



FIAT Month

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

www.fiatclub.org.au

NOV 2018

Harry's Run

Motorclassica





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NOV 2018



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:

Rob and Marysia Poynter in their 501c
on the road to Bendigo VACC Centennial
Cavalcade.

Photo — with permission of VACC.

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FIATmonth Editorial Committee

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

FIATmonth deadlines

12th of the month prior to publications.
Next issue: January 2019
Deadline: 12 December, 2018



2018-19

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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



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

Lyn Bartold
William Freame
Colin Templar
Jon Carroll
Robert Judd
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Jan Coward
Shirley Clark
Stephen Mayer*
Richard Unkles
Ian Payne
David Hughes
Keith Ellis

Alana Freame
Harry Baker*
David Judd
Sebastian Bongiorno

*deceased

Life Member and Patron — Peter Bartold

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Jonathan Crellin
Bob Durrant
Frank Fazio

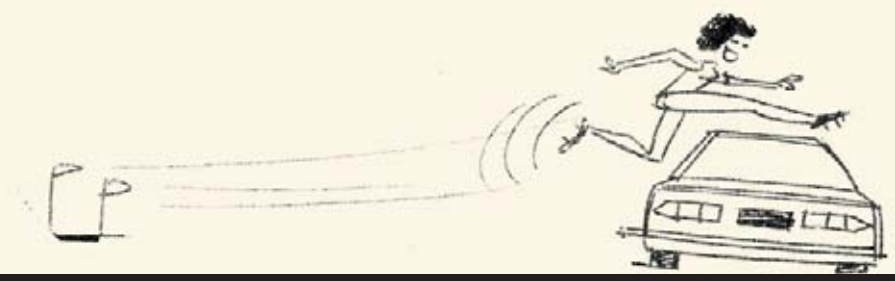
Paul Freame
Stuart Granger
Bruce McCann
Danny Petterlin

Mark Rae
Tony Romeo
Joe Sammut

Gary Spencer
Shayne Williams



FIAT month



From the Editor...



It has certainly been a very busy 2 months since the last FIATmonth with at least one event on offer to our members each weekend. As the new committee gets into its stride, new ideas on how to engage more of our members in events are emerging and events to do this are being planned to provide something for everyone's taste

From a personal point of view, I have been to at least one event every weekend from 20th September to 21st October and what I am very proud of is that Peter and I managed to take a different car to each event, giving all the Fiats in our stable a run at an event each. Our month began with the VACC Centennial Cavalcade, with our Abarth 500 representing the year 2011 in the 100 cars from 1918 to 2018, the following weekend we were at The Family Fun Motorkhana in the 500F, then we took our rosso 1982 X19 to Caffè di sabato and then on to the club weekend away to the Euroa Show and Shine. Next was Motorclassica, Club Sandwich where our Vignale 124 Eveline was on display for the 4 days of the exhibition and finally we took our grigio 1978 X19 to the Carlton Italian Festa. I think Peter wore out a polishing cloth with that effort!!

Other members of our committee and club also cover many kilometres to attend events and fly the Fiat flag. President, Roger Beattie manages to pop up everywhere. He came to Bendigo on the Saturday of the Centennial Cavalcade to be part of the display and then told us he was

heading to Birchip, another 180kms north, on the Sunday to attend a Car Show. Roger not only brought his iconic 850 Campervan along to the Euroa Weekend Away but persuaded Kevin and Vicki Lemm to drive his 1200 Cabriolet to the event, so he could have both his cars on show!

Jo Sammut also spends many hours in his cars attending events, with a monster weekend in late August. We offered a Weekend Away to the Federation Picnic in Marong or day trips on either day to our members. Joe, however, did both days in 2 different cars. He drove his 124CC to Castlemaine, on the Saturday for a small showing of cars, then return to Melbourne that afternoon. On the Sunday Joe drove the 124 Spider to Marong to be part of the FCCV Display, then home again that evening - now that is dedication!

Kevin and Vicki Lemm are also courageous Classic Fiat drivers and are prepared to drive the 195.

Topolino great distances to attend events. They drove the Topo on our Federation Picnic Weekend, encountering some difficulties on the way but still arrived smiling!

One of the unsung heroes of the club over the past couple of months (and in fact at all times) is Rob Judd. Not only were Rob and Deb prepared to put in the kilometres in their 131 to attend the far flung events mentioned above, but as Property Steward, Rob put a lot of time and effort collecting Club equipment, delivering it and helping to set up events such as the Club Sandwich at Motoclassica and our display at Carlton Italian Festa. As well as this Rob was the organiser of our hugely successful Family Fun Motorkhana held at the end of September.

So don't hide those Classic Fiats in the garage - the world needs to see them! Just look at what other club members are doing and come along and be part of the fun.

Editor's Pic of the Month

I just love this photo that Peter took at the fun motorkhana with the caption: "Dad, Mum and Junior".

I also love the comment from club member Brendon Pitts when it appeared on Facebook "the only time Junior is older than the parents"!!





Rapporto del presidente



Welcome to the November 2018 FIATmonth.

It is hard to believe another two months have rushed by. This is typically a busy time of year for car clubs and it seems people are ready to emerge

from their winter layover and get back out into events. A couple of weekend trips have gone well even if the chosen routes have been a tad circuitous at times. My call for a leadership spill at the last club meeting went unheeded so I shall be back on deck for the immediate future. If any members have ideas about the conduct of the club meetings please don't hesitate to let me know. Like all things to do with the club we are doing it because it is enjoyable and I for one enjoy flying the club flag, figuratively if not literally at more distant events including a delightful display day and swap meet at Birchip recently.

A large turnout at in Marong enjoyed a highly social Federation Picnic day, some drove up on the day while others had a relaxing cruise up the day before and dinner in the Shamrock in Bendigo before meeting up in Marong the next



Il presidente heads up country in his beloved 850 Campervan

morning. Similarly a great attendance at Harry's Run where I hitched a lift in the Poynter's 501 and no doubt hindered its climbing ability on the day.

After the September Caffè di Sabato a number of us snuck

around to Shannon's to see the Fiats presented for auction on the 17th. I attended on the night and all passed in at what seemed realistic prices, maybe the values are on the increase.

The VACC Cavalcade to Bendigo was another highly entertaining day late in September and on the back of that I continued up to Birchip for the following days Swap Meet and Display. The Buloke Collectable Vehicle Club ran a well organised day and I was personally thanked for coming up by about 7 or 8 different club members. As I am known to say "It's a car club, let's go for a drive!" The same spirit imbued many who 'Came and Tried' motorkhana-ing at Metec where not even the weather dampened enthusiasm.

On a personal note it has been good to finally get my 1200 Cabriolet out on the road. Many years after purchasing it the club plates are firmly affixed and a few entries in the logbook later all seems to be going well. Kev and Vicki Lemm drove it up to Euroa to accompany my little van to the National Show and Shine, another well attended event by members with their Fiats and even some in other marques. It seemed like more than last years crowd which I am told was 650 cars, it certainly spreads throughout the Seven Creeks Park.

By the time this article sees the light of day Motorclassica will have been run and no doubt

A great turn up at the Family Day Motorkhana



GOODBYE BOB AND THANK YOU...

By Bill Freame

A great Australian has passed on and we are all the poorer for his passing. Bob Jane left on 28/09/2018. It was a full life and often controversial. He was a very successful business man and he was a strong supporter of motorsport. As a driver he won two Armstrong 500 (mile) races at Phillip Island in 1961 and 1962, then when the race was moved to Bathurst but still with the same race sponsor, he won again in 1963 as a Ford works driver, following up by winning again in 1964. Four wins in a row takes skill and talent, and remember that Bathurst in the '60s was not 'safe' like it is today, it needed courage as well, especially across the top.

Bob purchased the failing Southern Motors and very quickly turned it around. He franchised his tyre business very successfully, with smart franchisees also making lots of money. He always presented a successful image with TV and newspaper ads, as well as promoting major races that attracted the best drivers. He was instrumental in improving the image of the Australia Grand Prix, but failed in the attempt at getting the first AGP F1 race at Calder, losing out to the South Australian

Government, who ran it as a temporary race track, through a park with public money. (Hmm, still happening!)

Bob purchased Calder Park and with lots of hard work and vision for the future of motorsport in this state, transformed the facilities to capably handle Rallycross, circuit racing, NASCAR (and AUSCAR) and drag racing. If not for Bob, Calder Park would have become an industrial site or housing estate many decades ago. Many car clubs and their members have appreciated the opportunity to run affordable sprint meetings there. Most Friday nights there are street drags for 'Run what ya brung' classes.

Bob also purchased Adelaide International Raceway, with a similar vision for drag and circuit racing, however, for some reason that facility has fallen into disrepair in recent years. I fear with Bob's passing that both these facilities will soon disappear to become just distant memories of what we once had.

Bob had a good eye for driver talent, helping the careers of Bevan Gibson (killed at Bathurst in Bob's big banger sports car), John Harvey (who he helped transition from Speedway), Spencer Martin and a New Zealand driver, Jim Richards. Bob personally raced Mk2 Jaguars, a Fiat 2300, one of the first Mustangs in the country and eventually the crowd pleasing Orange Chev Camaro which won him his third and fourth Australian Touring Car Championships,

in 1971 and 1972. His earlier wins were in 1962 and 1963. All four were against serious opposition. The later ones were against Norm Beechey, Pete Geoghegan and Alan Moffat. His final championship win was at the age of 42.

Bob also attracted the best mechanics to his team, with his cars always very well presented and very well prepared. To name just a few, they were John Sawyer, John Sheppard and Pat Purcell. Bob also arranged a Porsche for Le Mans for some of our local drivers and it was well supported but unsuccessful.

Despite eventually helping set up a rival organization to CAMS, (AASA) to reduce the cost of running and competing in motorsport, he was eventually recognized by being honoured with elevation into the Australian Motor Sport Hall of Fame and also the Supercars Hall of Fame.

Regretfully there were very public court disputes in his later years, with ex-wives and close family. I smile every time I remind myself that regardless of Rodney Jane now controlling the empire, the tyre businesses will continue to promote the Bob Jane name.

Bob was very approachable at Calder Park, mixing socially with the racers and the spectators. Despite his wealth, he remained and was very much one of us.

Good-bye Bob and thank you for what you have done for Motor Sport in this country.



My cars at Euroa



Lingotta Test track backdrop

the enthusiastic members of the club will have represented us both within and without the Exhibition Buildings with great aplomb. Every year there seems to be new and interesting challenges around that event and the long term Club Sandwich display (over all four days) was this years. Most sandwiches would go stale over four days but I am sure we will find a way to keep it fresh.

The Alfa 12 Hour will have been completed and the Lygon St Festa will have been and gone.

Coming up soon we have the Sandown Historics and Geelong Revival weekend. There are more MSCA sprints and plenty of opportunities to have a coffee and a chat. Anyone who wants to organise a mid-week run would be heartily congratulated.

They don't have to go too far, just past something interesting and end in a pleasant place. All the work you did over winter on your car should now be paying off as we see you at various events.

Yours in Fiating

This year's FCCV Display at Motorclassica was the best we have ever had with the wonderful "backdrops" featuring Torino Cafe, Piazza di San Marco and the Test Track on top of the old Fiat Lingotto Factory. Roger designed and had these printed for us to create a fabulous setting for the cars. We won the Best Club Sandwich display - for the second year in a row. Well done Roger

—Ed



CLUB CALENDAR

NOVEMBER 2018–JANUARY 2019

NOV

Sat 3

Caffe di sabato
10am. The Craft and Co Farm,
Bangholme. Contact Mario Di Censo,
0419 171 661, or Paul Pozzobon,
0418 552 290.

Sun 4

MSCA SA Sprint
Tailem Bend SA

Mon 5

MSCA Sprint, Winton
Contact Danny Petterlin, 0411 877 337.

Thurs 8

FCCV General Meeting
Veneto Club, 8pm.

Fri 9–Sun 11

Sandown Historics
Sandown Racecourse. FCCVdisplay. Contact
Joe Sammut, 0412 221 581.

Fri 23–Sun 25

Geelong Revival Motoring Festival
FCCV Weekend Away/Run and Display. Contact
Lyn Bartold, 0433 034 721.

Wed 28

Visit to Holinger Engineering
Kilsyth. Contact Bill Freame, 0412 814 855.

Wed 28–Sun 2 Dec

Targa Florio Australian Tribute 2018
With pre-1976 classic cars, post 1977 Ferraris and
post 1990 exotic cars.

DEC

Sat 8

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

Sat 8

MSCA Come and Try
Phillip Island. Contact Danny Petterlin,
0411 877 337.

Thurs 13

General Meeting and Celebration Nuts and
Bolts Trivia Night.
8pm, with pizza supper supplied by the club.

Thurs 10

FCCV General Meeting
Veneto Club, 8pm.

Sun 13

Summer Picnic
Contact Lyn Bartold, 0433034721.

Sun 20

Raduno di X19
Meeting Place TBA. Contact Peter Bartold,
0414867280.

Sun 20

Eastlink Great Australian Rally
Cruden Farm Langwarrin, 9.30–5.30pm.

JAN

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, 8th November 2018
- Thursday, 13th December 2018
- Thursday, 10th January 2019



Membership News

Robert Judd, Membership and Club Permit Secretary

It's mid October when I'm writing this and we continue to see new members joining. There is still a reasonable number who have forgotten to renew though and they won't be receiving this magazine, but will be receiving a reminder email from me. Our membership sits at 453 at present.



George and Daniel with their Alfa Giulia Quadrifoglio

Welcome to the following new members

Terry Brooks: '81 Fiat 2000 (132?), '68 Fiat 1430 (124AC?)

Eric Molinaro: 124 Sedan

Robert De Santis: 500D

Nic Razzi: future Fiat owner

Domenico Rotelli and family: Multipla, 500D Trasformabile, Modern 500C

Maya Costanzo: family of Robert

Marcus Di Blasio: BMW 325i

Danny Milovanovic and family: Modern 500 Abarth

John Tamburrini: 124 CC

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

MEMBERSHIP & CLUB PERMIT UPDATE

Activities such as the Family Fun Motorkhana, and various displays have meant I haven't had time to do the audit of the club permits. Although by the time you read this it will be done. There has been at least one of our members again this year where the permit wasn't processed fully by Vicroads and therefore they didn't get a renewal. If you don't get your renewal a few weeks before the due date, check with Vicroads.

Name	Location	Phone
Peter Bartold	Wonga Park	0414 867 280
Phil Buggee	Dandenong	03 9794 6692
Mario di Censo	Bulleen/Balwyn	0419 171 661
Bill Freame	Glen Waverley	0412 814 855
Frank Marinelli	Brunswick	0411 511 679

FCCV Club Permit Scheme Scrutineers

New Member(s) of the Month

George, Daniel and Michael Petselis

George tells us....

"Daniel is the driving force in joining the club. He has since then got his Jnr Cams Speed license (Michael and I followed along and did the same) and he has booked in to do an event at Winton on 5 November and then a Come and Try at Phillip Island (both with MSCA).

Daniel loves everything about cars. He has an instagram site (melbournespotters) which he posts cars he sees here and there, and is active with a group of friends who photograph cars (mostly supercars) and publish them on other instagram sites.

We were at the WTAC a few weeks ago at Eastern Creek NSW, and after leaving Sydney on the morning of 14 October, Daniels said he wanted to see the Motorclassica, so the drive was Sydney to Eaglemont (to drop off mum and michael) and straight to the Motorclassica. On Sunday we were at Sandown where MSCA was doing a speed day.

We joined FCCV as we owned an Abarth but have sold the car since then. We are now looking to buy and restore something old and that stems from Daniel riding in a little Blue Fiat at the Motorkhana and saying "dad, that was the coolest car ever".

For us, joining the club is all about pursuing a passion. I have the passion but never did anything about it. It must be in the Petselis blood with Daniel actually making it happen. Michael and I love it all and we are there for the ride.

There is no clear ambition other than to immerse in car culture and then work out what direction to take."



Competition Report

Danny Petterlin, Competition Secretary

Past events

Sunday 19th August

**NGK Victorian Motorkhana Championships —
Round 6 Colac Saleyards**

Well, it was a fun adventure representing the Fiat Car Club of Victoria in Colac. I drove up to Colac on a very chilly and rainy Saturday afternoon and met up with fellow competitors and organisers at the Farmers Arms Hotel in Beeac, owner by club member Ean McDowell. We had a tour of the Classic Car collection in the sheds behind the hotel followed by a nice meal in the pub. The small part of the collection we got to see had some interesting vehicles like a 1949 Fiat 1100 Barchetta, Lancia Appia, a 1935 Riley Imp and a Fiat 1100 D, just to name a few. Photo's 174031 Farmers Arms Hotel Photo 164732 1100 in Ean McDowell's Car Collection, Beeac

The next day we all headed to the Colac Saleyards to compete in Round 6 of the NGK Victorian Motorkhana Championship. All up there were 27 competitors which was good because we completed all 10 tests early and finished up around 3pm. It was a very cold and windy day, but the rain only appeared in patches towards the end of the competition. I had a lot of fun as always and managed to get 5th in Class A and 2nd in the Ladies Class. It was a great event overall organised by the Huntington Car Club and I would highly recommend more from our club next year!

—Marisa Gangemi



Captions

1 Marisa Gangemi in action; **2** Frank Spinosa in X19; **3** Farmers Arms Hotel; **4** 1100 in Ean McDowell's Car Collection, Beeac; **5** Marisa Gangemi — 1st in Class; **6** Julian Di Battista, Frank Spinosa and Marisa Gangemi at Altona.

Sunday 27th August

Round 7, Group 5 Motorkhana was held at Altona.

The Motorkhana took place at the former Toyota car assembly plant car park. It was a chilly start to the morning when we arrived, but by the time we had unloaded the cars and had our briefing along came the most important vehicle of the day, the coffee van! By the time we sipped our coffee the sun came out and the clouds drifted away, ready for a great sunny day.

We were each given our running sheet and told our car number, by this time we had a total of 59 participants taking part. Frank Spinosa, Marisa Gangemi and Julian Di Battista were the only participants taking part from the Fiat Car Club. All tests were run as back to back tests, which were great for all those who wanted to compete against their fellow members.

Our very own Frank had them all cheering and laughing when he took off, not knowing his driver's door swung wide open as he headed into a turn. Frank's quick reflexes managed to slam the door shut prior to the first turn. While Frank was entertaining us with his stunts our other member, "The quiet achiever" Marisa had her Abarth finished first in her class.

Frank finished 14th in his X19, Julian finished 17th in his Punto, the day being enjoyed by all!

—Julian Di Battista

Friday 28th September

Family Fun Day Motorkhana

A quick note to thank you all for coming along on Friday to the come and try Motorkhana. The event was set up specifically to attract new drivers and it was a great success with 36 participants, 26 of whom were first timers or hadn't competed in a long time. It was great to see an improvement in confidence and skills in the new participants as the day progressed. Hopefully we will see all of you back again at future events. Thank you to those who worked with the new drivers, sitting in the passenger seat to give advice. Regarding future participation, several people left early due to other commitments, therefore would have missed my comments at the end of the day about the Come and Try licence. The licence is only valid a single day (and only available once), you are entitled to a full discount of the \$25 spent, on a 12-month CAMS licence if you apply for one within 6 months. To get this discount, you need the receipt/tear off section from the bottom of the licence. If you need this, please contact me and I will get it to you.



A big thank you to all the helpers on the day and a special thank you to Bill Freame as Clerk of Course, Paul Freame for the initial organisation and assistance on the day and Shayne Williams and Frank Marinelli who stepped in to scrutineer the cars when plan A was thwarted.

—Rob Judd

Coming Events

- **Sun 4th November**— MSCA SA Sprint Taillem Bend, SA
- **Mon 5th November**— MSCA Sprint, Winton
- **Fri 23rd–Sun 25th November**— **Geelong Revival Motoring Festival**

Safe and happy motorsport!
Regards, Daniel.



Family Fun Motorkhana

By Rob Judd

Briefing

Following on from last year, we chose to run a motorkhana event again on the Friday holiday leading up to the AFL Grand Final.

Last year it was a Nationals practice combined with a Come & Try Day, however at the Nationals this year there was a strong interest in our running just a Come & Try Day to introduce more partners and children into the fun that is motorkhana. So we organized this event as a gentle introduction with simple events and lots of assistants to guide our new (first time) drivers and planned it as a Family Fun Day. Times were taken, but this wasn't a competition so no pressure was on.

The event was a great success with 35 participants, 25 of whom were first timers or returnees after many years away. With road cars only allowed, we got to see how well the modern Fiat varieties (and some other brands) perform and we also got to see

how the standard Nuova 500 could perform with the Bartolds running their little "beast" on the day and taking out fastest time in one event.

The true measure of success will be to see how many come back and have another go in the future and so far it looks like we will have at least 4 new members and at least 8 new CAMS licensees from the event.

Melbourne's spring weather challenged us on the day, with showers and cold winds from the south, interspersed with sunshine. This ensured that the drivers were given all types of grip conditions on the Metec skidpan and added to the learning experience.

Marisa Gangemi was our success story from last year's event and was there to show the way in her 500 Abarth. This year, her partner Steven was running for the first time and like so many others on the day showed





Car		Car	
Daniel Petselis	Alfa QV	Kaden Duarte	124 Spider
Michael Petselis	Alfa QV	Sabrina Pozzobon	BMW Z4
George Petselis	Alfa QV	Daniel Cimino	Golf
Emily Judd	Nissan Dualis	Marco Cimino	Golf
Damian Marinelli	500X	Steven Cracknell	500 Abarth
Stephen Judd	131	George De Prato	124 Abarth
Caroline Judd	131	Amanda Judd	124 BC
Sveto Ristic	Honda Jazz	Warren Judd	124 BC
Con Kapetanakis	Ford Fiesta	Matthew Judd	124 BC
Brian Garrett	Fiat X1/9	Amanda Di Censo	500 Twin Air
Judith Odgers	Mazda 2	Sebastian Zavaltieri (Jnr)	132
Vicki Lemm	Mazda 2	Sebastian Zavaltieri (Snr)	132
Kevin Lemm	Mazda 2		

New participants

vast improvement from the first event, till the final one of the day.

As it wasn't a competition I'm not going to publish any results, but below I'm listing the first timers and the cars they drove so that they can see their name in print for the first (of many?) times.

Thanks to Bill Freame, Paul Freame, Shayne Williams and Frank Maranelli for helping with the official activities before and on the day, and to the

timing officials, volunteers and co-drivers on the day without whom this event wouldn't be able to run.

The challenge is now for us to consider running a similar event again next year.

MELBOURNE PERFORMANCE CENTRE WORKSHOP VISIT

by Ian Payne, words and photo

'FCCV members are invited to attend on Wednesday, 29th of August, from 6:30pm for a 7pm tour of Melbourne Performance Centre in Croydon South' read the email and I knew it would be a visit not to miss. After reading about MPC on the internet and its reputation for building high performance racing cars I was looking forward to checking out this place so I dragged a 'rev head' mate along and by the size of the crowd plenty of others did as well!

After assembling in the foyer, we were soon introduced to Lee Partridge who would show us around the facility. Firstly, into an area devoted to standard and high-performance road cars and where they maintain ex V8 supercars and tarmac rally cars. With their expertise in metal fabrication and carbon fibre they can also undertake complete restoration of road and historic race cars and to that end there were some very nice examples on display with a Nissan GTR, classic BMW's, Ferrari and Valiant Pacer.

After a good look around, it was then into another larger area where up to 40 customer race cars are stored and maintained. The majority of these cars were 'track only' Audi R8's and because track time

is only a small element of owning a competitive car, MPC provides the cashed-up racer with a solution! They offer storage, preparation and transportation of the race cars to the various circuits around the country, hence the need for such a large facility and the two B-Double race car transporters! This form of motorsport is far removed from the grass roots level we are used too as just to buy a second hand R8 track car can set you back \$200/400,000 plus all the ongoing costs in preparation and maintenance! Gentlemen racers only please and this was backed up by Lee who commented that many of the owner/drivers usually fly into the track, do the race and then fly out, unbelievable!

This professional setup has reaped rewards for MPC as they now have direct support from Audi Sport Germany and as part of the arrangement they are the only Australian supplier of all Audi Sport race cars and spare parts.

But this enterprise like many other small businesses started from very humble beginnings when the owners Lee Burley and Troy Russell both had separate companies fabricating components and fittings for high-

performance road and race cars, decided to combine their talents which was the beginning of MPC.

Next it was onto the Dyno Room where a pretty wild Nissan 300ZX race car sat on the all-wheel Mainline dynamometer and according to the read-out was putting out close to 600hp!

But as Lee pointed out MPC Auto Speed is not just about competition or hotted up street cars, they also offer all levels of maintenance from log book servicing to full race car preparation and transport!

After Bill and President Beattie thanked Lee for a tour of the MPC facilities it was off to find something to eat, fortunately quite close by on Dorset Road a Pizza place was sighted so we all piled in. The place seemed very appropriate with photos of both old and new Fiats all over the walls and as we found out these were not just to set the Italian theme as the owner remarked that his wife had a new Fiat 500 and his brother and nephew were both members of the Fiat Car Club! 'Who we all asked', Frank and Sam Russo! Talk about a small world and a very fitting end to a great night.

Many thanks to Bill Freame for organising this event.





CAFFE DI SABATO

by Lyn Bartold

Vita Sociale

Naked Racer, Cheltenham

September 1st

Naked Racer is a cafe with a motor bike theme that is a new one of our Caffe di sabato offerings. There was another good turn up of members and friends, the food and coffee was very good and the memorabilia in the warehouse behind the cafe was incredible where many of us whiled away some hours just looking. Well done to our cafe finders, Mario and Paul for coming up with this interesting venue.



The Boathouse, Moonee Ponds

October 6th

Another new cafe which will probably become a regular! Set of the banks of the Maribonong River, this former boathouse (hence the name) has been converted into a beautiful cafe. It was a perfect place to enjoy the Spring sunshine to host a big crowd of Fiatisti, including our Norwegian member... who was visiting Melbourne and the Unkles. This venue was also the starting point for a number of members to embark on a Weekend Away that would take us to Euroa via Seymour for the Show and Shine that was held the following day.





Europa Food Market Display, Moorabbin

Sunday October 7th

It was a busy first weekend in October with the Caffè di sabato on the Saturday, the Weekend Away/ Euroa Show and Shine on Sunday and the Europa Food Market Italian car display, food tasting and general all things- Italian day. The weather from the previous day continued and it was another good turn up of car club members, proving that even when we have a clash of dates we can still get Fiat drivers at all events.



THE FEDERATION PICNIC

By Kevin Lemm, Photos by Peter Bartold

The Marong Picnic is conducted by The Federation of Veteran, Vintage and Classic Vehicle Clubs around the end of August every year. It's a well organised and well patronised event, that a number of our members have attended before. But the woeful cries of our President about the lack of Italian cars attending previous events motivated a number of us to give it a go as a group this year.

Our Saturday tour group met at Strathmore in the morning, then headed to Castlemaine through some typical Victorian countryside. Along the way there was the obligatory coffee stop at Kyneton where we were joined by Laurie and Vergie Hocking. We continued to Castlemaine for lunch and a chance to join more interesting cars

displayed on the Western Reserve. After lunch it was time to find our way to our accommodation. Most stayed closer to Bendigo in preparation for the morning. A group of us met at the iconic Shamrock Hotel for dinner where it was

hard to find a parking bay with a Beer Festival in full swing that night.

For the Sunday event we were blessed by another sunny day and a magnificent display of cars, motorcycles and





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machinery of all makes and types. Our group of Saturday Tourists soon swelled in numbers by Club members who drove up for the day. As usual our Club presented a splendid display of 10 interesting and diverse Fiats, plus one rogue (but very nice!) Mustang. Our Italian style picnic was the envy of many a spectator!

So..... did we enjoy the event? Most definitely! It was also good to see new members attending. Did we have issues? Of course, we were driving older cars; we had starting problems, ignition issues, vibrations and tow vehicle failures. But would we do it again? I'm sure most of us would answer yes to that.



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Captions

1 The group at Castlemaine for the Saturday display; 2 Cars on display at Castlemaine; 3 Bartold Vignale in Bendigo ready for Sunday run to Marong; 4–6 Fiat Club display; 7 Car problems, Kevin Lemm and Stuart Hocking fixing an engine problem; 8 FCCV Italian style picnic — the envy of many passers-by; 9 Roger cooking soup for the troops in the Campervan.



Harry's Run

by Richard Unkles
Photos by Peter Bartold



This was the 10th Harry's Run since inception to commemorate Harry Baker, a larger than life, Life Member who enjoyed both using his cars and the fellowship of fellow members. Harry was also well known for his 2 or 3 carefully chosen words from the back of a meeting that would dissolve those present into laughter. Our annual Harry's Run, not only remembers Harry but is a chance for us all, those who knew him and those who did not, to join together on a drive and to support a charity of the Baker family's choosing. As in previous years it is the FSHD Foundation (Muscular Dystrophy) that is the chosen charity

A large group of Fiats and other marques met at Eltham Park for a drive that was to take us to the Bylands Tram Museum, Kyneton for morning tea and a tour of the museum and then on to Broadford for lunch.

David Stott and Rob Poynter came in matching Tipo 501 Garrett bodied deep red tourers to the run, thus adding to the spectacle of Fiats of many ages this year. Regretably it was not practical to take the taxi when you need to be

last away and first at the museum, hence the unspectacular 124 spider was pressed into use.

The Bylands Tram Museum was an area of interest to all those who grew up in Melbourne. The museum, which was started in 1968, even has a horse drawn tram in rough condition but their cable tram and matching dummy is in very nice original condition. Film buffs might have been surprised to see the dummy tram from the film "Malcolm" there - another Melbourne icon. They have 13 of the 14 variants of the W Class trams in the collection of 47 trams. It even has one Sydney tram and one Ballarat tram just to add some variety. A change in safety regulations means they can no longer run the trams on the short track, the wires for which are supported by cast iron supports that originally were in Central Melbourne.

Morning tea and coffee was supplied by the museum and supplemented by Elsa Unkles wide variety of cakes that were so tempting when extracted from the oven at home. Thank you Elsa from all who keenly partook. The fact that the plates were cleared despite

1,6 Guided tour of Tram Museum; **2** The start at Eltham Park; **3** Fiats at Bylands Tram Museum; **4** Trams; **5** Our guide; **7** Lunch at Broadford Hotel; **8** George De Prato with Jenny Baker and Lyn Bartold...and his prize - snap!!

the quantity supplied confirmed the taste tests.

Elsa has kindly shared one of her recipes which is printed here.

We all second that expression of thanks - Elsa excelled herself again with the most wonderful array of sweet treasures to tempt us all!

—Ed

Luncheon was at The Broadford Hotel where we were allocated a room to ourselves, complete with wood fire heating just to make it cozy. Just over 50 members enjoyed an excellent lunch. The vintage crew were joined by Ray and Frances Fullard who live nearby. Frances is slowly recovering from Gillion Barre's affliction but showed she is on the mend after a year in hospital. An endlessly cheery person, she was a delight to have with us.

Jenny Baker spoke of how much she appreciated the way we remember Harry and Lyn Bartold arranged the usual raffle for a charity of Jenny's choice in accord with past practice and \$320 was raised, continuing the link of a socially responsible drive.

Thanks to Richard and Elsa for organising this event which everyone enjoyed.

—Ed

Panforte di Siena

From Siena in the Tuscan Region of Italy comes this famous nut cake. Dust with icing sugar, it can be cut into wedges and is the perfect accompaniment to and after dinner coffee. Wrap in aluminium foil and it will keep in good condition for weeks: you do not need to refrigerate.

20cm round cake tin (greased with baking paper cut to fit base)

125g blanched almonds	2/3 plain flour (can use gluten free)
125g roasted hazelnuts	2 tablespoons cocoa
60g glace apricots	1 teaspoon cinnamon
60g glace pineapple	60g dark chocolate
60g mixed peel	1/3 cup white sugar
Icing sugar	1/2 cup honey

1. Spread almonds on oven tray, put into moderate oven (160° C) 5-7 minutes until lightly golden.

Chop hazelnuts and almonds roughly, combine in bowl with chopped apricots, chopped pineapple, mixed peel, sifted flour, cocoa and cinnamon, mix well.

2. Melt chocolate in top of double boiler over simmering water. Put sugar and hone in separate saucepan, stir over low heat until sugar has dissolved. Bring to boil until syrup is at 'Soft Ball' (113°C) using a Candy Thermometer. Alternatively if you don't have a thermometer, bring to boil, reduce heat, simmer uncovered approximately 5 minutes or until syrup forms a soft ball when a few drops are dropped into a glass of cold water. Add syrup and melted chocolate to fruit and nut mixture, mix them well. (This needs to be done quickly as the mixture becomes very stiff and quite difficult to mix. I use an old table knife or a stiff scraper and use a cutting and folding motion).

3. Spread mixture quickly and evenly into prepared tin. Bake in moderately slow oven (145° C) for 35 minutes. Remove from oven and cool in tin.

4. Turn out, remove paper. Wrap in plastic wrap and leave at least one day before cutting. Before serving dust with icing sugar.



Harry and Jenny Baker Award

An important part of Harry's Run, each year is the announcement of the Harry and Jenny Baker Award for a club member or couple who have contributed to the life of the club over the past year. This includes volunteer work as a committee member or at events and general promotion of the club and Fiats. The recipients of the Award, Elsa and Richard Unkles, was announced at the September General Meeting and the Individual and Perpetual Trophies were presented at the October Meeting.



Photo by Brian Garrett

Unfortunately Jenny Baker was away and was not able to make the presentation but she has sent her congratulations to the Unkles.



Motorclassica and Club Sandwich

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By Lyn Bartold

Photos: Peter Bartold, Kevin Lemm, Michael Polito, Roger Langdon

MOTORCLASSICA is described as Australia's premier motorshow and rightly so. The 4 days of the event feature a magnificent collection of classic cars and motorcycles mixed with the latest supercars and sports cars. Features of the 2018 show were the celebration of 90 years of the Australian

Grand Prix, an exhibition of Muscle Cars of the 60's and 70's and a quirky Micro Car exhibition, all set in and around Melbourne's magnificent Exhibition Buildings. The show was buzzing with enthusiasm for what was on display and the later opening time, to 9.00pm on Friday and Saturday nights was also very popular. There were also many trade displays and guest speakers including Alan Jones.

Each year we have had club members cars on display inside the Exhibition Buildings and so it was this year. Sebastian Bongiorno was displaying his magnificent red 124 Spider and Ross King his newly restored Topolino. Ross was overseas so he left the car in the care of Vicki and Kevin Lemm who got it to and from Motorclassica and looked after it whilst on display, and it is still in one piece! There was also a lovely black 124 Spider belonging to Michael Polito, a member of the Queensland Fiat Club, who brought to Melbourne and back for Motorclassica

Our club has been part of Motorclassica in the Club Sandwich section, in the area outside, since its first year, nine years ago and each year we have put together an interesting collection of our cars and have always attracted a lot of attention. This year Club Sandwich was run in a different way to previous years. In past years car clubs applied for Friday, Saturday or Sunday to have a display, with cars arriving early on the appointed day and leaving at 4pm in the afternoon. This year the clubs who applied and were selected were required to park the cars and set up their display on Thursday afternoon and the cars remained there until Sunday afternoon.



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I thought it worked really well, by cutting down on all the coming and going over the days of Motorclassica and the cars were well looked after, just requiring a good dust each morning on arrival.

This year we went all out to create an interesting display, erecting our shelters and stringing fabulous printed banners around them that depicted Cafe Torino, Piazza San Marco and the test track on top of the old Lingotto factory. Thanks to il presidente, Roger's knowledge and connections in the printing industry we now have these wonderful banners to use at all sorts of displays and functions. David and Rob Judd were part of the planning and setting up of the display, assisted by a number of other club members.

The reward for leaving our cars for the 4 days was a complimentary ticket to the Opening Cocktail Party and a 3 day Pass to Motorclassica which was appreciated by all owners.

The range of fantastic cars we had on display against this background certainly attracted a great deal of interest and we were awarded with the Lorbek Trophy for best display at Club Sandwich - a fantastic effort by all involved. This is the 3rd time we have won best display at Club Sandwich so now the bar is set very high for next year!!

It was great to see so many FCCV members at Motorclassica this year and I am sure we all appreciate the of quality this wonderful show and how lucky we are to have it in Melbourne.



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Captions

1 Magnificent building, superb cars — Motorclassica 2018; 2 Some of the Fiat Gitterati at the Motorclassica Cocktail Party; 3 Ross King's newly restored Topolino on display at Motorclassica; 4–6 Our Club Sandwich display; 7 Sebastian and Michael Polito's fabulous 124 Spiders on display in the Motorclassica competition; 8 FCCV wins Lorbek trophy for Club Sandwich Best display.

Car	
David Judd	124 Abarth Spider
Sandro Cesario	500 Abarth
Lyn & Peter Bartold	Vignale 124 Evenline
Robert Poynter	501c
Paul Pozzobon	X19
Angelo Monteleone	Lancia Fulvia Zagato
James Woodburn	124 Spider
Jonathan Crellin	600
Marcus Bartlett	500 Giardiniera
Mario Di Censo	500
Roger Langdon	124CC

FCCV Club Sandwich displayers



2018 AROCA

12 HOUR REGULARITY

Bill Freame

This year, our team for the Alfa Club 12 Hour Regularity consisted of Frank Spinoza, Naum Johns and Shayne Williams all driving X19's with Phil Buggee in the 131 and Jack Waldron in the Sigma making up the team of 5. Once again I became the Team Manager, past experience helped with knowing what to expect again this year.

As the majority of scrutineering takes place on Friday afternoon, Phil and Shayne are our volunteers to help the event to function. Every team is requested to supply a volunteer during the event, rostered on as is needed. With the maximum of 45 teams entered and up to six cars in each team, there are usually at least 200 cars to be checked, usually it's closer to 240. There is a team of scrutineers to check out each car, several cars being checked over at a time and our team supplied two of them. Each team is supplied with a 'Scrutiny Pass', to clearly identify that there is only one team car in the queue at any time. I volunteered to check each car in the line-up, that it had the pass and also their scrutiny check sheet, one for each car in the team.

Most of our team had travelled up individually on Friday morning, with unloading of cars and spares into our shared garage as the first priority before we began doing any scrutiny

checks. We were sharing garage #6 with the team from FCCNSW, which is great as we can all speak Fiat and have been happily sharing garage facilities at these events for several years. We were team #9, cars numbered from #91 to #95 and they were team #10, with six cars, #101 to #106.

Saturday was a sunny day, with only a light breeze blowing. Practice is also qualifying, with each driver needing to do a minimum of three laps to qualify, with lap times between 1:40 and 2:10 minutes. Either side of those lap times is that the car/ driver is too fast or too slow for this event, for safety reasons. Each driver has a transponder supplied to be mounted outside of the car, so any shared cars need the numbers and transponder changed to identify the driver on the track. The laps are timed and counted only when the car passes over the start/ finish line. Each team is supplied with a team numbered Velcro strip that must be affixed on the front mudguard. When team cars change over on pit lane, the Velcro strip is what is transferred onto the next car going on track. Speed is limited to 40kph along Pit Lane, checked by radar gun, and in the pits it is only 10kph, for safety of everybody. Should a car stop out on the track, and after the driver exits the car and over the wall, a replacement sash will be issued to the team so the next car can continue for the team.

The stopped car will be towed back to the pits for repairs.

The team must submit nominated lap times for each of their drivers, before the regularity event starts, with the starting driver time being submitted about an hour before start time. That allows for grading of the starting grid, with the fastest cars at the front and the slowest cars at the rear. Then before the event starts, the remaining nominated times must be submitted so that, as the cars are changed, so too does the lap time. These nominated lap times are for the whole of the event; five hours on Saturday and the remaining seven hours on Sunday. HOWEVER, there is the provision to submit adjusted lap times on Sunday morning if Race Control announces there is inclement weather effecting the event. Otherwise you are stuck with the nominated times you (guessed at?) submitted before the event started.

Our first problem arose during Practice, when Naum's car began overheating on his final lap (of 7) and he returned to Pit Lane to change the sash over. Investigation indicated a blown head gasket to be the problem. Naum returned to Melbourne to collect a replacement gasket, meanwhile our nominated lap times had been submitted and at 1PM the event started, ready or

Right, top to bottom: Phil Buggee, 131; Frank Spinosa, X19; Naum Johns, X19; Shayne Williams, X19; Jack Waldron, Sigma.

not. We would begin to change the gasket at the end of the days running, with Naum having to do extra drive sessions on Sunday.

As Phil has by far the most race experience in our team, I usually have him be the start driver for the first hour while the huge amount of Male Testosterone slowly settles down throughout the field. This event is not won on the first lap! Each of the other drivers did their stint, except Shayne started to suffer from a long brake pedal half way through his stint, so Jack ended up doing a second stint, giving him already a total of 115 minutes. Each team has a total of 720 minutes to cover, with our five drivers each to do 144 minutes. However, a driver can do a total of 30% extra time, so that meant none of our drivers could do more than 187 minutes. Therefore, when juggling driver's time, team managers need to know how much each driver has done in previous sessions, to stay within their maximum time limit.

Our team helpers were Tony Romeo, with Paul and Mark Freame, up for the weekend, Peter Bartold on Saturday only, while Bruno Tonizzo came up on Sunday. These guys were rotating the Pit Wall info board and lap time recording, a limit of only TWO on the wall at any time. We time each lap to a point on the far straight, which gives about 25 seconds to swap the numbers and display to the driver as he drives past. As long as there are not too many fumbles, it all works smoothly, with just enough time to get it done. There is no other form of communication permitted, certainly no electronic timing in the car, nor radio communication with the driver. Each drivers nominated lap time is on the dash or steering wheel so he can remember what time to equal, or be slightly slower. Any lap quicker than nominated is not scored, so being just tenths too quick is a waste of that lap time.

On Sunday, with only minor things to be done to finish the X1-9 head gasket change, Phil did the brakes service on the 131 that hadn't been done the night before. Jack discovered the Sigma had a problem that couldn't be fixed at Winton, so he was out of the event, however he also did several stints on Pit Wall, a great help in the heat. With a full tank of fuel, Frank was our starting driver, the event restarting, hot from pit lane, at 9AM.

Frank did a full hour, with the 131 initially as the waiting car in the pit, but it was quickly replaced by Naum, when he was satisfied the X1-9 was running well again. 15 minutes into his session and he was forced off-line and spun off the track. It stalled and refused to fire up, so Naum vacated to safety. A replacement sash was put on the 131 and Phil was away for another hour. Frank was the waiting car and the Naum X1-9 was deposited on pit lane instead of around the back in the pits. It had to be pushed off pit lane by three of our people, a ridiculous safety situation. Now it had cooled off a bit, it immediately restarted, obviously just been flooded in the spin. As it had been towed in by recovery, it needed to be scrutineered again to make sure it was 'Battle Ready' for resuming competition. The chief scrutineer was content with my explanation, so Naum could continue in the event.

I advised Race Control that Shayne would be changing into Frank's X1-9, (If we could get him to fit!) Frank has a fixed seat and Shayne needed to have some filling behind him to reach the pedals. With Frank having done his three hours, the team really appreciated his generosity in allowing Shayne to drive it. So as the final hours wound down, it was Naum, Phil and Shayne to finish it off. However, as Shayne wasn't feeling all that comfortable, he had a David Reynolds situation; cramping of his clutch leg



and thirsty. Phil did his final stint, with Shayne back out for the final 20 minutes till the flag was finally waved. It was another excellent event, and AROCA are to be congratulated on how well they do put it all together. Many teams battle through to keep cars going, with the rear of the pit area a busy place with cars being worked on all over the place, often from very early on Saturday.

The support team, including my grandson Mark, worked well with the drivers and despite the dramas our team finished and we await the official results. Well done to all involved.

CARLTON ITALIAN FESTA

By Lyn Bartold

Photos by Roger Beattie, Paul Pozzobon, Joe Sammut, Brian Garrett & Peter Bartold



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Once again FCCV had a significant presence at this year's Carlton Italian Festa. We were given space in the closed off section of Lygon Street to have a club shelter as an information base with 7 cars flanking the area. We used some of our new backdrops to decorate the shelter, this time the Cafe Torino and piazza San Marco ones which looked fantastic. In addition to this we had another 20 cars in the street beside Argyle Square, where the other Italian marques were on display. We had a wide range of models with a strong contingent of 500's and X19's as well as 124 sedan, coupe and spiders, 130 coupe, Dino coupe, the Banco Balilla and of course il presidente's 850 Campervan which got lots of love from the crowd. Rob Bruno entertained the crowd

when he started up his 500 Abarth Replica numerous times and he had lots of interest and encouragement to repeat the performance!

We had a fine but cool morning as we set up the shelter and it was quiet in the early part of the day. However by 11.00am the crowds had increased and by the afternoon the area had a constant stream of people. Our display got lots of attention and Rob Judd had 5 new members sign up (they were

all complimentary membership that we offer with the purchase of a new Fiat but all had been keen enough to search us out and join the club so that is promising)

The Festa had plenty of action happening with displays, live music, the waiter's race and lots of great food. The Italian cars on display attracted lots of people, many of whom were recounting memories of when they or their families had cars just like the

ones in the display. Sandro Cesario brought his newly club permitted 124 Sedan complete with an age appropriate roof rack with the picnic basket and Willow Cooler on top. Mario and Ralph Di Censo gave their newly acquired Fiat Dino coupe an outing and Roger Beattie entertained us and the



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passers-by by lying in his campervan stretched out with his feet in the extension section at the back to prove how comfortable it is!!

It was a day enjoyed by the both exhibitors and spectators alike. Thanks to Joe Sammut for all his work in organising the FCCV area, encouraging displayers and acting

as an official guiding us into parking spots. Rob Judd also must be acknowledged for bringing all the equipment needed to set up our display area and to supervising the construction and placement of it all. Thanks, also, to all our enthusiastic members who were willing to arrive early on a Sunday morning and to be part of our display.

Captions

1 Fiat 500s; 2 Some of our displayers; 3 X19s; 4 The Banco Balilla, Mario and Ralph Di Censo's Dino Coupe, Sandro Cesario's 124 Sedan, Joe Sammut's 124 Spider; 5 Brian Garret's 139 Coupe, Roger Beattie's 850 Campervan, Bartold's X19; 6 Harvey Richard's 124 AC, Autovintage display Vespa and 1100, 103G; 7 Crowds at the festa; 8 Il presidente, Roger proving you can sleep in the 850 Campervan!



CITROEN 2CV



The News Stand

RICHARD UNKLES

First a correction - your President has not acquired 2 Fiat 1100E sedans, circa 1951. They are mid 50's 103 series 1100's. Whilst not quite on the money it is close and he says an 1100E with its no central door pillar would be a nice addition regardless. Shortage of supply is matched by lack of garage space at Laanecoorie.

Feverish vintage restoration activity by Bernie Jacobson has resulted in him creating the bodywork for his Elizabeth Junek re-creation. Thinking he would test the market he advertised it unfinished on prewarcar.com and it sold within an hour to the UK. The truth is we have more Tipo 501 than we have good homes for so why worry about letting the odd one go. There is a 2 way street here as there was a 501 sedan imported over 10 years ago into Mt Gambier and also the Unkles' taxi in 2012.

Following last issue's writing on Tipo 509 and 509A David Gower has sent us photos of progress with his 509 tourer. It does seem that Fiats of all ages do look good in yellow, as no doubt our immediate Past President would agree.

Brodie Bishop and David and Jenny Stott attended the recent Bay to Birdwood Run, both in their Tipo 501 tourers. There were 2 others, one being driven by the son of a previous VWFC member, Ivan Brookes. Report5s back are that it is a great run and

the pre event runs are well worth attending. Next year it will be the turn for the post 1950 cars.

Overseas Visitors

Our Norwegian connections were reinforced with the presence of Trygve Kroegsaeter, his wife Ann and sister Ruth coming to The Boathouse for Café Di Sabato. Trygve was here in 1988 for the Bicentennial Rally to Canberra which was a great rally to come for, with 1248 vehicles from all states converging on Canberra. They have been known to us since 1994 and came primarily for the Veteran Car Club's Annual Rally at Forbes. Observations showed they fitted in very well enjoying morning coffee with members and they commented that the FCCV seem a very friendly group.

Trygve stated he would be interested in running a trip to North Cape from Oslo for a small group of members if there was adequate interest. This would not be before 2020 and between May and July to make the most of the 24 hour daylight experience. To be discussed at Committee level first. Minimum size would be enough to fill one people mover if it was done in modern cars. Another option would be to travel by vintage or classic.

Jim Dalton from UK is coming for the Bendigo Swap Meeting in

November. Jim is best known for his special interest in Tipo 509 and has been particularly helpful to several 509 owners here and his purchase of Stephen Mayer's 501, which he regularly rallies in England and Wales. He is being hosted by Kevin and Vicki Lemm.

Anniversary of the Tin Snail

2018 marks the 70th anniversary of the release of the Tin Snail, otherwise known as the Citroen 2CV. These were actually in development pre WWII and the first engine was a 2 cylinder air cooled one. However it did not have enough power for a snail and so was reverted to a water cooled design. It had progressed to the stage of the production of 200 prototypes for testing when the war intervened. Orders were given for them all to be destroyed but 5 have survived, one in unintentional disguise as a general purpose utility around one of the Citroen works. The others were in a large forest that Michelin (owners of Citroen since the debt laden company fell into receivership circa 1935) bought as a proving ground. Only a select few were aware of the test facility and it remained a secret for all of the war.

Much better known is the design criteria that the car had to be capable of carrying a basket

po 2 505 507 519 TORQUE 521 tipo 1 501c FIAT



FIATS AT WAR, CIRCA 1917

of eggs safely over a ploughed field and also to withstand the lack of maintenance that only a French farmer was capable of. Later models had an increase in power and for a brief period they even had the styling upgraded by rectangular headlights only to retreat to the original styling. Certainly a motoring icon.

Fiats at War

During WWI Italy fought on the side of the allies and Fiat was required to produce much equipment for the war for both Italy and the allies. Accordingly there was a strong emphasis on truck manufacture but cars and aircraft engines were also produced. The photos following show some of the variations, including a search light truck and even a fleet that compromised a mobile field hospital. No doubt the factory expansion was helpful for post war production as there was no damage to Fiat factories, unlike the problems brought about in WWII by fascist alignment with Germany. Maybe trying to back 2

winners in a row was pushing their luck.

Finds and Discoveries

Ian Payne has provided the details of a 501 in NSW that was advertised by MailChimp. Oslo based Trond Thorbjornsen has turned up the following in Norway, being a Tipo 501 missing much bodywork way up north and a Tipo 514 sedan. Tipo 514 are not common with only one car in New Zealand and 4 cars in Australia plus a chassis bricked in under a house in Surrey Hills.

Federation News

Your scribe attended the latest quarterly meeting of the Federation of Veteran Vintage and Classic Car Clubs at Darnum. Items discussed included:

VicPolice now have access to Club Permit vehicle data from their car computers. This is an extra warning to anyone who has not paid their membership fee (there are a number) and have a car on

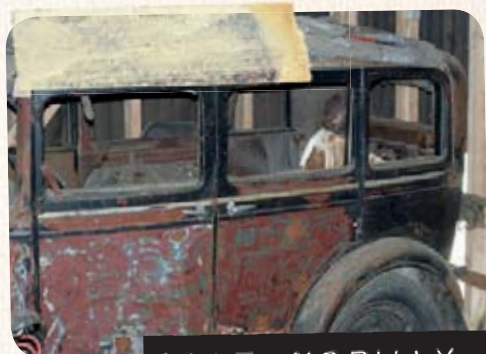
the scheme to NOT drive their car.

The Golden Oldies Tour in 2019 will start from the Wunghnu Picnic on 31st March.

The Red Plate scheme is running out of numbers with 99999 being issued soon. Soon they will be based on 4 numbers, H, one number. e.g. 1234 H 5

The AHMF (Australian Historic Motoring Federation) is requesting direction from the member states regarding the Luxury Car Tax and Asbestos in vehicles. Regarding the asbestos issue and the problems caused by Australian Border Force (as one speaker called them) it seems the horse has bolted, so to speak, and nothing can be changed. Another supposedly well meaning item from a Canberra bureaucrat. It seems there is a lack of liaison with interested parties which Canberra has no interest in pursuing. In short it is not possible for an older vehicle to be brought here for use in a local rally unless cleared of asbestos by a Certified Agent, of which it seems there are none yet overseas. This is why all the UK entries in next year's 100 years of Alvis Rally will all be borrowing cars.

The Australia Day in the Gardens next year will be displaying 100 vintage only cars to mark the start of the vintage period (1919 to 1930).



FIAT NORWAY
TIPO 514, 501





Resto talk with Jules

ROCCO CAMPISI

In this month's edition, I paid a visit to a long time member of the club Rocco Campisi. Rocco runs his own architectural joinery business, Bespoke Craftsman. His talent with wood goes way beyond just cabinets, as Rocco also restores antique furniture and classic steering wheels.

By Julian Di Battista

Rocco has owned many Fiats in his time and is well known around the club. Rocco has won many awards for his outstanding show stopping 'silver 124 spider' featured on the front cover of the July edition of the FIAT monthly this year. Rocco took out first prize with his magnificent photo of his 124 spider.

There's only one word that truly describes his spider — "Magnificent" — Jules

Rocco puts his heart and soul into everything he does, and is very passionate in achieving the best outcome. Whether it's his passion with cars or a customer's steering wheel — he gives 200%. Customers can always expect a high quality finish.

When it comes to doing a restoration Rocco doesn't seem to know the definition of short cuts. Walking in Rocco's garage you can see how passionate he is with Fiats, there is an extensive range of Fiat parts, signs and classic memorabilia hanging from his garage roof.

Parked in one corner of his garage is a X/19 and along side it (wrapped under covers) is his 124 spider.

Rocco is currently restoring a 1974 Fiat 128 sedan. He found the car sitting in a workshop and had asked the owner of the business on many occasions to sell him the car but was refused every time. Rocco was so

determined to buy the car as it was what he wanted a four door Fiat for all the family to enjoy. The guy finally gave in and sold Rocco the car.

He has owned the car now for 5 years.

"The car was still in its original unmolested state... had its share of dints, scratches and a few minor spots of rust" — said Rocco Campisi

Rocco's close friend Joe Teranova from Moreland Motor Body Works in Brunswick carried out all the body work. The car was stripped down, repaired and painted over a 2 year period, in that time the car was painted not once, but twice, to Rocco's delight. As Rocco put it "nothing too serious". The body work looks fantastic!

The car is painted in 2 pack Glasurit, its original color, Verde Brillanti. The car's running gear was originally an 1100cc motor. Rocco has decided to go with a 1300cc coupe motor in which he feels he can enjoy cruising with his family. He classifies it as the family car, a car that can be driven everywhere and enjoyed. The motor will be slightly modified, running twin carburetors, a small cam and will also run its original 4 speed gearbox.

"Whisper have it, John Black will be in charge of putting the motor together, then this 128 might just need a roll cage?" — Jules



Rocco at work



All the fuel lines and brake lines have all been anodized, suspension components stripped down and repainted; and fitted with all new rubbers and bushes. Rocco has installed a new dash pad and has taken out the original dash. He has replaced it with a rally dash, which really looks great. The Fiat will be fitted with new rally bumper bars which Rocco has collected over time. The interior is all original, apart from the front seat which had a tear when Rocco bought it. Rocco went out in search of another one. Instead of having it re-upholstered, he found another seat the same colour in good condition. The door trims and roof lining are all in their original state.

Rocco has decided to go for a set of CD66 Cromodoras, as they are light

weight and sporty. They will finish off the car and give it the tuff little street car look.

I put the question to Rocco "we will see his car at Autobella next year?" His response was "NO". He is aiming to have it completed by mid-next year, just in time for Mailing Road, Autoclassico.

We wish Rocco all the best and look forward to seeing the end product.

Stay tuned for the next edition of "Resto talk with Jules".

Whose garage will I visit next?

Captions

1 Steering rack; Restored steering wheel; 3 Inside the boot; 4 Painting in progress; **Main image** After painting.



VACC Centennial Cavalcade

By Lyn Bartold

Photos: Peter Bartold, Joe Sammut, VACC Photos - with permission

The Centennial Cavalcade was run to celebrate 100 years of business the Victorian Automobile Chamber of Commerce. VACC began as the Retail Motor Dealers Association of Victoria by a group of garage owners in Bendigo in 1918. There were calls to increase the scope of the association to cover allied motor trades so in 1920 the association was renamed the Victorian Automobile Chamber of Commerce, which it continues to be today.

Information about the Centennial Cavalcade, to be held on September 20th, and which was to consist of a procession of cars, dating from 1918 to 2018 and travelling from Calder Raceway to Bendigo was circulated to car clubs and the general public from early this year. Many of us probably looked at the

information and thought "that might be interesting" but filed it away for future reference. When updates of what cars were still needed came out I did think the year of one of our classics was on the list, but still I did nothing. So a month before the event an urgent call appeared asking for certain years, particularly some recent years. I applied for the Abarth 500 to fill the 2011 slot and was accepted.

All the cars met at 7.00am on the Saturday morning and were directed into our numbered spot. Breakfast and coffee were provided and our number stickers were distributed. There was an interesting mix of



Captions

1 Lyn Bartold 2011 is introduced on podium; 2 Grid line up at Calder for start of drive; 3 Rob Poynter and his 501c; 4 David and Jill Wright in their Holden HSV Motorsport 2017; 5 Grille Badge; 6 Joe Sammut meets Shane Jacobson; 7 Joe Sammut's 124 Spider 1979 Display; 8 Marysia Poynter and Lyn Bartold at start.





cars, a real snapshot of Australian motoring history from the everyday drives to more exotic automobiles. There were 2 other FCCV members: Rob and Marysia Poynter in their Fiat 501c for 1923 (see Front Cover) and David and Jill Wright in their Holden HSV Motorsport for 2017 (they must have missed the date for their X19!!). After a photo-shoot on the Drag Racing Track we headed off, in order, onto the Calder Hwy heading for Bendigo. It was not practical (or safe) for cars to remain in order and the instruction was to meet at a certain point in Bendigo.

The drive up the Calder was very relaxed and it was great to see little clusters of spectators line up to wave the participants along

On arrival in Bendigo we assembled in a street that led to the presentation area. This took a bit of sorting out as the newer, faster cars had arrived first, of course, and the older, slower vehicles arrived at the back of the area when they needed to be at the front! All was sorted out and each car drove onto a podium, in order to be introduced by Shane Jacobson, the MC. Shane read a comprehensive description of each car and introduced the driver before we headed to the display area where we were parked for the afternoon.

In addition to the Cavalcade cars there was a big display of other cars and bikes etc, including FCCV members, Joe Sammut and Roger Beattie. There was a very big crowd of locals and others from Melbourne and other areas there to enjoy the spectacle on a beautiful Spring day. Each participant received a Grille Badge with the number that you were in line, No 94 for us, on the back. Our Abarth received a lot of love from the public with many of people telling how much they loved the car and would like one themselves!

The Cavalcade was a fantastic event, a part of the recognition of Victoria's motoring history and it was well organised and conducted. Congratulations to the VACC for developing the concept and for all of the meticulous preparation that it took to get the 100 cars to Bendigo and the magnificent event they staged.

I am glad I made the effort to apply and that we were accepted



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National Show and Shine —Euroa

By Debra Judd

Photos: Peter Bartold, Roger Beattie

What a lovely way to spend a couple of days with friends! Starting with a well attended Caffè di sabato at the Boathouse Café in Moonee Ponds on Saturday morning, a small group of us then headed north to Seymour. With beautiful sunny, warm weather, it was an ideal Spring day for a drive in the country. The plan was for a scenic trip to Seymour with Kevin & Vicki Lemm, Jan Fry & Ken Gorman, Rob & Deb Judd and Peter & Lyn Bartold following Roger Beattie in his 850 campervan.

At the second turn after leaving the Boathouse café we lost one of the group and an afternoon game of “chase/follow the leader/ lose the group” began! After many laughs, stops, text messages, phone calls and about three attempts to find a lunch stop we arrived in Seymour.

A quiet beer at the local (“Thank heavens” said Kevin. “That’s been the most confusing day I ever had” – Peter) and then off to dinner at The Winery Kitchen. It was a

lovely dinner, great food & company, and thanks to Kevin & Vicki who found the restaurant.

At 8am Sunday morning we met up with David Stott (Vintage 501c) and Andrew McNab (500) who had travelled from Melbourne, unloaded the 501 from its trailer and headed into Euroa to the Show & Shine.

The setting for Euroa’s Show & Shine was ideal. Set on both sides of the creek in the Seven Creeks Park and stretching over some distance it is picturesque and spacious, with lots of trees for shade and grass underfoot making it ideal for the picnic rug and chairs. There were hundreds of cars (at least!) and motorcycles on display. It seemed that just about every type of car was represented from Aston Martins, Austins, muscle cars, custom cars to Fords, Holdens and various exotica - Corvettes, Cobras, Lamborghinis and with trucks and tractors there was something for all interests. Plenty of food vendors and free rides for the kids made it a family day out.

There are plenty of photos on the Australian National Show and Shine facebook page if you wish to take a look.

Representing FCCV we had David’s beautiful vintage 501c, two of Roger’s cars – the 850 van and his little blue 1200 cabriolet, Andrew’s 500, Bartold’s red X/19 and Judd’s gold 131. John Flemming was also there but with his Aston Martin hat on, with his recently back on the road, DB4



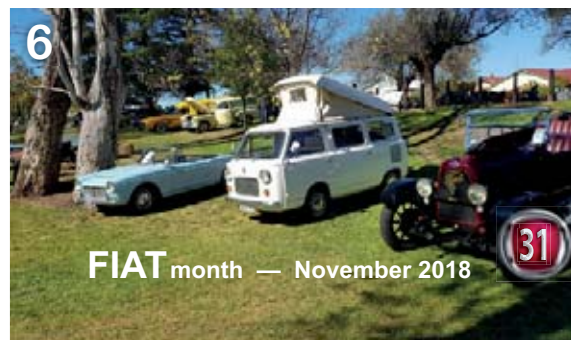


Captions

1 Our cars on display — Andrew McNab's 500, Rob and Deb Judd's 131, Bartold X19; 2 Lyn Bartold dressed up for the vintage fashion competition; 3 FCCV member, John Flemming's Aston Martin; 4 Interesting vehicles at the show! 5 A welcome beer at the end of a confusing drive; 6 More FCCV cars — Roger Beattie's 1200 Cabriolet and 850 Campervan, David Stott's 501.

There was the inaugural Fashion Competition this year and, while there were only a handful of entrants including Lyn in her original 1950s dress, I am sure it will grow over coming years.

First Sunday in October - I think we will be there again next year.



FIAT month — November 2018

Coming Events

Competition Events Nov 2018–Jan 2019

November

Fri 9–Sun 11

Sandown Historic Racing

Sandown

Fri 23–Sun 25

Geelong Revival
1/4-mile sprint, Hill climb

Geelong Beachfront

December

Sat 8

MSCA Come and Try Day

Phillip Island

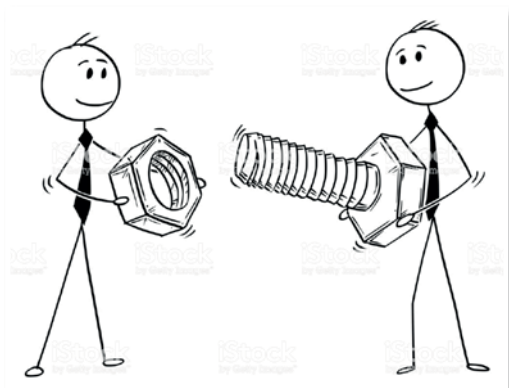
Contact Danny Petterlin for details of any of these events, 0411 877 337.



Caffe di sabato

10am, Saturday 2nd February

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



Nuts and Bolts Quiz

Thursday 13 December
December General Meeting

8pm, Veneto Club.

Make up a team for the Annual All-Things-Cars Quiz.

Pizza Supper provided.



Geelong Revival FCCV display Saturday 24 November or Weekend away

Saturday 24 November

Meet at Rippleside Park, Geelong. Drive to Waterfront to display area. Evening Dinner in Geelong. Overnight stay.

Sunday 25 November

Meet at Rippleside Park, Geelong. Drive to display area. Return to Melbourne — late afternoon.

Contact Lyn Bartold, 0433 034 721.

AROCA Spettacolo

Sunday 2nd December

If you would like to display your car contact
Joe Sammut, 0412 211 581.





Summer Picnic and Treasure Hunt

13 January 2019

We will have 10 cars in our Club Sandwich display from Fri 12–Sun 14.

Join us for a relaxing picnic in a cool spot in the country. A simple and fun Treasure Hunt will lead you to the mystery spot to spread out your picnic rug and enjoy a shared picnic feast.

Contact Lyn Bartold, 0433 034 721.



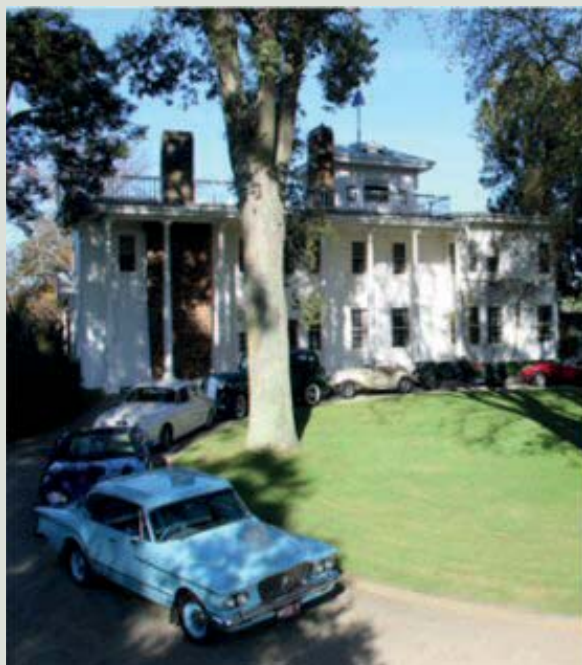
Radino di X19

Sunday 20th January

All other cars welcome.

Join us for a drive on X19 roads with a stop for morning tea and lunch.

Contact Peter Bartold, 0414867280.





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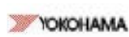
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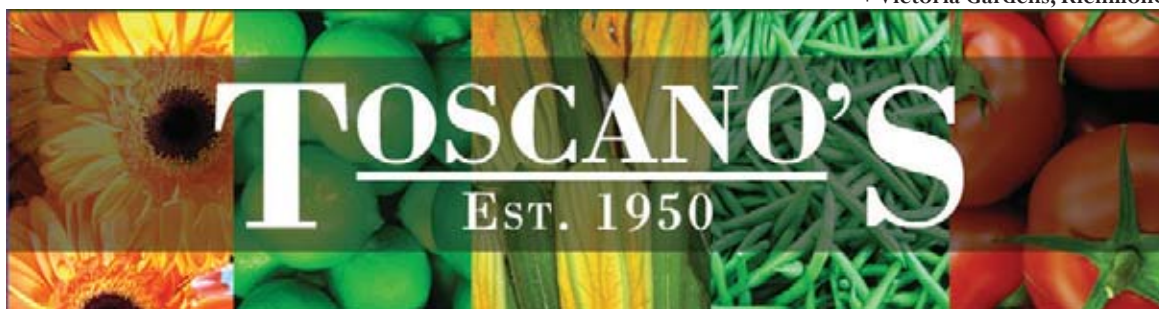
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FIAT month — November 2018



FCCV 2019 Europe/UK Trip

June 21–July 15 2019

Major Events will include:-

Vernasca Silver Flag Hillclimb near Piacenza, Italy
Goodwood Festival of Speed, UK

The trip will visit:-

Italy, France, Belgium, UK

There will be many car related activities but also sightseeing and cultural activities. This is not a guided tour so group members will be able to select those they wish to participate in.

For further information:

Contact Lyn Bartold, 0433 034 721

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