



FIAT Month

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

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SEP 2018



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SEP 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:

Fabian Iacobucci's 500F Northcote.
Winning photo in the Photo Competition,
Fiat — as Art and Peoples Choice

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Service Award Members
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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: November 2018
Deadline: 12 October, 2018



2018-19

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MSCA/CAMS Delegate

Mark Rae

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
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

*deceased

Life Member and Patron — Peter Bartold

SERVICE AWARD MEMBERS

Sandro Cesario
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...



With another club year beginning we have a variety of events on offer in the immediate future with many others planned for later. Although we are all anxious to attract younger club members onto our committee and we are slowly adding some, there is certainly no lack of enthusiasm and expertise amongst our "older" members (no grey nomads here!!) It is often difficult for our younger members to find the time and commitment that is necessary to be on the committee due to family and work commitments but there are still plenty of opportunities to be active in ways other than being a committee member. There are many events that could be organised and run by individuals or groups with some autonomy and just reference to the committee.

If you have any ideas for events that you believe our members would enjoy and you can make a commitment to, please talk to any committee members with suggestions and offers of help. It is your club and we all want to provide what the membership wants. Make this your year to contribute in some small, or large way.

2019 promises to be another exciting year for the club with our second overseas trip on offer. The FCCV 2017 Italian Trip was a great success with 38 members involved the majority for the full trip and others joining us along the way. The 2019 trip will be a European and UK trip that is based around 2 major events, and possibly others as we become aware of what is on in or near the places we will be.

The poster on the back page of this magazine will give you a brief outline of what is planned, although at this

stage we cannot finalise dates or even the order of the places we visit. This is because the 2 major events we will visit are Vernasca Silver Flag Hillclimb near Piacenza, Italy and Goodwood Festival of Speed. This year these events were held in Late June to mid July so we expect the timing to be around these dates. The organisers of these events wait until the F1 Grand Prix dates are released so that they do not clash and the 2018 dates were not released until early October 2017. It appears that this will be when dates are announced this year.

We will continue with our planning and by the time you read this we will have opened applications for the trip as places are strictly limited

to no more than 36. Read the back cover of your FIATmonth, check your mailchimp alerts or contact me for further information

Allora... there are plenty of things to keep you actively involved in what is on offer, opportunities to get yourself involved in some organisation of events or to give your Committee feedback on what we are doing right, or wrong or suggestions you may have. Make full use of your membership fee and get involved this year.



Editor's Pic of the Month

The proposed Abarth 500X: Put my name on the waiting list for one of these!



Rapporto del presidente

Welcome to the September 2018 FIATmonth.

Sitting inside the van at the Maling Rd AutoClassico keeping out of the rain and finishing my decidedly late column for the magazine a few thoughts come to mind. Things have changed a little since the last magazine and somehow I have now ended up writing this column. It



The AGM seems some time ago but the blur of activities since have had me trying to catch up with a number of new tasks. A big thank you to all those who attended the AGM and managed to resist the urge to join the committee, don't worry, we will be looking for a few of you next year. I do have something of a vision for the club, refocusing on the core aspects of Fiat ownership and finding ways to enjoy our cars in the fellowship of like minded individuals. As serious as that sounds I know that we are in the club for fun and every event should have its element of that even Committee Meetings.



Writing this

seems David wasn't kidding when he said he was looking for an opportunity to do some more travelling. I would personally like to thank him for his hard work over the past seven years as president and look forward to calling on his experience over my term, especially while he is still holding a committee position.

Speaking of fun it was great to revive the rivalry with the Alfa Club last night at the Furlan Club over bocce and a meal. Despite a brave effort on the part of our members we just missed out on retaking the cup. I recall reading last year about how a practice session would help, maybe it would have. Also well worth the investment in

AOMC Seminar





PICTURE OF THE MONTH

Great faith the French have in their Fiats!

This photo was sent to us by member, Bernie Jacobson. Bernie spotted this in Chanteloup les Vignes Hillclimb near Paris. The tilt trailer was attached to the tow bar of the 500, towing a historic race car. Bernie passed it later on the highway and it appeared to be travelling well!



time was the AOMC winter restoration seminar which a few club members attended in July and as a demonstration of the commitment to improved club management a few were also back for their Club Management seminar.

By the time you read this we will have been on display at Maling Rd and the Federation Picnic at Marong, enjoyed another Caffè di Sabato in Moorabbin, played bocce against the Alfisti and motorkhana'd in Colac.

Along with enjoying our annual Harry's Run there is definitely something for every taste in that mix.

Coming up soon we have the Alfa Club 12 hour at Winton which always requires a number of volunteers to support our team, Motorclassica with its new format (and support Ross King with his Topo which is inside this year), Geelong Revival, MSCA sprints and a number of social events. No doubt we will be seeing you at an event or

two from that lot. If any member has an idea for an event or suggestions about the way they are run please don't hesitate to drop me a line.

Creating more opportunities for club members to get out and use and enjoy their Fiats is what I and the Committee are there for.

Yours in Fiating,



Maling Rd

Best wishes to Bob Durrant

Long time club member, Bob Durrant, is in the IC unit in hospital at present being stabilized in preparation for heart surgery. We all send him our best wishes for his recovery and have depended on Bruce McCann to keep us up to date with his progress.

Bob is keen to recover his health to rejoin car club activities. We certainly miss Bob's dry humour and all that he does for us in a quiet and behind the scenes way. We look forward to seeing him back at meeting events again.

—Lyn



CLUB CALENDAR

SEPTEMBER–NOVEMBER 2018

SEP

Sat 1

Caffe di sabato
10am Naked Racer, Moorabbin
Contact Mario Di Censo
0419 171 661 or Paul Pozzobon,
0418 552 290

Sunday 9

Harry's Run
Meet at Eltham 9.30. Highlights Tram Museum at
Bylands. Lunch Broadford. Contact Richard Unkles
0411 185 779 or Ian Paine 0407 838 532

Thurs 13

FCCV General Meeting
Veneto Club 8pm.

Sat 22

MSCA Sprint at Phillip Island.
Contact Danny Petterlin, 0411 877 337

Fri 28 (AFL holiday)

FCCV Family Motorkhana at METEC
Bayswater

OCT

Sat 6

Caffe di sabato
10am. The Boathouse, Moonee
Ponds. Contact Mario Di Censo
0419 171 661 or Paul Pozzobon,
0418 552 290

Sun 7

AOMC Run to Euroa.
Australian National Show and Shine. Contact Lyn
Bartold, 0433 034 721.

Thurs 11

FCCV General Meeting
Veneto Club, 8pm.



FIAT month — September 2018

OCT

Fri 12–Sun 14

Alfa 12 hr Regularity, Winton
FCCV Championships. Contact
Danny Petterlin 0411 877 337.

Motorclassica
Royal Exhibition Buildings Carlton.
FCCV Display on Forecourt.

Sun 21

Lygon St Festa
Club Display, Argyle Place, Carlton. Contact Joe
Sammut, 0412 221 581.

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. Contact Joe Sammut
0412 221 581.

Fri 23–Sun 25

Geelong Revival Motoring Festival
FCCV Run and Display on Sat 24. 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, 13th September 2018
- Thursday, 11th October 2018
- Thursday, 8th November 2018

Compiled by
Roger Langdon

Membership News

Robert Judd, Membership and Club Permit Secretary

Here we are in September already and our numbers are growing. Whilst there are still a number of members who haven't renewed yet, they are being followed up and we are continuing to attract new members who have both old and new Fiats.

Welcome to the following new members

Tony Mazzeo: Fiat Dino Coupe
Stephen Cracknell: partner to Marissa Gangemi
Margie, Amelia & Ryhana Cremasco: Lorenzo's family
Anne Rumpf: Peter's wife
Maria & Michael Centofanti: Ford Laser
Evelyn Fenton: Fiat 124CC
Mark Galli: Fiat 500F
Ken Silvers: Modern Fiat 124 Abarth
Frank Van Der Mei: Modern 500S
Daniel Melone: Modern 500 and Maserati Stradale
Duke Luu: Toyota Supra, Range Rover & VW Beetle
Joe Fittipaldi: Fiat 1500
Callum Walsh: Fiat Tipo Zero
David Ayers: Mazda CX5
George, Daniel & Michael Petselise: Modern Alfa Guilia QV

And the return of **Trevor Parkes** whose business Parkes Body Works P/L has been a long term sponsor of Autobella.

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

MEMBERSHIP & CLUB PERMIT UPDATE

The changes to signatories announced in the last magazine is all working fine. By the time you are reading this message I'll be processing an audit of the Vicroads data and advising them of anyone who hasn't renewed membership.

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



Competition Report

Danny Petterlin, Competition Secretary

Firstly, I would like to thank Paul Freame for his large contribution to the job as Competition Secretary. I have big shoes to fill and will do my best to report on the events ahead and past.

Past events

Sunday 14th July— Victorian Motorkhana round at Bendigo Livestock Exchange. Marissa Gangemi was our one competitor doing well for someone who has only started doing motorkhanas recently, finishing runner up in the ladies' class. Congratulations Marissa, her account of the day as follows.

"This was my first time competing at Bendigo and representing the Fiat Car Club solo. The Bendigo Car Club were very welcoming with their great hospitality and organisation of the event. The weather was a bit chilly all day but the sun came out for us most of the day. It was a very small field with only 29 entries and 10 tests, the event finished up at 3pm. I had a lot of fun with my 500 Abarth, especially when I conquered Pride of Erin for the first time. Overall my times have been improving since the start of the year, however I managed 2 WD's on the day and a stall. I finished up in 21st place outright, 7th in class A and runner up of the Ladies class. It was a very successful and fun event thanks to the Bendigo Car Club"

Sunday 29th July— was a Group 5 motorkhana event at Altona for Round 5 of the Championships. The club had 5 people competing, all doing very well. Bill and Paul Freame competed in the rail respectively, coming in 3rd and 6th in class. Jonathon and Mark Crellin ran the Fiat 127 coming in 4th and 5th in the class. Marissa Gangemi followed up her Bendigo form by finishing runner up in the ladies' class.

Saturday 28th July— Alfa Car Club day at Broadford Motor Racing Track. We had 2 competitors being Peter Bartold in the red X19 and Frank Spinosa in the blue X19. Frank has made a funny summary of the day.

"On the 28th July Peter Bartold and Frank I travelled to the Broadford Race track to participate in the Alfa Romeo Sprint day.

Arriving on site at the ungodly hour of 7am and being one of the first to arrive, I was soon followed by Peter who ended up taking the wrong turn off (Bad Omen).

After a quick run through scrutineering, then parked in the pit garage we were off to check out the competition.

Marisa Gangemi in action



The cursed Malocchio



While on patrol, we came across Mandy Thompson, the Alfa Club President, who said hello and then continued to curse Peter with the age-old tradition of the MALOCCHIO, the EVIL EYE. Now as Peter had forgotten to bring his lucky underpants he had no resistance to the MALOCCHIO so things were starting to look bad for him.

We went out for the first time managing to make it around one and a half laps and then BOOM! Peter let off a smoke bomb better than any James Bond film that I've ever seen. Arrgh! The curse of the Malocchio was strong, sending Peter back to the pits.

Continuing on with sprint day, I was visited by Andrew and John Black and his family and was given great assistance by them.

I stayed on for the rest of the day enjoying the beautiful weather, the great amount of track time and tussles with other cars culminating on my final sprint up against Alfa Competition Secretary Neil Choi who came out for one lap but ended up racing against me for the whole session. Fortunately, luck was on my side that day and he couldn't get past me. The power of the FIAT was too strong!!!

Now the only way I know to get rid of the Malocchio is to be given a CORNO so to Peter Bartold here you go, now you must place this in your car to remove the spell!

To all you Fiat loving people out there, this is a farce that the Alfa Club should curse us in this way, so we should retaliate and give the Malocchio back to them at the next Bocce tournament. See how they like that!!"

Frank Spinosa racing at Broadford



Sunday August 5th— Winton Festival of Speed was on where one club member Philip Buggee ran in the Italian Challenge against the sixteen other Alfa Club members with the yellow 131 qualifying with a time of 1.53, also Earnst Luthi ran in his magnificent Renault A110 all being supported by his wife Sonja, Naum Johns, Bill and Paul Freame.

Coming Events

- **Sun 22 September—** MSCA Phillip Island
- **Sat–Sun 13th–14th October—** Winton 12 hour.
- **Mon 5th November—** MSCA Winton (Monday of Cup Weekend)

Safe and happy motorsport to all enthusiasts.



Family Fun Motorkhana Day

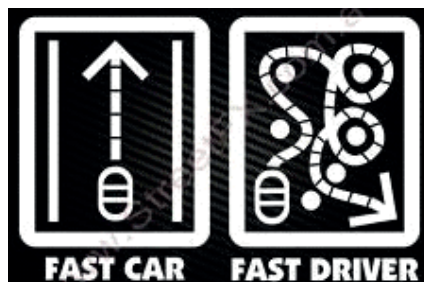
By Rob Judd, Event Clerk of Course

IT'S ON AGAIN this year. Our "come and try" motorkhana training day.

Just like last year we are running this event on the Friday holiday before the Footy Grand Final.

Feedback from the Nationals was that several of the competitor's partners were interested in having a go and this is the perfect event for first time competitors, either mature age, teenage or juniors.

The event will not be a competition. It will be a training day for first timers and inexperienced motorkhana people. Instructors/passengers will be encouraged, to help you learn



the basics and get the most fun out of the day. Only registered cars (including club permit) will be allowed (ie. no specials or rails) Experienced competitors are encouraged to come along and provide valuable advice and assistance.

Come and Try CAMS licences will be available on the day as will One Day club membership for juniors and partners who aren't already in family membership.

Marisa Gangemi as a "learner" with David Judd instructing early in the year. Marisa has now "got the bug" and is a regular competitor in Motorkhanas, with an excellent success rate

The club will subsidise the event so the entry costs will be minimal.

Further details will be sent out via mailchimp during September. To ensure you are kept informed of details please send expressions of interest to Paul Freame, the Event Secretary on paul.freame@emerson.com so that you go directly on to the email list.



Sergio Marchionne

1952–2018



The sudden death of Fiat Chrysler Auto CEO Sergio Marchionne, at the age of 66, was the shock to the automotive community, for a man who appeared to be well in control of the company one day and dead the next was unbelievable. There were stories about shoulder surgery complications and that he was a heavy smoker, but it just didn't seem real.

He was born in Chieti, Abruzzo in 1952 but went to live in Canada with his family when he was 13, so he had dual Italian Canadian citizenship. Obviously a excellent student, he completed both a commerce and law degrees. He worked for a number of finance companies in Canada and then in Zurich and Basel, in May 2003 he was appointed to the board of Fiat S.p.A and finally became CEO the next year.

With Fiat bleeding in 2005, Marchionne took the bluff to GM, who had 10% of Fiat, which meant that GM had to either buy out Fiat or hand over \$2Billion. With the extra few billion in the bank it was the start of a Fiat revival, with Sergio at the helm always in his black sweater and slacks and no tie. He had three residences Detroit, Torino and London where he keep copious supplies of his black sweaters, slacks etc so he could travel light and fast in the company jet.

Marchionne's biggest deal was the acquisition of Chrysler, starting in 2009 after the GFC and Chryslers bankruptcy and finally ending up owning the whole company in 2014 and the creation of FCA, Sergio and the Angelli family head John Elkann were in a much better position.

As head of Ferrari in F1 Sergio was highly respected but also an outspoken and influential voice both on and off the track. His contributions to Formula One were described as immeasurable. Jean Todt, President of F1's governing body, FIA, said of Sergio... "(he) achieved a colossal amount for the automotive industry and motorsport worldwide. He was an endearing, upstanding and brave man, an unconventional and visionary leader"

The Fiat Group released the following statement" All of us at FCA feel privileged to have worked alongside a courageous leader like Sergio Marchionne, a man of enormous humanity and intelligence. In this moment of sadness we join his family in remembering him with immense affection"

Marchionne had his supporters and detractors but there is no doubt the company had a very dynamic leader and the new man will have a difficult job filling his shoes but I think he will probably wear a suit and tie!

Ciao,

Your Corrispondente e Torinese,
Carlo Agnelli [no relation]



CAFFE DI SABATO

by Lyn Bartold



Vita Sociale



Melissa's Cakes

July

Melissa's has become a regular venue for our Caffè di sabato and we always have an excellent turn up here. With a fabulous array of cakes on offer, no-one goes home hungry when we meet here. There was an interesting range of Fiats and other cars in the carpark and it was a surprise to see John Westcott drive up in a modern 500. John is normally seen in one of his wonderful range of classics but apparently his family persuaded him that the 500 would be an idea everyday drive - couldn't agree more!

Thanks to Mario and Paul for coming up with the last minute change of venue when we discovered at the last minute that The Boulevard Restaurant had closed.



Fawkner Cemetery Tea Rooms

August

This was our first visit to this unusual venue. Always on the lookout for something different, Roger Beattie suggested the Tea Rooms for a Caffè di sabato visit and it proved to be a popular spot. Once everyone got past the “dead centre of town” jokes the group enjoyed a pleasant morning tea and a chance to display the cars in the carpark. The Tea Rooms are Heritage listed dating back to the early 1900's

and the peaceful setting, just inside the Cemetery gates was very pleasant

Mario and Paul, our Social Co-ordinators, are always on the lookout for venues that would be suitable for the Caffè di sabato mornings so contact them if you have any ideas.





Above Best Performers (it is not a competition!! Ed) Maria and Mario Di Censo, Bob Durrant and Bruce McCann with Paul Freame; **Below** Cars at finish; **1** Drivers briefing with Bill Freame; **2** Bob Durant, 595 Abarth, Roger Beattie, 850T Van; **3** Damon Earwaker, 4C; **4** Maria Di Censo, 500 TwinAir; **5** Finish at La Prochetta's.



(The First) Ten Years of BOI Performance EcoDrives...

By Bill Freame

Photos: Bill Freame, Peter Bartold

In the 60 years of FCCV club activity, especially activity involving driving our cars for pleasure, only occasionally has the challenge of driving economically over a set course been attempted. Regrettably, so many times vehicles are modified to improve performance, often their fuel consumption is heavily savaged. All previous economy runs have been set as a competition, with prizes offered, and often conducted like a treasure hunt requiring information or items to be collected along the course, to ensure there was no shortcutting of the set course.

The original idea for a drive involving fuel economy came from the then President, Peter Bartold. I had approached him for a suitable date for a simple club run that I wanted to organize, a date to be selected by the committee so there would be no event clashes. Peter suggested that, "what the club really needs is a good economy run, 'cos we haven't had one of those for a long time". That caught me completely by surprise. I hesitantly decided that I would need a few days to consider the possibility before agreeing to plan and run one of those.

A few days later I gave Peter a yes answer, however I explained that I wanted at least 12 weeks to plan it, preferably 16 weeks would be better. Peter was himself surprised. "12 weeks? It's only an economy run"! I countered that with



that I wanted to put a lot of planning into it, as well as explaining I would be spending a week away at Targa Tasmania, thus I really would need at least 12 weeks. As it happened, as well as going to Targa, our team also did the ASP Rally in Adelaide, another five days further eating into the available planning time.

I was pleased that Paul immediately understood my plans for the 'EcoDrive', with so many fuel choices now available, as well as the possibility of attracting hybrids and even electric vehicles to join in. Paul was eager and prepared to help with the concept of the event and has been instrumental in handling all the administration on each run. Phil, at BOI Performance immediately accepted the offer of being the naming rights sponsor, when approached and has always just allowed us to get on with it each time without any interference.

That first EcoDrive had Shell fuel involvement and started at a Subway situated on a Shell forecourt. The course was 150kms and provided only one toilet stop, when two would have been better. Then, as with everyone since, it finished with a meal and presentations/ results at La Porchetta in Pakenham, a restaurant which can seat 320 people.

That Sunday, when I finally arrived at La Porchetta, having observed the refueling at the nearby Shell servo, the room was a noisy buzz of happy participants, relaxing and unwinding over a meal and having pleasant conversation. Then, as has happened each year since, there were several requests for copies of the course instructions, so they could visit several wineries/ nurseries/ restaurants they had passed but couldn't remember on which roads they had been on. There are also always comments of, "where do you find all these fantastic roads?"

There were several changes (improvements) made for the second EcoDrive. Paul had noticed on the first one that several crews, in older cars, had busily converted the kilometres on the instructions into miles. Now each year since there have been two sets of instructions, most in kilometres but always a few done in miles. The distance each year is now less than 120kms, giving approximately a two hour drive to the refuel. Extra toilet stops are now included in the instructions, two on the second event, three on the third, however there have never been any more than three toilet stops included in the instructions.

Right from the original concept, it was always my intention to invite other car clubs, initially just clubs we have had a long involvement with. This tenth event date clashed with 'Bastille Day', thus there were no Peugeots this year, however they do enjoy the challenge each year, as do the 'Sprite Club'. Recently



we have included the attraction of several replica Cobras', despite the fact that they are not really built for economical fuel consumption. They always enjoy the roads selected, even the tight, twisty ones.

The course set each year has several features that are important to me. I detest speed humps, therefore I don't select roads that have them. Wherever possible, right hand turns are at major intersections, at traffic lights, with a slip lane, or controlled by a roundabout. I always try to avoid the more regular tourist roads, i.e, up Mount Dandenong Tourist Road, from the bottom of either end. I always try to use the good secondary roads, often ones that school buses travel daily. There are some very steep climbs available that I could use, but haven't, yet. Not knowing what types of vehicles will enter, each year, nor the skill level/capability of the drivers, I am conscious of the need for all crews to enjoy the event and succeed in traversing the set course. There are just so many more roads throughout the Dandenong Ranges that are yet to be sealed for their total length, thus still unsuitable for this style event.



This year we were blessed with an almost cloudless sky and a not too cool morning. The most recent EcoDrives have all been started from 'Hungry Jacks', at the Knox City Shopping Centre. The manager there wishes we were there more than once a year, pleased to see his venue filled almost to capacity, on a regular Sunday morning. Our cars fill the nearby parking spots, great for photos opportunities of the assembled vehicles.

Immediately once you have submitted an entry, instructions are provided for plotting the course with reference to a Melway directory, always preferable to do that plotting on a stationary table than in a moving car. It is concerning to me that far fewer people now rely on a Melway, with the rapid adoption of GPS for getting around the state. Our instructions are always referenced to the Melway maps, which may not always be how the actual intersections are physically sign posted. We never try to get the participants lost, we want everyone to travel on the same roads, for a reasonably accurate comparison.

Each year I try to be able to short-cut the course to get some photos of the cars. That's easy when it involves various marques, however, I do miss some participants when they are in the more common vehicles while I am expecting them to be in a Fiat, Peugeot, Sprite, etc. This year I was located at a large roundabout in Boronia, where the vehicles were to do a right turn, to head north. It was pleasing to me to

see how well the traffic flowed at this roundabout, with minimal delay for any of the traffic on each of the three approaches. How much better it flowed than the stop/start and red arrows of the seemingly endless traffic lights controlled intersections.

Refuelling was again conducted at the BP servo, just 200 metres from the finish at La Porchetta. Thus I was again able to observe the filling of the various vehicles, although as it is not a competition, the results are for comparison only. It also gives me an idea of how the course was appreciated, if all seem happy then I know it was enjoyed. This year there were no diesels, hybrids, electrics or LPG powered cars, they were all petrol. So, despite several manufacturers about to build only Hybrid or electric cars, they are not yet in the plague proportions we are constantly being threatened with. Will Victoria ever have the recharge capacity available to refuel a large fleet of electric vehicles at the same time?

It is interesting to compare the fluctuation of fuel prices over the ten years. One week out before this tenth event and petrol was still about 30 cents per litre more than in 2017. Fortunately the prices had reduced a little again by EcoDrive time. I remember that on one year past, the fuel prices leaped up during the two hours that the drive was happening. Ouch!

Renee, the manager at La Porchetta is always keen to get some photos of the EcoDrive vehicles in the rear car park, to put up on 'Facebook'. She enjoys having us in each year and allows us to have half the seating area, plus access to power for results compiling. When Paul had finally compiled the results for comparison, there was a brief presentation to end the proceedings and to celebrate another successful and the tenth BOI Performance EcoDrive.

A club event like this is quite easy to put together, just requiring good roads and minimal officials/ helpers. There is minimal financial risk to the club, committee or sponsor, as an EcoDrive is a touring assembly, always conducted under a CAMS permit, issued for free as it is not a competitive event.

Best fuel economy was achieved by Maria Di Censo, guided by Mario in their daughters modern 500 (with only 2 Turbocharged Cylinders), worst again was by Shayne Williams in his Lancia Delta, even the Cobras were more fuel efficient than his Lancia.

On behalf of BOI Performance, Phil Buggee and for the skilled input of Paul Freame, thank you to all the participants for their support over these 10 BOI Performance EcoDrives.

1 The Lemm Topolino Belvedere, Damon Earwaker's 500 Giardiniera, Joe Sammut's 124 CC, Stuart Granger's Lancia Beta Coupe; 2,3 Fiats and other cars on display; 4 Paul Deste's X19; 5 The group has tour of the shed.



Sunday Run to Hobson's Bay Men's Shed

by Vicki and Kevin Lemm
Additional photos by Joe Sammut



On Sunday 5th of August a group of Club Members enjoyed a drive to the Hobson's Bay Men's Shed at Altona and nearby Williamstown.

We initially met at the foot of the West Gate Bridge, sharing the car park with a nice group of Hot Rods and a few Nissan Skylines. Their vehicles provided an unexpected and interesting start to our morning.

After setting off, our little convoy took a scenic route to the Hobson Bay Men's Shed where they host a monthly meeting for car buffs to display their cars. Although lovely and sunny, the breeze made things quite brisk, but the venue did provide delicious sausages, egg and bacon rolls, coffee and great music for additional atmosphere.

The variety of cars was refreshing with about 50 vehicles of all denominations to admire. I particularly liked the lovely Ford V8 Pilot, complimented by the little Ford Prefect of the same era. Our club held its own with our usual display variety including a Topolino Belvedere, 500D Giardiniera, Lancia Beta, X1/9, 124 Coupe and a 124 Spyder.

After an hour chatting to owners and checking out the various cars (and a lead on an unwanted Fiat 505!), Joe called our group together for a private tour of the Shed. And the Shed is impressive! Apparently, it's one of the three largest in Australia with close to 300 members, including several women, and it was good to see and hear of the work the Shed does for the community and its members.

They have a mechanical bay with hoist for the car guys, an impressive woodworking room for the chippies, a dedicated IT room for the techno-heads, a welding area and a huge room dedicated to the theatre group for making scenery and props. In addition, there is a kitchen, tea/lunch room, a billiard's recreation area and conferencing rooms. We were a little envious!

We finished the morning at the Shed; some heading home and the rest taking a drive along the Bay to Williamstown where we lined up on the Wharf for a final photoshoot.

Thanks Joe for organising another great event!



1

Autoclassico, Maling Rd SUNDAY AUGUST 19

By Lyn Bartold

Photos: Peter Bartold, Jenny Baker,
Joe Sammut



2



3

THE WEATHER forecast was atrocious for August 19th and early in the morning the heavens opened, complete with hail, rain, icy temperatures, etc, etc,.. not the sort of day you would expect owners and lovers of classic cars to turn up at an open air display. But turn up they did:- all shapes, sizes, marques and age. Not having a car on display this year, Peter and I arrived at Autoclassico in Maling Rd, Canterbury at about 10.30am with very low expectations about the size and variety of the display, but we were astounded to find that the weather had not deterred the invited clubs at all and a fantastic array of cars were parked in the Maling Rd historic precinct. The set up of the cars was carefully planned and executed and cars lined the north end of Maling Rd and the side street that leads into it.

It was surprising to see some open cars on display also, some with no tonneau covers, completely open to the weather. It had been hailing and raining very heavily earlier in the morning so full marks to those owners who braved the extreme conditions to set up their cars for display. The rain persisted, on and off, for the first couple of hours or so that we were there but it is fortunate that there are continuous





Captions

1 Cars at Autoclassico, MC and organisers; 2-4 Maling Rd Autoclassico; 5-9 Fiats on display.

4

verandas in that area so plenty of shelter from the rain and lots of cosy cafes to escape into. As the day progressed, the weather improved to the point where some weak sunshine managed to break through the heavy clouds.

The FCCV display was a little down on numbers from previous years but we still had an excellent range of cars there and lots of interest from spectators. Well done to our members who brought their cars along and to Joe Sammut for co-ordinating the Fiat display:-

- Joe Sammut — 124CC
- Anthony Cementon — 124 CC
- Antony Damiani — 124 Spider
- Sandro Cesario — 124 Sedan
- Paul Pozzobon — X19
- Peter Westcott — 128Coupe
- Roger Beattie — 850T Van
- Tony SanFillippo – 500

In addition to Fiats, we had FCCV member, John Westcott, bring his Austin 7 along, complete with an original photograph of the car in its hey-day. John's car attracted a lot of attention and admiration. His son, Peter, who had the 128Coupe in the FCCV display also had another car at Maling Rd - a very unusual Volvo Amazon Kombi. complete with different colour wheels!!





8

There was plenty to do at Maling Rd as well as looking at the magnificent automobiles on display as most of the shops and all of the cafes were open. This year we also had a MC who kept the music, banter and interviews going throughout the day.

Trophies were awarded for different categories, which are judged by popular vote and Anthony Cementon won the Best Original Italian car for his 124CC.



9

Congratulations to all members who made the effort to put their cars on display and to those members who came along to look at the display and to enjoy the day.



John Westcott's Austin 7.

Anthony Cementon,
his car and the trophy.





Lyn Bartold

Correction — The announcement of Steve Schmidt as the winner of the Fiat in Motorsport Award has been amended. It was Steve's camera that took the shot but Ian Maud who pressed the button! Ian was presented with the prize and congratulated at our July meeting so all has been rectified. It would have been an amazing feat for Steve to have taken the photo whilst driving one of the cars in the photo!

I have been fortunate to see all of the entries in the 1st of what will become an Annual Photographic Competition and there have been so many excellent and quirky photos entered I think we should share more of them with our members through the magazine

Hope you enjoy my selection this month. Remember, start getting some ideas for our 2019 competition which will run from January 1 to April 30th.

1 Paul Feame; 2 Roger Beattie; 3 Robert Dimatina; 4 Bruno Tonizzo; 5 Stephen Vincent.

FIAT month — September 2018





Fiat v Alfa BOCCE TROPHY

1

By Peter Bartold

ONCE AGAIN the Fiat/Alfa Bocce Challenge was a hard fought contest with the score being 4 courts to 3 with the result going to the Alfa Club for the 2nd year in a row. Both clubs had a good turnout with about 55 members in total enjoying the competition and the pizza and pasta supper. The Furlan Club is an excellent venue for this annual competition, with 7 courts, a team of experienced Bocce players who from the club who come along to instruct and help and the casual dining room for supper afterwards.

If one club has more players than the other we always "lend" players to even it up so that some years we play for Fiat and others for Alfa. As it is all in good fun none of this matters, although each club is keen to win bragging rights from the contest as it is good to have the very significant cup in the trophy cabinet for a year.



2

Each year we say we should have a practice session before the Challenge so we can be better prepared.. maybe next year is the year to do this!

The real purpose of the evening is to have a chance to get together with our Alfa friends and share our



3





Captions

1 Let the games begin; 2-4 Matches in progress; 5 Presentation of Trophy — Mandy Thompson, Alfa President, Roger Beattie, Fiat President; 6-8 Supper and socialising.

5



6



7



8

love of Italian cars. There was plenty of chat and a chance to share stories of our motoring exploits as well as to just socialize.

The Bocce Challenge is an event that both clubs always find a date that is mutually suitable and encourage our members to attend.

We look forward to our next

opportunity to fight it out for the Bocce Challenge Cup

Thanks to Alfa Social Secretary, Ari Semertzidis, for organising the night and for our Social Co-ordinators, Mario Di Censo and Paul Pozzobon for assisting with the night that was enjoyed by all.



BRUCE WALKER

Your President has acquired another period project in the form of 2 Fiat 1100E sedans, circa 1951. This is on the verge of creating a space problem at his hideout at Laarnecoorie, otherwise known as the one time Holden dealership building. Enough space to create some jealousy of many Melbourne based members, but still getting tight so Kevin Lemm has been on the job with strong 1500mm wide shelving for the spares etc.

Kevin has also been on the go with assistance to your scribe with respect to a non Fiat project, a 1904 Phoenix Trimco. Unfortunately the plan to run it in the London to Brighton Run for pre 1905 cars in November is looking shaky, though the photo below makes it look nearly finished. Its history pre 1980 is not known but it likely has not fired a shot in 100 years. Sold at auction in 1982, various critical parts were separated and by incredible chance they turned up at the Bendigo Swap over 2 years and finally reunited by 2011. The chair was recently hand brushed



PHOENIX TRIMCO

painted and pin striped by Bruce Walker, a retired sign writer and teacher, in our family room to minimize dust. (Thank you Elsa!). Bruce can be met at the Kyneton Lost Trades Fair and just one of his better known works is the repainting to original of the horses and chariots of the Luna Park merry-go-round. When he started work one of the common works was the gold leaf work for solicitors' offices signwriting, which he is still adept at.

There has been a lot of external assistance to bring make the Phoenix arise again, including Ian Payne, Kevin Lemm, Rob Judd and Rob Poynter.

Elsewhere there has been activity in the garages of Bernie Jacobson, Rob Poynter, David Gower and Kevin Lemm.



The News Stand

RICHARD UNKLES

Fiat Tipo 509

The Tipo 509 was developed by Fiat after the success of the Tipo 501 as a medium sized car. The 509 was their first attempt to make a successful small car post WWI. These cars have a 1 litre long stroke (55 x 97mm) OHC engine developing 22hp (277 in the 509S and 30 for the 509SM) and can carry 4 passengers and also be used in a useful commercial context with the development of the 509F, which has a heavier differential. In a sense the 509F illustrated could be called the first hatchback. Graham Herde in South Australia has completed his 509 tourer project. Freshly finished, he was hit with a starter motor problem, and solved it with parts scrounged in Western Australia. His has a very early car and he has stirred some research into dates etc of Tipo 509 cars.



TORQUE

po 2 505 507 519

521 tipo 1 501c

FIAT

MIKE
RUCKERT'S
OFFICIAL
CERTIFICATE



and is a service available from Centro Storico. These certificates are taken from the hand written (yes, copperplate script) despatch books.

to send early production overseas, no doubt to earn foreign currency. It seems the bad reputation therefore did not affect later sales in Europe judging by the statistics above.

Humour or Fact?

An Engineer dies and goes to Hell. Dissatisfied with the level of comfort, he starts designing and building improvements. After a while, Hell has air conditioning, iced water, flush toilets, and escalators, and the Engineer is a pretty popular guy.

One day God calls and asks Satan, "So, how are things going down there?"

Satan says, "Why, things are going great. We've now got air conditioning, iced water, flush toilets and escalators, and there's no telling what this Engineer is going to come up with next!"

God is horrified. "What? You've got an Engineer? That's clearly a mistake – he should never have gone down there! You know all Engineers go to Heaven. Send him up here immediately!!"

Satan says, "No way, I really like having an Engineer on the staff. I'm keeping him."

God says, "Send him back up here or I'll sue you." Continued

"Yeah, right," Satan laughs, "and where are you going to get a Lawyer?"

This has been undertaken with the assistance of Graham and David Gower's 1970 copy of Angelo Tito Anselmi's serious work, *Catalogo Bolaffi Delle Fiat*. This tome of 517 pages lists the cars known to the author at time of compilation in the last few pages.

Graham has found that the 1924 Paris Motor Show was the first time the Fiat 509 is mentioned in newspapers. His car was delivered new to Perth, which was a strong market for Fiat. The Fiat Car Club there was the first one make car club known of in the world, so the dealers were likely thought of as good vendors for the new model. Other sources state production was from 1925 to 1929, with a run of 69,165 cars produced. Graham's car has an engine number of 31000-859 and chassis of 32000-848, so it is likely his car was made in 1924, being in the first 900 cars produced. By way of comparison, Mike Ruckert's 509 is dated officially as a 1926 car, with chassis no. 32017126. The official certificate cost Mike 70 Euros

The 509 was superseded by the 509A. The factory made a serious mistake and the cars would tend to run #2 big end bearing and toss a con rod out at times. The reason was that the oil delivery hole to the front main bearing was drilled central but the crankshaft matching hole was drilled 6mm off centre. Local history is that the cars got a bad reputation with the 509 and few 509A cars were sold here, proven by the few survivors in Australia. Your scribe knows of one 509A tourer and has a 509A engine bought in WA.

Now Anselmi's *Catalogo* data gets interesting. It lists

- * Tipo 509 – known survivors 16. 7 in Australia, 3 in Italy
- * Tipo 509S – known survivors 7. 1 in New Zealand, 5 in Italy including Anselmi's own 509S
- * Tipo 509A – known survivors 104. 0 in Australia, 62 in Italy (incl 1 in Algeria which is now in the USA half restored and for sale by the estate of the owner, a one time FCCV member)

The above shows that Italy tended



Resto talk with Jules

VP FRANK MARINELLI

Welcome to the first edition of "Resto talk with Jules". The aim is to venture out and see what fellow Fiat Car Club members are restoring. This is a great opportunity to learn more about our members and their projects.

By JULES

FIRST OFF the club ranks is our very own Vice President Frank Marinelli. Frank is well known around the club for his great personality and funny sense of humour; his stunning red FIAT Dino Spider and not to mention his black 355 Ferrari Spider. With a list like this, what could possibly be Franks next car?

In the distance of the work shop, an electric blue Fiat X19 is sitting on a hoist. Hidden in the back of his workshop, away from all his customers, when time permits he will go missing.

Frank purchased the X19 from Adelaide.

"It was a hill climber in its hay day" said Frank.

For four years, the famous blue X19 has been sitting on the hoist. Covered with spare parts. Waiting to be put back together. After such a long time, the sill panels looked like they were rusted to the hoist arms.

"It is a 78 model originally a 1.3 and now a 1.5 with a 4-speed gear box"

Frank was searching online for a Fiat when he stumbled on this car. Originally, he had his heart set on another car, but was told that that car was not available. He was told about the X19, so Frank said "why not". Then later on Frank found out that the original car he wanted was available,

so he bought both cars.

"Sadly, not two for the price of one, but I was happy", said Frank.

According to the previous owner the X19 only needed a tidy up but boy was he wrong. It had a bodgie home-made turbo fitted, and the fuel injection system was totally useless and had to be scrapped.

Frank has rebuilt almost everything. Everything he touched was broken or poorly put together and needed to be rebuilt.

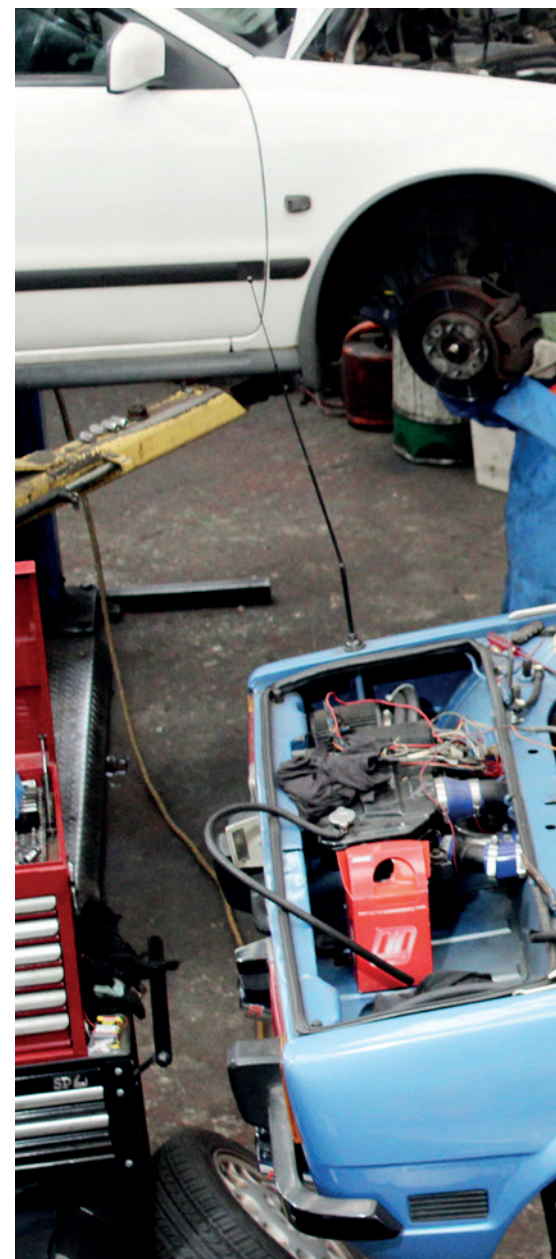
The fuel injection system had to be rebuilt to suit the new turbo T25 he has fitted. He purchased a new Links computer system to run in the car. The brakes, the calipers, the gear box, suspension work to the front end, the dash board and all gauges had to be rebuilt, including a full re-wiring of the complete car. He replaced hoses and modified parts of the engine bay wall, to suit the exhaust and the turbo. The car came with low profile tires which sit on a set of charcoal coloured Simmons wheels, which suit the car.

Body wise the car is very stock and straight, it's in need of a good cut and polish and might need a few touch ups here and there.

After four years, he has finally got the engine running, the way he wants. He now only needs a few minor



Frank at work on new project



things to complete, in order to get the car road worthy. An engineer will need to inspect Franks work before the car can be registered on M plates

He hopes to have finished the car by Christmas 2018. But due to his busy schedule both professionally and personal, Frank may struggle to balance it all and find the time to work on the car.

When the car is finally registered, he wants to drive the car around and iron out any problems he finds.

When questioned on which events he would participate in, he was unsure.

He hopes to participate in club day evets in the future.

"Maybe the sprints and Motorkhana or even Kanacross, I just got to get it finished first" said Frank.

"WOW! Headlines will read.

Head mechanic leaves team Italia and goes solo.

That will shock a few members of team Italia"- Jules

With five months before Christmas, Frank has a lot of work on his hands, but knows he can get the

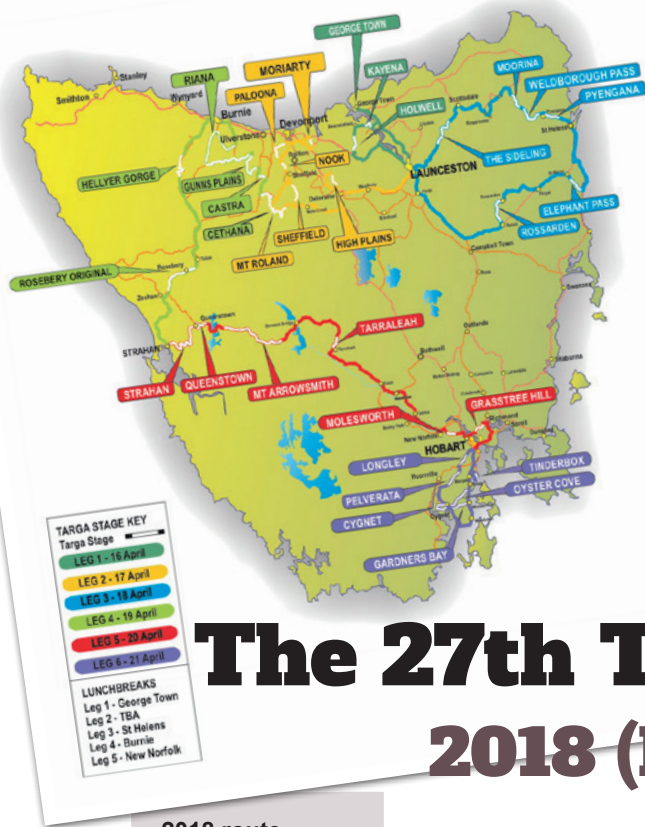
car completed. The hoist will finally be free of the FIAT and may need a long overdue service, ready to park another project.

We wish Frank all the best for his project and I can't wait to see it on the road.

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

Whose garage will I visit next?





2018 route

The 27th Targa Tasmania 2018 (PART TWO)

by *Bill Freame*

Day Five

Day five is another long one, with an early start for the service crews, needing to leave Strahan before the road closed, again with all luggage and everything packed in the service vehicles. Predawn, the road into Queenstown is a pleasant enough drive from Strahan especially as it is also to be the first stage for the day. The climb out of Queenstown is the second stage and we were there just after dawn broke. The following stage is the longest of the whole event, the Mt Arrowsmith stage, at 52 kilometers. Many of the service crews (including us) then gather at the Derwent Bridge road house, for breakfast or a coffee and to wait for the cars to pass by. The Sigma was again low on oil when it arrived, needing a further top up. While more oil was being added I quickly grabbed our spare 5 litres of oil for their boot, just in case it was needed on their way to Hobart, still with a further three stages to go on this day. I should mention at this time that the Sigma was leading its category by about 15 minutes, despite the drama.

With both cars safely on their way, we tried to leapfrog ahead of them by using about 28km of gravel road to by-pass the Tarraleah stage. We failed by only a few minutes, however we thought we might still catch them at Ouse. No, missed them again so continued on to Hobart, to another cabin in the caravan park in Risden Vale, opposite the jail. There we dropped the luggage off and secured the trailer, then headed off to service in Hobart. Fortunately we eventually found the service location, as the official service crew instructions failed to advise the correct location. We were only a few minutes late, but every minute is vital. I quickly advised Jack to phone

Peter to get them to the correct service area, thus getting them to make a detour and save vital service time.

Day six

Day six, the final day, when cars and crews are tired. This day was all happening to the south of Hobart, on the Huon Peninsula. All together another six stages to conquer. Paul had us located where the cars would pass twice, and as soon as they passed us for the second time we then moved on to the Hobart side of Cygnet, near the end of that stage. We asked to share a location with another service crew whose car was much later in the field, so we shouldn't be in their way, anticipating



another wave by. Wrong, the 131 was in trouble, having exhaust problems, which we needed to fix quickly. It was quickly jacked up on the drivers' side, and with safety stands located, the problem was discovered that one of the two bolts on the front flange was missing. Quickly another bolt and nut was found in the tool box, and with two spanners in hand, I dived under to make the repair. Trevor needed to grab the tail pipe and rotate it clockwise, as it was all too hot for me to line it all up and get the bolt through, with the gasket in place. The 131 was on its way in less than five minutes, we repacked the jack, the tools and we were on our way to the finish in Hobart. These roads south of Hobart are among the roughest on the cars, including some transporting (only) required on gravel roads and the exhaust had bottomed out several times, maybe that missing bolt had been broken?

The final problem for the service crew was to find a place to park, in Hobart, within walking distance of the finish. We were very fortunate to find a legal parking spot quite close (up the hill!) and then walked down to see all the cars arrive. The Sigma survived to win the category by about six minutes, while the 131 was highest placed Fiat (of 3) to finish. The quicker 131 (Stradale) crashed out on the Cygnet stage, putting them out of the event. The 124AC was having its first event, so still some sorting to be done to it.

So, the results? The Sigma won the 'Thoroughbred Sports' competition by about six minutes, having driven the last two days in survival mode, allowing for their large lead to diminish a little on each stage. The 131



was placed 1st in class, 3rd in category, 14th in the 'Classic Competition' and highest placed Fiat. They all won their trophies, Phil and Paul three each, including their 10 year pins.

A fun event, with our teams celebrations at the Ball and Chain that evening, and finally the two service crews flying out Sunday morning, leaving bright sunshine to encounter fog in Melbourne. I'm hoping to have a holiday in Tasmania one day soon, to take my time and to travel at my pace to better see the things I'm usually flashing past, but always going somewhere where I may be needed.

So how did the service newbies handle the week? Greg (nephew of Vin) was paired with Peter, doing most of the driving while Peter handled the navigation and logistics. Greg is still young enough to climb around under a car and do the heavy work. Peter knows all the preferred service locations, how to get to them quickly, has an excellent map collection and most importantly, the towns that sell the best food! Trevor was paired with me and took over the driving on the third day. He was approached to join the team because he would be very useful with monitoring where our cars were on the 'Rally Safe' app on his phone and can understand what service tools are needed to handle any issues. They both fitted in to the demands of joining in with an existing team, learning on the job. Most importantly, both are keen to continue in the servicing role at any future Targa style events.

There are various levels of competition available in these Targa events, with one of the best, the three day Targa High Country on our door step at Mt Buller later in the year. It is a great first time event and much cheaper to compete in than Targa Tasmania and with no ferry trip necessary.

Each car's details...

The Sigma is a genuine factory built 'Turbo 2litre Sigma' that Jack has owned for about 40 years. Log booked, he originally competed with it in 'Group C Touring Cars' at that time. It was then body modified with flared guards to run as a 'Sports Sedan' for a few years. It was stored for many years, then when the Abarth 750GT was retired, the decision was made to prepare it for Tarmac Rallies, a rebuild that took longer than anticipated. It has vented discs on the front and fully floating rear axles, with a very clever hand brake installed on the rear discs. There was considerable time spent installing the navigators bucket seat, with Vin needing to be comfortable for the long stages and long days. Previously for racing it was a one person cabin, with just the standard Sigma bucket on the left of the driver.

As the original 2ltr turbo engine has a very aggressive and sudden power curve, it was decided to build a N/A 2.6litre engine with a more controllable acceleration. So new pistons were made that give 10.5:1 compression ratio, a hot camshaft grind, Jack built the big bore extractors, enlarged and baffled the sump, installed 48mm Webers and a BOI Performance high flow air-box. As the Sigma still has its KG Engineering aluminium roll cage, it's only allowed to compete in these Targa events with the maximum speed limited to 130kph. At 131kph and above carries huge time penalties, so Jack tries to stick to 129kph as closely as possible, a real driving challenge. He would rather be running in the Classic Competition, with unrestricted speeds, but can only run there with a steel roll cage fitted in the car. Changing the roll cage would dramatically devalue the car that still has the Group C log book. It had its initial shake down as one of our team cars at the Alfa club 12 hour regularity back last year. The oil problem encountered at this Targa appears to be a baffle not doing its job or a trap door dislodged, allowing the hot oil to surge up the chain case to drown the lower breather plumbing and straight into the catch can. When the engine is dismantled we will investigate further.

The 131 is a 4door sedan that was a stalled construction of a gravel Rally Car. Phil purchased the rolling shell to build it into a Tarmac Rally Car and serious preparation began immediately it was in Phil's home garage. The bucket seats were installed before it was sent off for a new, very sturdy roll cage to be constructed to clear around the seats. A fuel system was designed, built and installed in the boot and the front suspension geometry altered to eliminate bump steer with an increase of camber and caster. For this event a spare Spider engine was pulled from storage and mounted to a refreshed gearbox into the engine bay. An exhaust system was constructed to be very close to the floor for maximum ground clearance, (never enough) and 45mm Webers breathing through a BOI Performance high flow air-box. Phil has also used the 131 in Historic Touring Cars and also with the HQ Holdens at Sandown and PI. The 131 is fitted with ventilated disc brakes that fit within the 13" classic CD 30 wheels, thus the gearing it runs gives it 185kph at 6800 in 5th gear on a 3.9:1 differential ratio fitted for Targa events.

Fittingly, just prior to competing at Targa 2018, it was displayed at the recent Autobella. It was voted the 'Best Competition Car' of the show, and there can be absolutely no doubt that it already has a serious competition history.

SOME PONDERINGS ON SHARING THE ROAD

by Ian Maud

It's not unusual to hear driving enthusiasts having a grizzle about being on a magnificent section of road, only to be held up by someone travelling slowly. Interestingly, I've recently been wading through a pile of car mags from the late 50's/early 60's and came across an article yesterday about "the abominable slowman!" Seems this isn't a new phenomenon. Why I'm writing this ponderance is I think I have found the 'perfect storm' - see if you can beat this!

I was on my way home from a competition weekend up north, towing my club car on a trailer behind my ute. As I started along a section of curvy road, I caught up to Bruce the cow cocky in his cocky-mobile (white Toyota 4WD ute, trailing a stream of hay strands, baling twine and barely-connected trailer plug wiring behind him. Bruce was in no great hurry, but it was going to take a fair bit of planning to overtake him. But lo – we then caught up to centenarian mum and dad in their Hyundai something-or-other. Mum was driving well within her abilities, which was admirable, except that we then caught up to a slow-moving tipper, complete with periodic discharge of fine gravel and sand that was not earning him many friends in the queue behind.

So...mum was not about to take off around a bulky truck; Bruce was probably not interested in accelerating his life style for a sufficient elapse of time that would allow him to pass mum and dad and the tipper...and there was no way I was going to do something daft like a heroic overtake of all those ahead – so on we plodded, pace determined by the tipper's restrained touring pace around the now windy and hilly corners. Kilometre after kilometre we went, waiting to see who would pull off first and slightly improve everyone else's lives by their absence. It couldn't get worse, could it? Of course. For this was Sunday morning, and the church of cycling was out practicing their religion - which they're quite entitled to do, of course. The result was that on this windy road the truckie was finding it difficult to pass the lycra lizards with a sufficiently humane space between bidons and bogeys, grasping at opportunities as they arose. Many other fellow travellers had by now joined our car conga as we wound up the hills at a pace dictated by the nearest cyclist, albeit probably spurred on by the warmth of a Kenworth radiator grille on their backside. Yes, I did eventually make it home in the same calendar year as when I left, but I felt it was going to be a close

thing at one stage. I wonder if anyone else has found such a wondrous combination to foil attempts at driving from A to B before old age set in?

A number of similar incidents have had me realise there has been a progressive and unattractive change in driver behaviour. There was a time when if you found you were holding up a queue of traffic, most drivers would look for an opportunity to pull over and allow the stream to pass before re-joining the road: it seems this courtesy has become much rarer in recent times: the "bugger you" attitude prevails. It's possibly just as well, as otherwise there wouldn't be enough roadside verge to accommodate all the 80-foot off-road caravans!

And while I'm on my soapbox, I may as well throw in two of my key gripes. In my previous work, and in my own time, I have spent a good amount of time towing large trailers. Now, anyone who has towed a trailer carrying a decently-heavy load would know that it now takes a good deal longer to slow down, or an absolutely substantial increase if the road is wet, or a mind-altering increase if you also happen to be towing with something older, such as an 80s Range Rover. To allow for this, I generally leave a sufficient space between myself and the car in front. But - silly me! If you get anywhere near Melbourne, and worryingly – sometimes now even on the highway – leaving such a space is apparently interpreted as an invitation for traffic-light Grand Prix contestants to jump in and save themselves 0.1 sec to their destination. A couple of times I have come desperately close to having the Rangey's bull bar tested by the deformable rear panels of someone with more impatience than perception. I'm sounding sooo much like an old bugger here, but I remember 'when I was younger' that BP sponsored a series of short ads on the telly, that explained to people how to drive decently, rather than if their car was a wheeled iPhone. Maybe we need to have BP bring these back? If we dare mention such a devastatingly common-sense approach to those chaps pretending to govern the State, we'd probably just get hit with more speed limit reductions, or taxes, or something else equally as profound.

And my other pet hate? Towing back from Adelaide a few weeks ago, I realised the considerate use of headlights has also gone by the by. For hour after hour,

I met the following muppets:

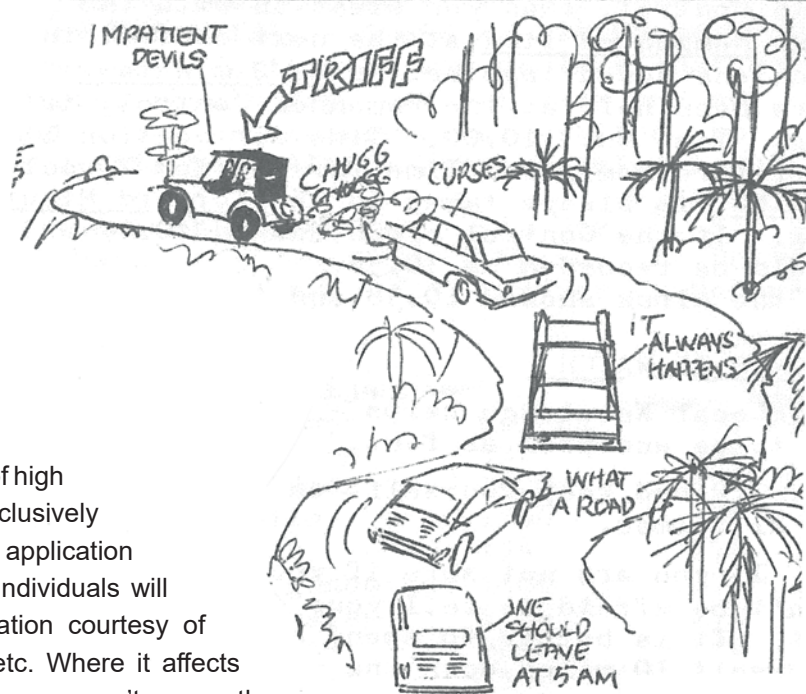
- Those with late-model cars with super-bright headlights, often 4WD utes, who load up the family and the boot, never thinking that when the back of the car sinks, their headlights now dazzle everyone approaching.
- The (possible) city-dweller who has never had need of high beam, and so travels at 100kph+ across the state exclusively on dipped beams. This could well be an excellent application of Darwinian theory and it may well be that such individuals will progressively remove themselves from the population courtesy of wandering roos, cows, parked cars, fallen trees, etc. Where it affects others is when you are trying to pass such people, as you can't see up the road to tell if it is safe to do so.
- The 4WD owner possessed of a bitumen-melting array of lights and bars who forgets there is a dip switch in the circuit, and...
- My all-time favourite: the road user who has only one headlight, so compensates by driving everywhere with the other light consistently on high beam. Godda love 'em.

OK: enough of my ramblings, but perhaps some other club members might like to add to the entertainment by responding with some of their own observations of motoring lemmings?

—Maudy

As soon as I read Maudy's article I knew the illustration to go on this page had to be our late Life Member, Graeme Shephard's Triffs cartoon. Graeme's cartoons adorned every FIATmonth in the 60's and early 70's and this particular one is one of my favourites. Graeme was much loved by all but he could be a little intolerant of "uneducated" drivers and his favourite word of these menaces on the road was Triffs. So think of Maudy's article and Graeme's cartoon as you negotiate our roads in 2018.

—Ed





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Coming Events

Competition Events Sept–Nov

September

Sat 22	MSCA Sprint	Phillip Island
Fri 28	Family Fun Motorkhana Contact Rob Judd, 0438 871 044	METEC Bayswater

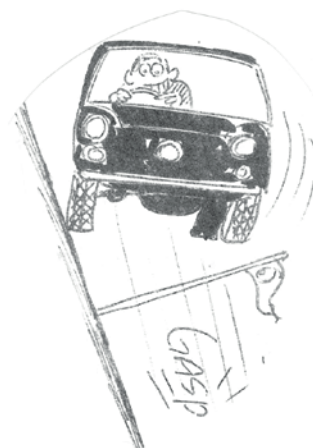
October

Fri 12–Sun 14	AROCA 1 Hr Regularity	Winton
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November

Sun 4	MSCA (SA) Sprint	Tailem Bend, SA
Mon 5	MSCA Sprint Cup Holiday Weekend	Winton
Fri 9–Sun 11	Sandown Historic Racing	Sandown

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



Caffee di sabato

*10am, Saturday 6th October
The Boathouse, 7 The Boulevard,
Moonee Ponds*

*10am, Saturday 3rd November
The Craft and Co Farm, 170 River End Rd,
Bangholme, VIC 3175*

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

National Show and Shine — Euroa Club Run

Sunday 7th October

Bring your classic cars to this great judged Show and Shine.
Contact Joe Sammut, 0412 211 581



Carlton Italian Festa 2018

Sunday 21st October

FCCV will have a display of cars at the Festa, so if you wish to be part of the display.

Contact Joe Sammut, 0412 211 581.

Club Sandwich @ Motorclassica

Fri 12–Sun 14 October.

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

Come along and spend some time at our display and visit the fabulous Concorso inside the Exhibition Buildings. Club members get a discount on entry fee if booked on-line. The code to access this discount will be distributed to club members closer to the date.

Contact Lyn Bartold for details 0433 034 721.

Sandown Historic Racing — FCCV display

Sunday 11th November

If you wish to be part of our display contact Joe Sammut,
0412 211 581.



Geelong Revival FCCV display

Saturday 23 November or Weekend Away

Contact Lyn Bartold, 0433 034 721.



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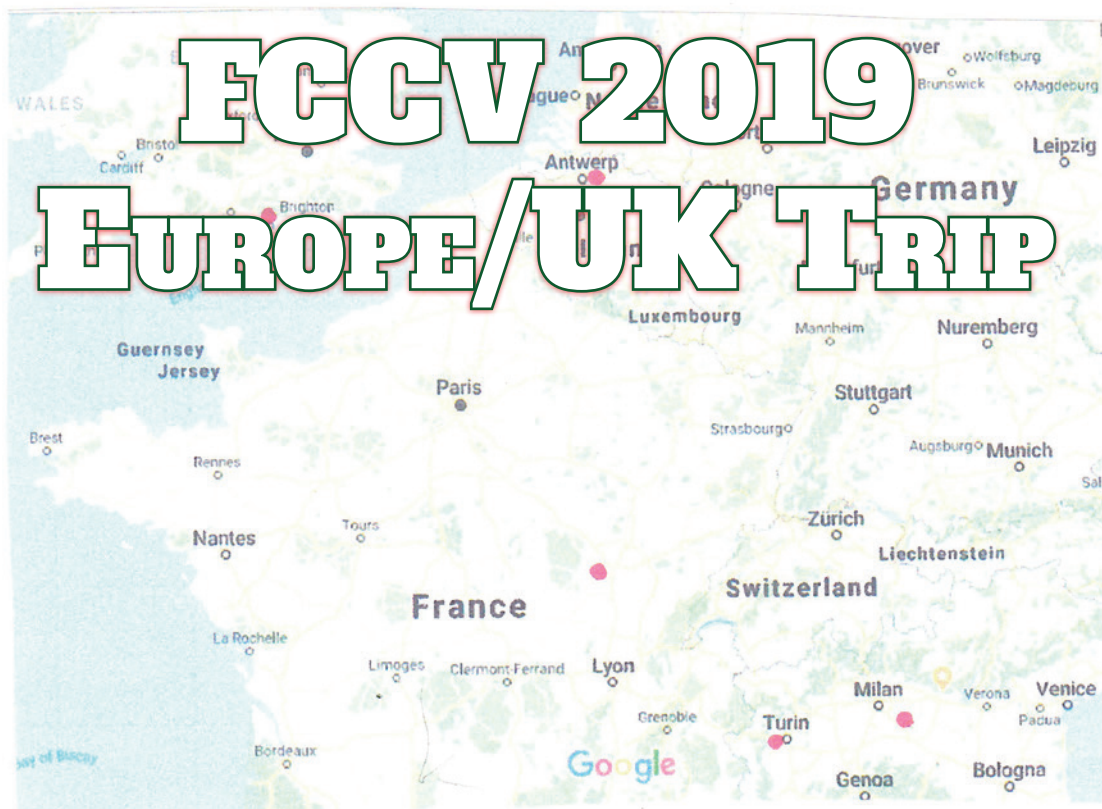
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Major events that will be included are:-

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

As these events will not announce their dates until early October we cannot give exact dates but anticipate that the trip will run from mid June to mid July

The trip will:-

Begin in Milano, to Piacenza, Modena, Torino
Coach travel through France to Dijon and Paris
Coach travel to Belgium
Eurostar train to London
Train to Goodwood and return to London

There will be many car related activities but also sightseeing and cultural activities in the program. This will not be a guided tour and group members will be able to choose which activities they wish participate in.

Applications to join the trip are now open.

For further information:

Contact Lyn Bartold 0433 034 721
Peter Bartold 0414 867 280