub- Committee who have spent almost a year planning and fine-tuning the evening. The night was a testament to your enthusiasm, hard work and organisational skills

Committee Members are: Debra Judd, Vicki Lemm, Maria Di Censo, Sabrina Pozzobon, Lyn Bartold, Mario Di Censo, Paul Pozzobon, Kevin Lemm, Frank Marinelli and Ralph Di Censo. Thanks also to Peter Bartold, Robert Judd and David Judd for work behind the scenes that contributed to the night and to Marisa Gangemi for these beautiful photos.

I am sure that this night will go down in the club's history as a night to remember for years to come.



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Captions

Title page Beautiful room decorations – Table Centres by Vicki Lemm. *Photo: Jenny Baker.* **1** The birthday cake; **2** Adrian and Vicki Masocco with their 500 in the Reception Room; **3** Life Members and the Sub Committee; **4** Lyn and Peter Bartold, Adrian Huntley and Susan Limbo **5** David Judd introducing John Cummins; **6** Anne Fleming receiving her raffle prize from Debi Judd; **7** Frank and Cathy Marinelli burning up the dance floor!! **8** Most sparkling man – Harvey Richards; **9** Most sparkling lady – Sherry Tyzack; **10** The Crellin 600 in the foyer with Jono and Simon Crellin; **Opposite page** Members and friends enjoying their meal. *Photo: Joe Sammut;* **11** Frank Spinosa, Tony Romeo, Barry Ellis; **12** The Band – Long Gone Daddies; **13** The ever busy Dance Floor. *Photo: Paul Pozzobon;* **14** The Sub Committee and Patron cutting the cake; **15** Damon Earwaker and David Judd present Vince Misuraca with the Zagame Fiat 500 or 500X for a weekend prize.



FCCV 60TH ANNIVERSARY ITALIA TRIP 2017

TORINO, FIAT MECCA

by Lyn Bartold
Photos Peter Bartold

OF COURSE TORINO

had to be a major focus of your 60th Anniversary Trip because it is the headquarters of FIAT and the place it all started. The only place to stay when you are a Fiat Fanatic is in one of the two hotels in the old Lingotto Factory, which gives you access to the old test track on the roof, the circular driveway up to the roof and the shopping centre which still has many industrial fittings from its factory days.

I must say that Torino is one of my favourite cities in Italy, not because of the Fiat connection but because it is an elegant and beautiful city, on the River Po and it is steeped in history. It has an incredible number of museums of all types and a few day's visit is really not enough time to

do it justice. There are a huge amount of monuments and sites relating to the history of the Savoy dynasty, the rulers of what was Italy at the time, a world class Egyptian Museum, Le Molle which now houses the National Museum of Cinema and whose tower affords a 360 view of Torino and surrounds and the original Eataly became a favourite eating spot close to our hotel

After many letters passing between Peter, FCCAAustralia, and FCA Italia, we managed to get a tour of the Abarth workshop and Centro Storica for our group. Of course we spent some time on the roof top test track and the spiral driveway in Lingotto, with plenty of photos taken. Torino proved to be a highlight of the trip for many and not just because of its Fiat connection



OFFICINE ABARTH AND ABARTH CLASSICHE

Our group was given a guided tour of the Abarth Headquarters where we were shown a display of Abarths, old and new. There was a Punto Rally Car, an Abarth Monza record car, a single seater monoposto a range of the new models and some interesting old photos, including one of Carlo with a box of apples that were the mainstay of his diet. In this first section we were able to take photos but as we progressed to the area where 124 Abarth R-GT rally cars were being prepared photography was banned. There were about 20 cars that were being prepared as works cars and for privateers and it was set up as a very specialised workshop area.

The next stage of the tour took us into the Classiche section where owners brought their cars to be restored and to be certified as genuine Abarths. There were some amazing cars in this area, including a World Championship rally cars including Intergrale's and a 131 Abarth. A standard looking 500 was on the hoist, being checked for authenticity. and other cars that were under wraps while we were there.

Although we had hoped to do a tour of the Mirafiori Factory, Officine Abarth was an excellent alternative where cars were individually prepared and restored, something that does not happen in the main factory and we were able to wander around and chat to the friendly staff.

Captions

1 Palazzo Reale; 2 Le Molle - featured on the Vignale badge; 3 Test Track on roof, Lingotto; 4 Eataly; 5 Officine Abarth; 6 Carlo Abarth and his apples; 7 The group viewing the new Abarth 124 Spider; 8 The original Spider; 9 Abarth Race Car; 10 The sign says it all!!! 11 Our guide introducing the cars.



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CENTRO STORICO – FIAT HISTORICAL CENTRE

The other part of our guided tour took us to Centro Storico (the building is the original Fiat Factory) which houses about 70 cars, and some aircraft, train and ship scale models. In addition there is a wonderful collection of fabulous posters, many of which we are all familiar with. There was a Dante Giacosa display which was a mock up of the famous engineer's office. Giacosa designed the iconic 500 amongst many other Fiats of that era. The famous Mephistopheles which was developed by using a Fiat racing car chassis and a Fiat aeroplane engine in 1923 was on display. There was a large range of vintage and veteran Fiats. Even though these cars are extremely rare and valuable, Fiat takes them out to some events and when Peter and I went to the Silver Flag Hill Climb near Piacenza, later in our extended trip, the 525SS from Centro Storico (one of 4 surviving in the world) was being driven in the event.

The Museum is only open on Sundays so we were privileged to have a private opening with a Fiat guide. It is an experience not to be missed in Torino.



Captions

1 The Mephistopheles; 2 Dante Giacosa's Office;
3 525SS; 4 1963 1500 Cabriolet; 5 Centro Storico
– first Fiat factory.

MUSEO NAZIONALE DELL'AUTOMOBILE

The National Automobile Museum was founded by Carlo Biscaretti in 1932 and has had a radical, large scale transformation of its contents and building and it reopened about 4 years ago. It is not only an automobile museum but in some ways it is a social history seen through the evolution of the car. There are around 200 vehicles in the exhibition and there are interactive and multi-media displays. It is very easy to spend many hours wandering around the museum and still feel you could go back for more. We did not visit as a group, but rather, found time to go along in smaller groups at times that suited. This Museum has an outstanding range of cars on display, with an emphasis on Italian marques but also featuring other cars. There is a very impressive section on Formula 1 cars and drivers and another area that looks at designers. In one room you walk on floor that is a map of Torino which shows where the designers were based and it is hard to fathom that so many automobile designers could be clustered in this one city. It really was the hub of automotive design in Italy in its day.





THE FIRST OM



The News Stand

RICHARD UNKLES

We have some action on a couple of fronts in Melbourne. Kevin Lemm has stripped his 1935 Simca Fiat Balilla chassis to get to the basics. Augustine Banko has come to the aid of Kevin and built a chassis restoration frame to spec. There is something to be said for good friends. Seems likely Augustine will be called on from time to time for advice as he is the only person in Melbourne who has restored an early type Balilla.

Rob Poynter has finally started cutting the steel for the garage of his own design. The slab has been waiting long enough Rob to say nothing of your 1921 Fiat Tipo 501.

Rocco Campesi is assisting with some tricky woodwork on your scribe's 1903 Phoenix passenger chair. This involves obtaining both a sharp bend and a twist in the trim woodwork that proved too awkward to your scribe. In due course he may well become more familiar with the timber framing of vintage and classic car bodies. There are plans afoot!

There was a 1921 Fiat Tipo 510 restored chassis for sale in Canberra on EBay. Looked well done in the photos. My understanding is that the task has become too great for the elderly owner. It came with the original plans for an open drive limousine.

It seems the starting price of \$20,000 was not reached for the bidding to get underway.

The photo below shows the first car off on the Mille Miglia this year. The make of OM is not so well known nowadays but it has the pride of first place for a reason. The first Mille Miglia was won by an OM, a feat enhanced by also coming second and third. The competition did not expect this result as the OM's were a six cylinder engine was a side valve, which would have seemed antiquated by the other makes. However these OM's are beautifully set up for a car of the period. Your scribe has driven one in New Zealand which has a nicely spaced gearbox that is

easy to time, very good brakes and very precise steering that does not suffer from the heavy characteristics of most vintage cars with FWB.

The OM in New Zealand survives and has a long history in the VCCNZ having its first outing with the club at an event in 1948 driven by Frank Blandford. The car at that time had suffered a minor body fire but was certainly usable. (see following article for more information about OM Ed)

Photo above shows the first OM off at this year's Mille Miglia at Brescia.

Fun on the Run

The photo below shows one of the fun gymkana antics used by



tipo 2 505 507 519 TORQUE 14 521 tipo 1 501c

the Riley Club in New Zealand. The idea is that the string is tied to the front bumper of your car and the driver reverses until the toilet flushes. The aim is to not overflow the bucket but to fill it as close as possible to the brim against a stop watch. Not as easy as it looks.

Is there scope for fun events like this at the Fiat Nationals next year? Maybe a suggestion that is worthy of consideration as the social component of the FCCV is the fastest growing segment.

The Hen's Tooth

Photo below is of a Nicolini OHV conversion for a Fiat Tipo 501/503. So far none of the Fiat aficionados I know have ever heard of a Nicolini head, but all

have heard of the relatively rare Silvani heads. This photo was taken at a workshop in Genoa. No idea of what it is worth but was told that anything sold is considered to be gold plated.

Cartoon

Roger Beattie, one of the new committee, is responsible for any cartoons that Lyn has found space for. These come from a 1977 publication by FIAT named Humour Car. Roger found the antiquarian bookshop in Turin that enabled purchase. This book is by far the largest collection of motoring related cartoons and



artwork I have seen. It weighs 2.8kg but a worthy addition to the luggage. The book is in 6 languages, but not every cartoon is translated, except those with a single word title. You can expect some more excerpts when your scribe is stuck for words. On the basis that a picture is worth a thousand words it is expected to be very handy.

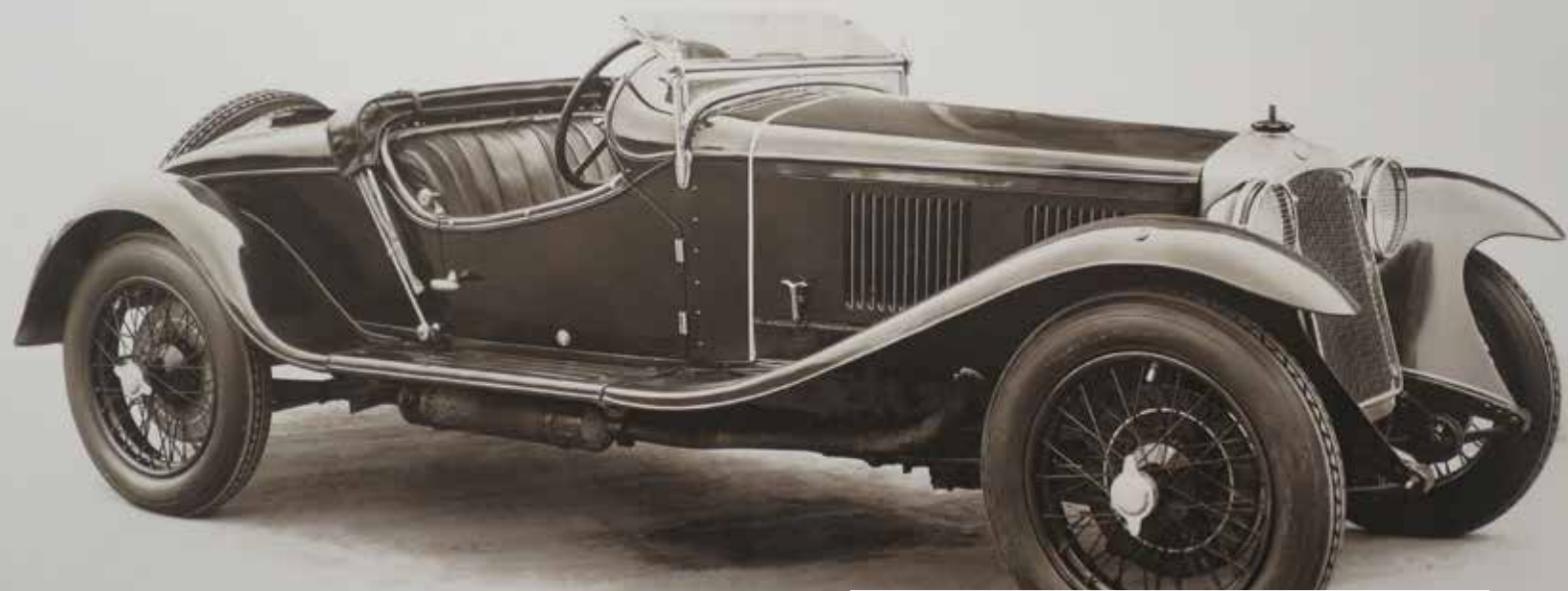
Thanks to Roger Beattie for finding the above cartoon.



NICOLINI OHV CONVERSION

La Macchina Da Corsa

PHOTO EXHIBITION – SIRMIONE, LAKE GARDA



Kevin Lemm

There are always the unexpected highlights that add to any trip. One that we enjoyed during our FCCV Italy Tour experience was the photographic exhibition “La Macchina Da Corsa – The Racing Car” at Sirmione, an easy half hour bus trip from our Hotel. A small group of us visited the display celebrating 90 years of the Mille Miglia and 100 years of the Italian manufacturing company Officine Meccaniche (OM) in Brescia. OM has a strong association with the Mille Miglia. Their model 665 Superba won the first Mille Miglia in 1927 and it was fantastic to see 13 OM examples represented in the race this year.

The display showed history and highlights of the company, particularly their racing cars. With much of my working



career involved with vehicle test and evaluation I enjoyed the shots of their engine testing shop and vehicle inspection. Vicki noticed an interesting picture of vehicle crates bound for Sydney Australia. Crates numbered 14, 16 and 18 indicate that quite a few OM vehicles may have reached our shores. I wonder where are they now?

OM was originally formed in Milan in 1899 with the merger of two railway engineering companies. In 1918 they acquired the Züst car company and initially continued with the manufacture of their cars. OM was taken over by the Fiat Group in 1938 and in the following year passenger car production ceased. The name OM continued, associated with commercial vehicles and train component manufacture, until becoming part of the Iveco name in 1975.

After the exhibition the group had a casual walk around the Old Town and the historic castle before a pleasant ferry ride back home





MID-WINTER RUN

Lyn Bartold

Rain was predicted for our Mid-Winter Run but most of us made it home with none, or just a shower. We had an excellent roll-up for the drive to Sorrento via Arthur's Seat and a variety of models, Fiat and non Fiat represented. Peter had organised a route that took us through scenic wine growing areas and on some great Passionate Fiat Driver roads. The view from Arthur's Seat was quite clear and the coffee good and we picked up a few more people here for the drive to Sorrento, making a group of 32 participants overall. Member Dominic Greco arrived here in his TD 2000, adding to the range of interesting vehicles on the Sorrento leg of the trip. Mario had organised a pizza restaurant for lunch, and sitting in a cosy spot with the sun streaming in, it was an excellent place to be on a winter's day. It was great to have some new members with us and others who can't always make it to events, so a pleasant afternoon was spent talking all



things Fiat whilst munching on pizza or pasta and sipping a glass of the tipple of choice.

Thanks to everyone who can along and making it a very relaxed and enjoyable day.

Above Arthur's Seat coffee stop Deb Judd, Jan Fry, Ken Gorman, Kerrie Gooding; **Below** Bartold X19, Webster 124CC at Arthur's Seat; **Left** Lunch at Sorrento Trattoria.



Maling Rd Auto Classico

Lyn Bartold

Photos: Paul Pozzobon, Peter Bartold

This is the second year of the running of this event and I had not realised what a wonderful display it was last year as we missed it whilst away on holidays. After a week of not very pleasant weather, the day of Auto Classico turned out to be a beautiful Melbourne winter's day with the sun shining most of the day. The setting, Maling Rd, is perfect for a display of classic cars with its narrow winding street, lined with lovely old shops, cafes and businesses and the small square off to the side. With very careful management a large number of cars were squeezed into the space, creating a wonderful atmosphere.

There was a wide selection of car clubs present, with the Italians down at one end. We were given extra space this year to commemorate the 60th Anniversary of the Fiat 500 and we had 9 x 500's lined up along the

curb, as well as our other Fiat models on display further down. Augustine's Balilla was parked in the centre of the display with a number of other special

models and there was an extremely rare Otto V in the Duttons display, so the Fiat marque was extremely well represented. The variety of cars was





Captions

1 Augustine Banko's 1936 Balilla; **2** The 500 Contingent; **3** Allan Mophatt admiring Rob Bruno's car; **4** Bartolds with Best Unrestored Italian Trophy; **5** Rob Bruno wins 1st Restored Italian; **6** Richard Unkles 501 Taxi, Rob Poynter's 501C; **7** Fiats at Maling Rd; **8** Anthony Cementon's 124, Lisa and Chris Wison's 850C.



extraordinary the number of people who came to look at the display was huge. There was even a caravan and campers display at one end where Roger Beattie's 850 campervan attracted a lot of attention (see front cover)

The event is has a judged section and a people's choice award and to my surprise our 1970 500F took out the Best

Original Italian (there were probably not many cars on display that had not been restored, so a good category to be in!!) Rob Bruno was awarded Best Restored Italian for his newly restored 500 Abarth 695 so it was a successful day for FCCV. Congratulations to the organisers who have put together a wonderful event which can only grow in strength each year.





FIAT V ALFA BOCCE CHALLENGE

Lyn Bartold

This year's Interclub Bocce Challenge attracted our biggest crowd ever with 74 people at our pizza and pasta supper and 50 + players on the Bocce courts. The Furlan Club in Thornbury was the venue again, and we were assisted by members of the Bocce Club who taught us the rules and kept us honest in our scoring (well tried to!!). We had so many players this year that there were 3 or 4 players per team on each court and even some mixing of the clubs on teams to accommodate all those who wanted to play. The matches are played in a light-hearted manner, so anyone co-opted into the opposition team, still puts in maximum effort.

The end scores were very close with a 5 courts to 4 win to the Alfa Club, so we had to relinquish the trophy that we regained last year. Because the Alfa Club forgot to bring the trophy last year we invited them to our next club meeting to present it and we all thought it was a good idea for this

to become tradition - when the team holding the trophy loses it, they go to the other team's club meeting for a presentation ceremony. So we bid farewell to the Cup but we are already making plans for training sessions so that we get it back next year!!

It was a fantastic night and a great opportunity to spend time with our equally passionate Italian car fans.



Coming Events

Competition Events September–November

September

Sun 23 MSCA Sprint Phillip Island*

October

Sun 1 Interclub Hill Climb Round 3 Rob Roy*

Fri 13–Sun 15 AROCA 12 Hour Regularity Winton*

November

Sun 5 MSCA Sprint Winton*

Sun 19 Interclub Motorkhana Pakenham*

Sun 25–26 Geelong Revival Eastern Beach
Speed Trials and Hill Climb Geelong

*FCCV Championship Points

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



Run to Phillip Island, Display and Parade Lap

Sunday 23rd September

Meet at Tooradin at 9.00am for run to Phillip Island

FCCV Display in pits area

FCCV Parade Lap at Lunch Time

Contact Joe Sammut for details, 0412 221 581.



Caffe di sabato

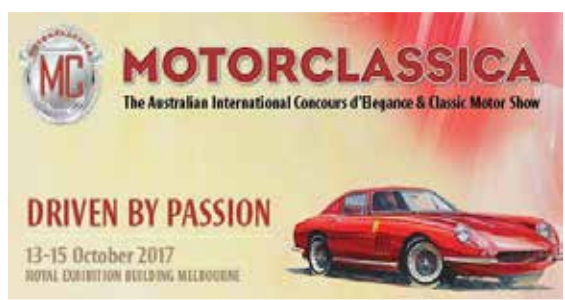
10am, Saturday October 7

*Beasley's Tea House, 195 Warrandyte Rd,
East Doncaster*

10am, Saturday November 4

The Boulevard Restaurant, 121 Studley Park Rd, Kew

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



Motorclassica — Club Sandwich

Sunday 15th October

We will have 12 cars on display in the outside Concourse area. We encourage club members to come along and support our display.

You can purchase tickets online at a club discount price. A code will be published, once it is allocated.



Carlton Italian Festa

Sunday 22nd October

The format of the Carlton Festa is presently being revised - bigger and better than previous years. The Italian car display will be bigger and we will certainly be involved so we will publish details of what is planned and how you can get involved as soon as the announcement is made

Contact Joe Sammut 0412 221 581.



Geelong Revival/ Weekend Away

*Saturday 25–Sunday 26
November*

See inside back cover for details.



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FIAT month — September 2017

Geelong Revival/Weekend Away Sat 25–Sun 26 November

GEELONG REVIVAL MOTORING FESTIVAL

24th ~ 26th
November 2017



For some years we have had small displays at Geelong Revival, but this year we will make our attendance at Geelong part of weekend away. There are Speed Trials and a Hill climb to watch and lots of other events happening each day. A vintage fashion competition is held each day so you can choose to enter that as well.

Program (provisional at this stage)

- | | | |
|---------------|--------|---|
| Sat 25 | 8am | Meet at ... , on the outskirts of Geelong for display registration |
| | 8.30am | Drive to Eastern Beach display area to display for the day |
| | 4.30pm | Drive to motel (to be confirmed) |
| | 6.30pm | Dinner |
| Sun 26 | | Spend the day enjoying the displays, event and more vintage fashion |
| | 4pm | Drive back to Melbourne and home |

Expressions of interest to Lyn Bartold, 0433 034 721, by Saturday

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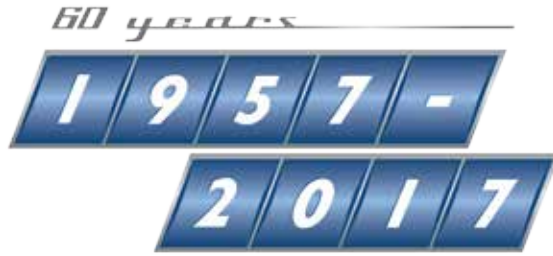
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SATURDAY DECEMBER 2



LA BARRACA, REAR OF VENETO CLUB, BULLEEN

10AM—5.00PM

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**PAUL POZZOBON,
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