



FIAT Month

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

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JAN 2019

Fiat Club Festa

Geelong Revival

FIAT
500



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JAN 2019



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:

Damon Earwaker's Electric Fiat 500. It is the only electric Fiat 500 in Australia and the one and only Electric Fiat 500 Anniversario in the world (see more on page 14).

Photo courtesy of Zagame.

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FIATmonth Editorial Committee

Lyn Bartold— Editor
Roger Beattie
Matthew Judd— Layout/Design
Phil Beattie— Print Quality Control
Peter Bartold— Advertising

FIATmonth deadlines

12th of the month prior to publications.
Next issue: March 2019
Deadline: February 12, 2019



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
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

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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...



Allora.... this magazine marks the end of my 4th year in the job and I take this opportunity to acknowledge and thank those working behind the scenes who enable me to produce the six editions each year. Firstly thank you to our layout designer and corrector of all disasters, Matthew Judd, without whom I could not operate. Matt's publishing experience enables us to produce a magazine of this quality and size, as opposed to our previous style FIATmonth, which did not require anything like the skill level. I thank Matt for his patience, good advice and help, which he manages to fit around a full time job and a young family.

Our President of the time is also is part of the Editorial Committee and both Roger and David, before him, have always given me a free hands with content decisions and such but have been willing to help sort out any issues as they arise. We have added a new member to our team this year, with Roger's brother, Phil Beattie, adjusting photo quality, which has been a problem given we mostly have to depend on members own photo contributions and not professional ones. Phil is in the printing business and has been able to lighten and improve the quality which has been evident in the last couple of FIATmonths, so thank you to Phil also. The other member of the team is Peter Bartold who handles advertising but also attends most events with me and always has his camera handy so is my go-to for photos when articles come in without any. Peter is also Mr Fix It when I start ranting at the computer, late at night, mid FIATmonth preparation, something that happens often!!

My sincere thanks to all of the above as I don't pretend to be an expert Editor but I do love to attend as many club events as I can, which I think, is an essential requirement of the job. The other requirement, I believe, is to be at least partly retired because it is a huge time commitment, six times a year. So I am still here after four years and planning to continue for some years to come!

This is also the time to look back on the past year, and as Roger has done, reflect on how busy and how successful it has been. With membership numbers at all time highs we are getting big

turn-ups to many of our events and members willing to assist with the organisation of them. The size of our Committee with 16 members who are all actively involved in the running of the club, is amazing (I am sure we are the envy of many clubs).

It has been a particularly busy year with many of our major events being bigger and better than ever. Our club's organisation of the Fiat Nationals was excellent and many of our Annual events have had higher than usual attendance, so well done everyone. We cannot rest on our laurels as 2019 also promises to be huge.

Editor's Pic of the Month

I love this photo of Tony Sanfilippo's 500 that was used for a wedding recently. My only question is where is the bride or were the boys having so much fun playing with il bambino did they forget about her!!





Rapporto del presidente



2019 already! How did that happen. 2018 ended with a bang, with the Festa a roaring success and there were a great blend of events. For the technically minded, the talk from Ian Tate and the visit to Holinger

Engineering would have been highlights. The sporting crowd had the Sandown Historics, Rob Roy Hillclimb and the Targa Florio to contend with and there was club participation in all of them, so ask around and hear the stories. Along with this the more socially focussed had Geelong Revival and the aforementioned tour de force the 'Fiat Club Festa' which topped off an excellent year by our social events organisers who promote themselves enough to not need my help here. I will however thank all the volunteers who assisted them on the day for without the combined talents and efforts of those ladies and gentlemen we would not have had anywhere near the fun.

"Helping" in Queensland



Festa volunteers

Which brings me to 2019 and the enormous year we have in front of us. January has a couple of exciting events, with a Summer Picnic on the 13th and the X19 Raduno, in the Gippsland area on the 20th, both of

which promise to be a lot of fun and from where I sit it seems that is why we are members.

Following on from that we have a program of major events that the state government would need a department to cope with. Thankfully our willing volunteers are up to the task. Autobella this year will be quickly followed by the Fiat Nationals on April 12-14 in Tailem Bend SA and as the organising club it would be fantastic to see a few people who don't normally attend Nationals come across in support. There will be social events planned to run concurrent with the sporting so no one need miss out. Come and see a lovely part of the world and we will probably have some sort of convoy drive over for those interested. I am so sure we will enjoy the trip that we are already planning another drive over to Adelaide for late September to take part in the annual 'Bay to Birdwood' run. Keep your eyes peeled for details on that one.

In between those two we have another large excursion thanks to Lyn and Carla to Europe which will generate a whole lot of content and conversation. Maybe while we are away the club could hold an AGM and find a more literate President!!

As ever the year will be punctuated with displays, runs and social events which you as members can not only enjoy but help organise



NSW Meeting



QLD coffee morning



SA Autotalia with Vic members, Brodie Bishop and Kevin Lemm

thus increasing your enjoyment. I can assure you that the effort one puts in is returned many times by seeing a successful event on the day Put up your hand, volunteer, write an article for the magazine, plan or help plan a drive to somewhere, offer assistance to someone with their

restoration just be involved in your club. Likewise, if you need a hand with something don't be afraid to

ask, as members of a shared interest club, share your interest.

During November I conducted a bit of a tour of Fiat Car Clubs and spent some time chatting with members of the Queensland, South Australian and New South Wales clubs. I can hear your all sympathising with them but it was great to come from a club where we get a crowd along to all events and maintain activity across the spectrum

of car related activities. We have the numbers and participation that other clubs envy.

Let's make sure we keep it that way and get involved.

Yours Faithfully

TRIBUTE TO SISTO MALASPINA

By Lyn Bartold



All lovers of everything Italian will have at sometime in their lives visited the iconic Pellegrini's Cafe. It was with shock and great sadness that Melbournians learnt of the death of Sisto Malaspina, co-owner of the Melbourne Institution since 1974, who was fatally stabbed in the terrorist attack in Bourke St in November.

Many tributes have been written about Sisto and I am sure many of

our members in the Italian community would have stories to tell about him and the cafe.

Here are a few tributes that sum up the man...

"Sisto is credited as being one of the founding fathers of our coffee culture and part of the tapestry that is Melbourne..."

"Great coffee and simple food that was just perfectly Italian..."

"Sisto was a warm and friendly host, always ready with a story and a cheeky smile..."

"...a humble and decent man..."

These are just a few of the thousand of words that have been written since Sisto's death and demonstrates how much loved he was and how he will be missed. Our thoughts are with his family and friends.





CLUB CALENDAR

JANUARY–MARCH 2019

JAN

Thurs 10

FCCV General Meeting
Veneto Club, 8pm.

Sun 13

Summer Picnic/Beach Run
Contact Lyn Bartold, 0433 034 721.

Sun 20

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

Rob Roy Hillclimb run by MGCC

X19 Raduno in Gippsland area
Contact Peter Bartold, 0414 867 280.

FEB

Sat 2

Caffe di sabato
10am, Bosses Boots Cafe, Chirside
Park. Contact Mario Di Censo, 0419
171 661 or Paul Pozzobon, 0418
552 290.

Sun 10

Mirboo North Italian Festa.
FCCV Run to Mirboo North. Contact Lyn Bartold,
0433 034 721.

Picnic at Hanging Rock
Car display.

Thurs 14

FCCV General Meeting
Veneto Club, 8pm.

Fri 15–Sat 16

Donnington Rutherglen Classic
Contact info@cisitaliapromotions.com.au

FEB

Sun 17

MSCA Round 2 Sprint at
Sandown
Contact Danny Petterlin,
0411 877 337.

VMC Round 1 at Pakenham
Contact Danny Petterlin,
0411 877 337.

Sun 24

Big Tomato and PastaDay
Casa di Bartold, Wonga Park. Contact Lyn Bartold,
0433 034 721.

RACV Classic Showcase and MG Concours
Yarra Glen Racecourse

MAR

Sat 2

Sandro's Mancave Viewbank
TBA. Contact Mario Di Censo,
0419 171 661 or Paul Pozzobon,
0418 552 290.

Sun 3

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

Fri 8–Sun 10

Phillip Island Festival of Classic Motorsport.
FCCV Run on Sun 10. Contact Joe Sammut,
0412 211 581.

Thurs 14

FCCV General Meeting
Veneto Club, 8pm.

Thurs 14–Sun 17

Australian F1 GP at Albert Park
FCCV Display. Contact Joe Sammut, 0412 211 581.

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, 10th January 2019
- Thursday, 14th February 2019
- Thursday, 14th March 2019



Membership News

Robert Judd, Membership and Club Permit Secretary

At midway through December we are almost halfway through our club year and our membership is steadily growing. We are currently sitting at 533 members with a big group of new members in the last months.

Welcome to the following new members

Domenico Ricchiutti: Piaggio Ciao
Danny Busija: new 124 Abarth
Lynda Potts: wife of Brendon — welcome
Felipe De Paoli: Fiat 126 (Niki)
Gianni Savino: new 124 Abarth
Julie Zita: new 500 Abarth
Mandy Thompson: new 124 Abarth (and President of AROCA!)
Tom Muzoski: new 500
Lino Sinni: new 500
Daniel Cimino: VW Golf (joined after Family Motorkhana)
Adam McManus: 124 BC
Taki Charalambous: 128 Sport
Sean Lee: new 500
David & Carolyn Roberts: new 500C and long term Alfa club member
Marco Di Domizio: 500F
Mario Greco: Modern 500 and 500 Abarth
David Chappell: Topolino and Nuovo 500

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

MEMBERSHIP & CLUB PERMIT UPDATE

If you read the list above you will note that we have attracted 8 members since the last magazine with brand new cars. Great to see the new car sales continues and our dealer relationships work to attract new members.

Many people have noticed that the club permit scheme number system is almost finished with the current number sequence. The new number system has been defined and is a combination of numbers and letters allowing for a greater quantity of plates, so the CPS is well supported into the future.

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



Featured Member

Hugh Hendry

Hugh tells us....

"Early in my life I was a butcher and part of my job was lumping heavy quarters of meat so I got pretty strong. I was able to move my cars into tight places by lifting the front and swinging it around. This photo was taken a few years ago...ah, the memories of life"

Normally we feature a member new to the club in this section but this month we have chosen Hugh Hendry, a country member for 10 years who lives in Korumburra and is 92 years of age. Hugh is the owner of a variety of Fiat 500's, 600 and 850. Hugh contacted me to tell me he had some parts for the early 500, 600 and 850 which he wanted to sell. I visited Hugh to collect the parts but I also heard how his family had turned a tragedy into an international social cause.

Hugh's grandson, Bryn, took his own life at the age of 16 and his family chose to turn this tragedy into hope for other children by building a school in Vietnam, called Bryn's School. Through the support of ordinary people that one school has turned into many and the foundation now educates thousands of children. So far the foundation has worked on six schools in five countries and has plans to continue.

The funds from the sale of the Fiat parts that Hugh is selling will go to supporting Bryn's School.

At the last committee meeting I suggested we could support the sale by advertising them and also allocate the income of a raffle to the cause, which was accepted by the Committee. I strongly advise readers to visit the website and see what can be achieved by ordinary people.

We salute club member, Hugh Hendry.





Competition Report

Danny Petterlin, Competition Secretary

Wishing everyone a Merry Christmas and a wonderful New Year. May 2019 be a great year for existing competitors and may it bring out all the long-term race car builds and their owners to a motor sport event soon. Happy motoring!

—Daniel

Past events

18th November 2018

27th Rob Roy Historic & Classic Hill Climb

On the 18/11/18 a few Fiat Car Club members from Team X19 attended the 27th Rob Roy hill Climb

Competing were:-

Captain Peter "Superleggera" Bartold

Major John "Sideways & Backwards" Black

Corporal Frank "Spinna" Spinosa

NCO Ken "Ford Mustang Wanna Be X19" Gorman

As per usual it was an early start, it looked like it was going to be a glorious day with the weather and it did not disappoint. Peter and I started the event being the smaller engine cars with John and Ken following soon after. The track felt reasonably fast as some good times were being posted early on and as usually the faster times are in the afternoon. Unfortunately, John had the misfortune of altering the dimension of his car before lunch as he was on a run to set his personal best time. But it didn't eventuate as going through the finish line backwards doesn't help!

It's always a good day at Rob Roy and I wish more club members would attend as we always have a great laugh because it's not too stressful.



1

Our best times were -:

John Black 24.65

Peter Bartold 26.29

Frank Spinosa 27.26 PB

Ken Gorman 28.95

Till next time we smell rubber,

—Frank Spinosa



2



3



4



5



FIAT month — November 2018

2018 HAC Interclub

The 49th running of the Huntingdale Auto Club (HAC) Interclub Motokhana challenge saw 6 clubs represented from the 34 entrants. The Fiat Club had 3 entrants, Marisa Gangemi in her Alfa33 and Bill and Paul Freame in Bill's Fiat Punto Dynamic. These are class C cars based on the length of their wheelbase, which is a very popular class with 9 entrants, three of the 4 ladies were in class C cars, along with one junior (of the 5 entered) and a novice. So that's 14 of the 34 entries competing in class C type vehicles.

The day saw 12 tests contested on the grassy field in Pakenham, which got dustier as the day went on. Several tests were run twice with most improving on their time or trying too hard and scoring a penalty. There was only one reversing test for the day and some were unlucky enough to have it as their first test!

Paul finished 9th outright, 4th in class (less than 5 sec separated 2nd and 4th) and 6th on handicap. Bill finished 13th outright, 7th in class and 14th on handicap. Marisa finished 26th outright, 4th in class and 26th on handicap.

The FCCV finished 4th in the club challenge with a tie for first between Huntingdale and Pakenham Auto Clubs!

A great day was had by all, and particular thanks goes to the timing officials who were in the heat all day and gathered a fine layer of dust.

HAC will be planning a big celebration of the 50th running on 24th November 2019, I will be there representing the FCCV, will you?

—Paul Freame

Captions

1 Digitally altered photo of "Team X19" from the X19 Australia website — thanks to Mark Weinberger;
2 John's damage!; 3 Frank on his way to a PB; 4 Peter in action; 5 John before his finish line damage;
6 Freame's Fiat Punto Dynamic; 7 Marisa's Alfa 33.

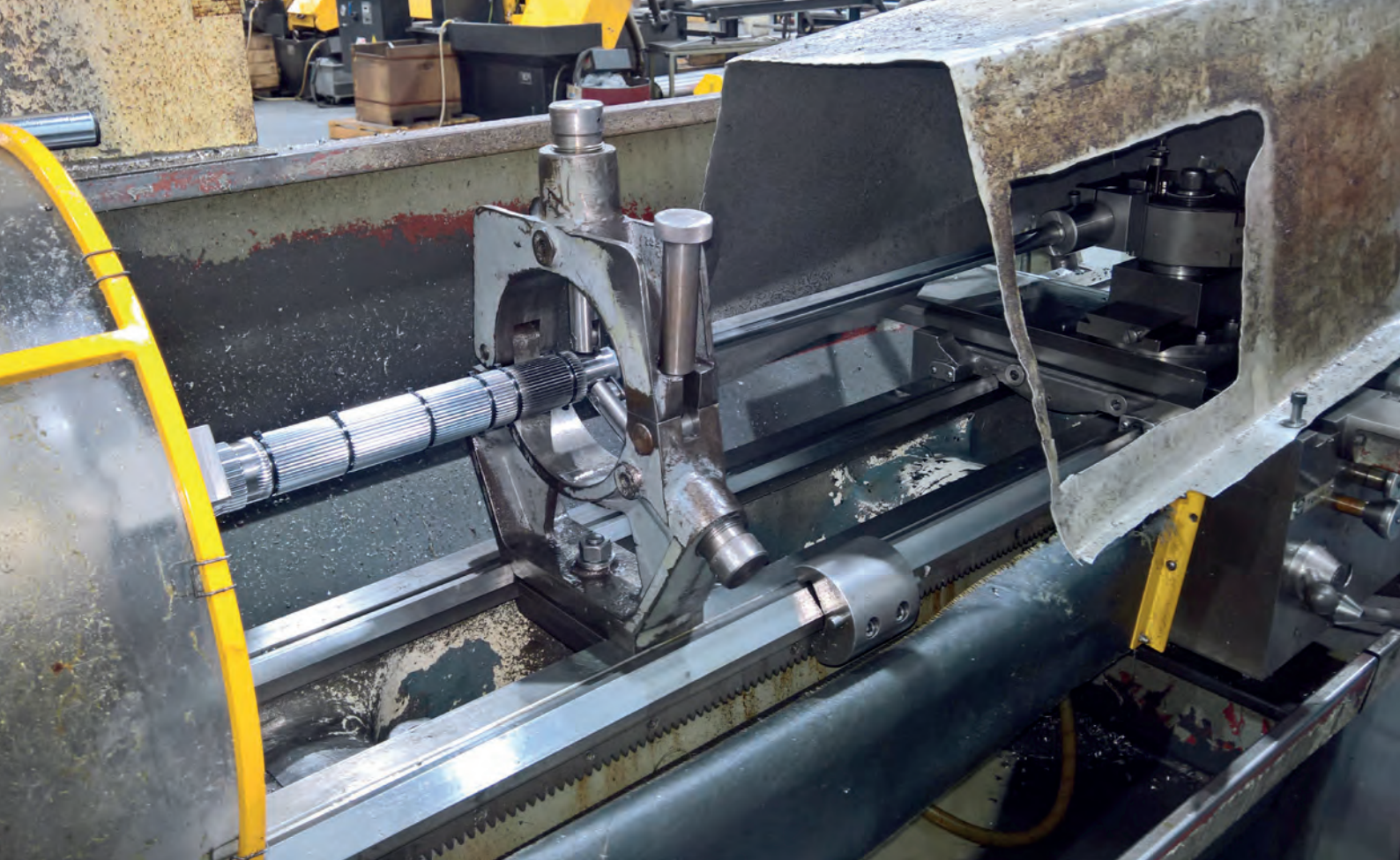


2019 Marque Sports Car Association Calendar

- **January 20**— Rob Roy Hill Climb (Rd 1)
- **February 17**— Sandown Raceway (Rd 2)
- **March 17**— Philip Island Raceway (Rd 3)
- **April 27**— Sandown Raceway (Rd 4)
- **May 5**— Winton Raceway (Rd 5)
- **June 23**— Sandown Raceway (Rd 6)
- **August 11**— Winton Raceway (Rd 7)
- **September 21**— Philip Island Raceway (Rd 8)
- **October 12**— Sandown Raceway (Rd 9)
- **November 3**— Winton Raceway (Rd 10)

Proposed 2019 calendar (VMC/VKC/G5)

- **February 6**— Sophia's Camberwell G5 Trophy Night
- **February 7**— Wantirna Club VMP/VMC Trophy Night
- **February 10**— G5 practise Werribee
- **February 17**— VMC/G5 Pakenham
- **March 3**— G5 Werribee
- **March 24**— VMC Pakenham
- **April 7**— G5 Avalon
- **April 14**— VMC Mount Gambia
- **April 28**— VKC Shepparton
- **May 11**— G5 Werribee Khanacross (Saturday night)
- **May 19**— VMC Deniliquin
- **June 2**— G5 Parwan
- **June 15**— VMC Bendigo
- **June 23**— VKC Parwan
- **June 30**— G5 Altona



HOLINGER ENGINEERING FACTORY

By Ian Payne, article and photos

For a 'home grown' product Holinger transmissions have a high reputation in motor racing circles so the chance to view where these specialist items are manufactured was an opportunity not to be missed!

So, with about 30 other interested individuals, we met at the designated address in Kilsyth at 6:30pm where our organiser Bill Freame was waiting. At 7pm Bill introduced Wes and Nathan who would guide us around the factory.

We separated into two groups and I joined Wes who then explained that Holinger Engineering has been designing and manufacturing transmissions for motor racing for decades. They manufacture a range of gearboxes, from stand-alone original designs right through to gear sets for existing production cars.

Apart from the high quality, Holinger engineers have created gearbox designs that utilise the same component's in a variety of different transmissions and transaxles which by cutting down on inventory make these units quite inexpensive when compared to other specialist made gearboxes.

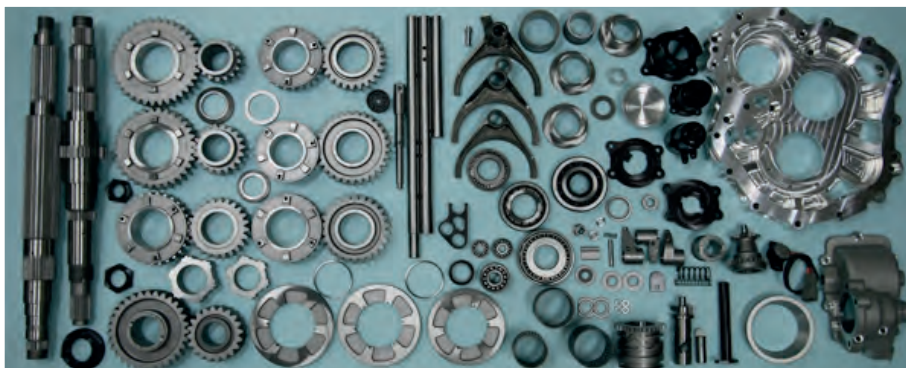
Holinger also utilises the latest CAD/CAM (Computer-Aided-Design/Computer-Aided-Manufacture) tools which allow the designs to be transferred directly from the computer to the manufacturing machine and so eliminate human error!

The gearboxes can be found in a wide range of international racing classes, from GT right through to cross-country rallying and such is the dedication of this small company that when there

is a problem the gearbox is returned to the factory to be assessed. This was the first area we visited, a small room with lots of disassembled transmissions. Wes then went on to explain how they check parts to evaluate the cause of the problem, he also passed around some defective components and invited us to offer reasons for failure. Much 'high level' discussion followed.

From here we went out into the manufacturing area and he explained that the facility was 'purpose built' with multiple CNC Lathes, Machining Centres, Gear Hobbing and Spline Broaching machines. It was a vast area but only 25 employees are required to operate this high-tech workshop.

Wes explained that all gears, shafts, splines and shift forks are made onsite with the castings coming from New Zealand. The castings were once made locally but the company relocated and Holinger continued the association.



We were then shown a huge stockpile of steel bars in a variety of sizes. Wes then explained that as the steel is made to a Holinger recipe and due to its specialist nature, they are required to take the whole batch whether they require it or not! He then stated that a sample of every raw material is thoroughly checked in their laboratory to ensure it meets their specification. All these material samples are then labelled and catalogued for future reference, thus ensuring that they know exactly what parts were made from that material batch. This understanding of the microscopic nature of the raw material allows them

to consistently produce parts to the highest quality.

After the gears, splines and shafts are made they are heat treated by an outside supplier. This is followed by a Shot Peening process where small spherical shot bombards the surface of the part to prevent fatigue and stress. Then, the gears are Profile Ground which give them a high quality 'hard' finish.

The final area was Quality Control where an extensive array of measuring equipment is used to check that the finished parts conform dimensionally,

are the correct hardness and the gear profile measures up. The parts are also crack tested.

From here all parts are then assembled into a transmission as per the customers order.

And unfortunately, that was the end of a fantastic and extremely interesting tour.

As summed up by President Beattie;

"Another great turnout for a fascinating visit, everyone seemed most impressed and interested by the tour and the capacity of the facility to produce. Wes and Nathan certainly provided information and insight along with plenty of anecdotes and both shared an obvious enthusiasm for both the business and their craft. A real credit to the business, the industry and Australian manufacturing as a whole."

Many thanks to Bill Freame for organising this event.



CAFFE DI SABATO



Vita Sociale

by Lyn Bartold

The Craft and Co Farm, Bangholme

November 3rd 2018

The Craft and Co Farm Cafe is part of a 40 acre winery, cafe, cellar door and farm, which gave us opportunities beyond our usual cafe visits. After excellent coffee and breakfast or cakes we went on a tour of the vineyard with an explanation of what is what on a working winery. It was a perfect day to be wandering through the vines and it was interesting to learn about the general maintenance and other factors in the wine industry. The tour then took us to the cellar door and the opportunity to taste some of the wines, but as most of us were driving home, we declined that offer.

This venue was a new one on our coffee morning circuit, a little further than our usual destinations but still a very easy drive from Melbourne and a very unique place.

Thanks to Mario and Paul for finding this gem and organising our visit which was enjoyed by all





Captions

Above Cars at Cafe di Sabato;
left Tour of the vineyard and
wine-making areas; **below** Guest
speaker: Ian Tate.



November General Meeting

November 8th, 2018

Our Guest speaker, Ian Tate has been the Chief Mechanic of the Holden Dealers Team, during the Peter Brock years, had managed Peter Jansen's Race Team and has been the President of VHRR, so he had many interesting stories to tell. There were many funny stories, particularly about Peter Jansen, to keep us amused and an insight into the pressures of motor racing at the highest level.

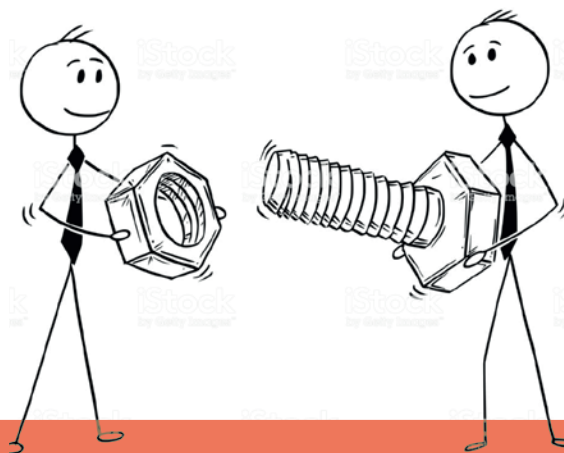
We thank Ian for joining us and speaking to us and to Bill Freame for organising the visit.

DECEMBER GENERAL MEETING

December 13th 2018

Nuts and Bolts Quiz/Pizza Supper

As is our usual practise, our December GM is the venue for our Nuts and Bolts Quiz, with car trivia questions, and a pizza supper to celebrate the end of another successful FCCV year. Jono Crellin, our Quiz Master, tested us with some tricky questions and our observation skills with a Fiat (well, Lancia) video. We had an excellent turn out and the competition was tough with a lot of jostling between the teams, even a few incorrect answers “whispered” to the adjoining teams. Thanks to Jono for the effort he put into the quiz and to all the competitors, it was a fun night.



Damon Earwaker's Electric 500 at December General Meeting

As well as the Nuts and Bolts Quiz and our pizza supper the other surprise treat we had for the last meeting of the year was the arrival of Damon Earwaker's one and only electric Fiat 500 in Australia and the one and only fully electric Fiat 500 Anniversario in the world!! It was parked under the Portico at the Veneto Club and had many interested glances from the non Fiat patrons and plenty of heads under the bonnet and elsewhere by Fiatisti Damon has been working on this project all year and has not left a stone unturned to create this unique masterpiece.



We will have the full story of its planning and construction in a coming FIATmonth.

Above Damon in his 500 Electric (photo by Zagame's); **below and right** The 500E being enjoyed by members and curious onlookers at Veneto Club (photo by Roger Beattie).





Join us to go around

THE **BEND**

MOTORSPORT PARK

12th - 14th April 2019

Tailem Bend S.A.



Join us, help make the Nationals more national. Come to South Australia for the events first time away from the Eastern states. Enjoy the new locations, new track and new friends as we work on both competition and social programs to make the 2019 Fiat Nationals the best ever.

Competition Program

Friday	Sprint Day
Saturday	Motokhana
Sunday	Show & Shine



Social Program

Friday	Welcome BBQ/Dinner
Saturday	Winery Run/Bus trip Fiat 501 Centenary Event
Sunday	Display day in conjunction with "The Bend" European Cruise Day Presentation Dinner



For event details and registration - www.fiatnationals.com



Geelong Revival: Festival of Motoring

Lyn Bartold

Photos: Peter Bartold and Roger Beattie

Although the weather was not perfect, with some light showers and not as much sunshine as usual the Geelong Revival event was very successful again. The event is billed as Australia's biggest Classic motoring event with a variety of features over the weekend.

The Speed Trials are held on Saturday and Sunday with different categories of cars and bikes competing each day. There were 2 FCCV members competing with Ray Osterberg in his Lancia Beta and Steve Schmidt in his Mini Marcos.

Shannon's Classic Motorshow and the Super Cars Display attracted a wide range of vehicles over the 2 days. We had made the Saturday the main display day for our club and we had 10

Fiats present, our best turn up at this event and managed to get all our cars together on display. With an excellent range of cars on display we attracted a lot of attention, particularly Lawrie Hocking's Abarth 500 Replica. Lawrie who had driven his car from Ballarat that morning and return that afternoon, gave interested viewers a run down on the car, showing them under the bonnet and answering questions.

Saturday Participants

Joe Sammut 124 Spider; Roger and Lesley Langdon 124 Spider; Richard and Lucy Webster 124cc; Ian Payne 124 Spider; Barry Ellis Punto; Lawrie and Vergie Hocking Abarth 500 Replica; Peter and Lyn Bartold Abarth 500;

Harvey Richards 850; Roger Beattie and Judith Odgers 850 Camper.

On Sunday we had 4 cars present with the Abarth "register" on one side of the field and the X19/ 124 Spider group on the other. Again our cars attracted a lot of attention

Sunday Participants

Mike Whitford 124 Abarth Spider; Peter and Lyn Bartold Abarth 500; Paul and Sabrina Pozzobon X19; James Woodburn 124 Spider; Deb and Rob Judd.

In addition to members with cars on display we had a number who joined us at some point of the weekend. Past President from the late 60's and 70's, Trevor Nuttall arrived and at one stage we had 3 committee members from the 70's all together, with Trevor, Barry Ellis and Peter Bartold as seen in the photo. Photo 1837 Trevor Nuttall, Peter Bartold and Barry Ellis all members of the Committee in early 1970's

Of course my favourite event on the program is the Vintage Fashion



Captions

1,2 Fiats on display in Geelong, Saturday; 3 Abarth Chapter on Sunday - Mike Whitford 12 Abarth Spider, Bartolds Abarth500; 4 Pits on Sunday - Abarth 500 competing (not a club member); 5 Sunday display - James Woodburn 124 Spider, Paul Pozzobon X19; 6 Vintage fashion competition - Bartold's in 70's clothes on Saturday; 7 Trevor Nuttall, Peter Bartold and Barry Ellis all members of the Committee in early 1970's; 8 Deb and Rob Judd and Lyn and Peter Bartold do Art Deco on Sunday; 9 Rob Judd - best male on Sunday.

Awards that is held over both days. This year because Peter was not competing in the Speed Trials he was "free" to accompany me as a couple on both days. On Saturday we wore our 70's original vintage outfits, so not only were our clothes authentic 70's but we were also!! We won the Runner's Up sash and Peter won the Best Male Award. On Sunday Deb and Rob Judd joined us as another couple and we all wore our reproduction Art Deco outfits . Robb won the Best Male on Sunday so it was a successful

Fashion Awards weekend of our club members!

As part of our prize on Saturday Peter and I were given tickets to the Cocktail Party, a new event to the program, on the proviso that we attended in Vintage outfits. The event was held in the Wool Museum which is an amazing space telling the story of Geelong's wool history as well as being a beautiful functions area.

A new feature of this year's event was the Jag Super Hill which gave attendees a chance to strap in as a passenger in

a Jaguar F type to be driven around an obstacle course on a skidpan for a few minutes. The experience was free, all you had to do to line up and wait your turn. It was great fun and the first 80m sprint before a fast right angle turn had me hanging onto the seat with white knuckles!!

As always the Geelong Revival Weekend is great fun with lots to do and look at and a chance to show off out beautiful cars. Our numbers attending have grown each year and I hope this will continue.



FIAT CLUB FESTA



*By Lyn Bartold
Photos by Peter Bartold, Joe Sammut,
Roger Beattie, Paul Deste, David Roberts*

THIS YEAR marked the third running of our annual end of year celebration, the Fiat Club Festa. Once again it was held at La Baracca, at the rear of the Veneto Club property, and this time we had a fine and sunny day. With a big crowd of around 180 members, family and friends it was a great opportunity to celebrate the past year in our club, to meet up with friends in a nice relaxed atmosphere, to eat good food and relax to live music.

As usual we invited Fiats and other Italian marques to park in the area around La Baracca, resulting in an outstanding display with a wide variety of models, both old and new. Some careful organisation by the parking "officials" enabled us to get the like-models together as much as possible and it was obvious that the polishing clothes had been out that morning as all cars looked fantastic.

Our Event Co-ordinators Mario Di Censo and Paul Pozzobon, once again, had worked hard to provide us with a great range of food that just did not stop appearing. From breakfast first up, to the BBQ lunch, then ice cream and finally a wonderful range of sweet delights, we were still trying to fit more food in until late in the afternoon and no-one could say they went home hungry.

To add to the festive vibe we had the Long Gone Daddies providing great live music all through the afternoon and there seemed to be a continuous presentation of prizes to the lucky ticket holders.

Our young Fiatisti were not forgotten also, with a visit from Santa John who arrived in the appropriately decorated 124 Spider sleigh, piloted by head reindeer, Joe, and accompanied and assisted by Frank the Elf and Lyn as Mrs Claus. We had the whole range of ages amongst the kids who gathered to see what Santa had brought them, some appropriately dressed for the occasion, and all enjoying the experience.

Left Food, Friends, Cars, Live Music = Fiat Club Festa!!; **right** Team Santa; The Chefs and Kitchen Crew; Blokes playing cards (so Italian!); **next page** Event organisers: Mario di Censo; Paul Pozzobon with Frank Spinosa and Brian Garrett.





It was a wonderful day to share with like-minded friends, great food to enjoy and fabulous display of cars to wander around at your leisure.



Of course, a day like this does not happen without a huge amount of planning and preparation and a great deal of hard work on the day.



We must thank Mario and Paul for all of the work they put into selling the event in the months before to us all and for all of the ordering, buying and providing of everything that made the day the great success it was. Thanks to Ralph Di Censo who helped pickup equipment and food and Maria Di Censo and Sabrina Pozzobon who chopped and cooked all Friday in preparation for the day. There was also many club members who transported all the food and equipment to the venue and who were there early to set it all up and later to pack up at the end of the day. We had a big team of chefs and the ladies in the kitchen who worked tirelessly throughout the whole day so that everyone was fed and happy. Thanks also to the Santa team who added that bit of fun for the youngsters and to everyone who contributed to making the Festa one of our feature events of the year. We also thank club member Frank Russo from Rainbow Meats for his sponsorship and to Toni Romeo from Yumbos for providing the gelati.



Well done to everyone, the Festa was a great culmination of a fabulous year in our club.



SANDOWN HISTORICS 2018

By Roger Langdon

Photos: Paul Pozzobon, Roger Langdon, Sandro Cesario

On a sunny Sunday 11th November a group of FCCV members gathered with their cars on a grassy bank near turn 9 at Sandown to watch plenty of historic car action. Paul Scambler's beautiful Fiat 131 Abarth attracted plenty of notice, as did Paul Pozzobon's immaculate X19 and Sandro Cesario's 124 Sedan, complete with esky and picnic basket on the roof. Mr Fiat 500, Sam Mazzeo, brought along one

of his collection, a very nice 500. George de Prato arrived in his modern Abarth 124 Spider and Roger Langdon displayed his Sierra Red 124 CC.

A short mini bus ride and we were able to stroll the pits and sit in the shaded grandstand to watch further racing. A great day out!

Captions

1 Paul Pozzobon's X19 watching the racing 2 Paul Scambler's 131 Abarth; 3 Sam Mazzeo's 500; 4 Sandro Cesario's 124 and Roger Langdon's 124cc; 5 Great day of historic racing.

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2018 TARGA

HIGH COUNTRY

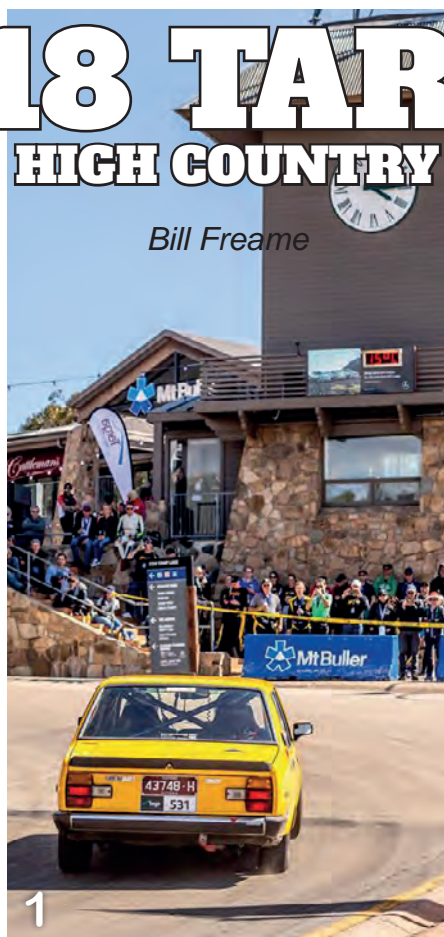
There were again only two cars representing this club in this event, the silver and black Sigma crewed by Jack Waldron and Vin Gregory, and the bright yellow Fiat 131, crewed by Phil Buggee and Paul Freame, one of the only three Fiats entered. There was a 124AC from Adelaide and an Abarth 131 Gp4 Stradale from NSW. Much work had been done to the two cars since the AROCA 12 Hour Regularity, in preparation of an expected three hard days of competition over the fabulous roads in the high country area. The Sigma had needed the head gasket replaced after the 12 hour during the usual pre event fettling while the 131 was scheduled to receive a fresh head and inlet manifold that Jack had been porting, with flow bench results being very promising. There was also some slight panel damage, from the 12 hour, that Mike Cary attended to for us. Thanks again Mike! The fresh head was installed on the Sunday before THC with the BOI Performance chassis dynamometer then used on the Monday to adjust the tune-up, to good effect. The HP and torque had been improved despite a 3.9:1 differential installed for THC against the previously used 4.1:1 at Winton at the 12 hour. It is pleasing to report that both crews were looking confident prior to the start.

As previously, scrutineering takes place in Mansfield, on the Thursday prior to the event, while the service crews make their way straight up to the accommodation on Mt Buller. While it was still daylight we were able to do a pre-event check for both cars and make sure that the service crews had everything they would need for Day One. Speaking of service crews, Peter was teamed with Greg again, while I was partnered with Bruno Tonizzo. As we were also sharing the ski lodge on Mt Buller with a WRX crew and the 124AC crew I provided

my mobile number, should they need some assistance/tools.

According to the service crew instructions advise we would be departing Mt Buller on Friday and Sunday by no later than 6:45am, as there is a competitive section on the Mt Buller road (down-hill) from Chalet Creek to Mirimbah Store, on each of the three days. The competition cars would head to Eildon, via Jameson, while we headed to a location near Alexandra, where we could refuel the 131, with least at two hours wait before they arrived. After a re-fuel and a windscreen clean, they are on the way to the last stage before lunch at Eildon. The rally cars travel over 'Skyline Road' to Eildon, while we travel on the main road to meet up with them during their lunch break.

With the 131 not needing any attention from the service crew, we returned to Thornton and then continued on to our previous location, expecting to receive just a 'wave by', but at the ready just in case. The nine tour groups passed by, first four of them just for Porsche of various styles. A WRX is the first car we are there for, then the Sigma, the 124AC and then our 131. Getting a wave from each of them as they proceed to retrace the roads from the opposite direction. We departed our spot and then met up with Peter and Greg at a bare clear spot alongside the Mansfield Airport, ideal for adding fuel to our cars. Peter and Greg added some fuel to the Sigma then headed off towards Mt Buller. The 131 took just 10 litres, just enough to attack the Mt Buller Road. and we followed. As the competition cars arrive at the top well before the service crews can get there, Jack and Phil have tools available to do the servicing long before it gets dark (and cool!) The navigators are involved in the servicing also, however these cars were built by the drivers so they have



1 131 at top of Mt Buller (Angryman Photography); 2 The 131 and Sigma ready for start (Photo by Paul Freame); 3 131 in action (Angryman Photography); 4 Presentation of Thoroughbred Trophy to Jack and Vin (Photo by Paul Freame)

a clear view of what critical areas they want to inspect and adjust.

Saturday morning was a less hurried time for the service crews, with a much later exit from Mt Buller. We drive the rally roads across to Whitfield, to wait to add fuel to the cars before they go to lunch, a wait of about three hours. As soon as the fuel has been added, Peter and I enjoy the challenge of travelling back to Mansfield using the back roads, via Greta South and Tatong. Parked outside the Tatong pub were about 30 Ford Zephyr cars of various vintages. Possibly (and probably) their crews were inside having lunch. We get back to the Midland Highway at Swanpool and by the time we get to Mansfield, the road closures and diversions are in place for the town stage and TargaFest that evening.

We were determined to be set for a very quick check-over of the cars after the Mansfield 'Street Stage', so we set up in the large car park in the middle of the road. This year there was no time allowance for doing any servicing, so even just a quick check-over was eating into late time. We would just rotate the tyres, front to rear, while normal clothes were exchanged for driving suits. Then the cars were gone, to book-in to control and park in the main street four cars wide, the whole field of cars on display. Ken Gorman always tries to catch up with us at Mansfield and did so again this year. I was surprised to see two Alfa 105's in the middle of having a serious service break. I brought to their attention that there was no time allowed for servicing this year, so just how much 'late time' were they prepared to use? Realising their mistake of working to 2017 THC rules, both cars were quickly back on the ground and gone, with tools left were they had dropped. One of those

Alfa's was the winner of the Classic Competition, the following day!

As we service crews are not required to hang around in Mansfield, we left early to fill the fuel churns and return to the chalet in Mt Buller, in daylight! When the rally cars eventually arrived, in the dark, we proceeded to do the servicing, added fuel and did the spanner check. Jack had a front tyre that had begun delaminating, so it was replaced. Those tyres had done the AROCA 12 hour 2017 and 2018, THC 2017, Targa Tasmania 2018 and some of THC 2018. They had also done some sprinting at Winton and Sandown. Still in roadworthy condition, they had certainly been good value.

Sunday had an early start for a long, long day, service crews were off the mountain early. Peter and I had discussed where we could service before lunch, as the cars were heading to Eildon straight from the Jamieson Road stage. Finding a suitable location we added fuel and then followed into Eildon. Phil wanted to see how much brake pad he still had to use just in case they needed to be replaced, during lunch. So a trolley jack, rattle gun, torque wrench, safety stands and fresh brake pads were brought into the lunch area and the used pads were inspected but it was decided they were wearing OK and we left them in place. Phil could attack the remaining challenging stages with confidence.

Heading back to Mansfield, we received a phone call from the 124AC crew who had withdrawn with a slipping clutch. They were heading back to Adelaide and we met them at Merton, said our good-byes and then headed back to the Mansfield Airport, to wait to add fuel to the 131. Fuel added, screen cleaned and they were



off for their final stage of the event. We packed up and waited until the road reopened for us to climb to Mt Buller for the final time on this event. Interestingly, there was a Policeman doing radar speed checks on the twisty bits up near the top, a location that is 60kph. He was only there to check the service crews as they drove to the finish location!!

Returning to Mt Buller we hurriedly packed Phil's Ute with the luggage for Peter, Bruno and me, said our good-byes and we were on our way home, pleased we had our two cars finish intact. The drivers and navigators were remaining overnight, returning on the following morning.

For the team, the Sigma was 1st Thoroughbred Trophy on the event and in 2nd place for the year, despite only doing (winning) two of the four events. The 131 was 7th in the Classic Category on this event and placed 10th in Classic for the whole year in the Australian Tarmac Championship. When you consider the 131 has almost the smallest engine capacity, the team are very pleased with this result, again being highest placed Fiat of the two that finished.





The News Stand

RICHARD UNKLES

finally sorted it and got it running sweetly. Now he knows the value of RACV Gold membership.

John Westcott will be passing on his Fiat 2300 station wagon recently acquired and sorted. Seems for the moment he is not publishing exactly what the replacement is but it is rare, a post WWII Fiat and much more desirable than the 2300. Looking forward to seeing it at Autobella once back on the road. If you want a clue these were mostly ex factory in two tone paintwork.



DON'S 501

Don's Party

Roger Beattie's neighbour Don Robinson started on his Fiat 501 project maybe 40 years ago with good progress on the chassis. However work, including a year long trip to Antarctica, family and several house moves delayed progress. Now he finally has a vermin free garage the FCCV decided to assist to shift the car (then without any wheels with tyres) some 200m from the storage shed to the proper workshop.

David Stott provided the wheels with tyres and aided by Kevin Lemm and your scribe got it moving for the first time in 10 years. Don removed a decade of dust with his Gerni to reveal a well restored chassis. The job is like working within 200m of Club Spares. If you want a better part

We trust the vintage spirit has soaked in adequately over the holiday season.

One mystery solved, which is why David John's 503 tourer was spotted on a tilt tray. The reason is simple. It ran out of fuel near

the zoo where there is no fuel for a couple of km. It seems the carburettor specialists enjoyed test driving it much too far and left him without enough fuel to get home. At least the specialists, who had originally fitted the SU carby butterfly backwards (specialists?) had

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 FIAT



ITALA TYPE 51

you just walk to the storage shed and pick amongst the collection. Fortunately amongst his host of spares he had another rear end. With expert help it was dismantled to find a very good crown wheel and pinion. Two steering columns were dismantled and a third will have to provide suitable bearings on the next planned trip. Overall it was a very productive day with thanks to Sue Robinson for a hearty lunch and Jenny Stott for the cake David brought up.

Bendigo Swap

Kevin Lemm, our UK visitor Jim Dalton and your scribe attended the swap, with accommodation being cheerfully provided by Roger Beattie at Laanecoorie. Fiat pickings were slim but Brodie Bishop picked some useful parts including a good spare fuel tank for his 501 and I found some original wiring fittings. Jim's day was made when he found a park light rim and lens for his very original 503 sedan in UK on Frank Fazio's stand. This was the only thing the car had been missing. Another happy chap.

On the weekend prior your scribe picked up a Fiat 509 engine in restorable condition at a farm clearing sale near Rushworth. \$70 well spent.

Swap Dates

Ballarat Swap – Friday 22nd and Saturday 23rd February Contin

Yarra Glen Swap – Sunday 10th March. Opens 7.30am for the insomniacs

Itala in Norway

Photo (above) shows a Tipo 51 Itala in Norway. Always a local car it was used in period for ice racing, a popular pastime in days of old. Nicely restored Trond Thorbjornsen advises, it is now owned by Sigurd Boelling who has a lot of nice cars and old house like a folk museum.

Fiat at War

(See photos).



X RAY HOSPITAL: FIAT MOTORCAR WITH BOILER



GROUP OF FIAT MOTOR TRACTORS AT THE ITALIAN FRONT.

Targa Florio Australian Tribute 2018

By Robert and David Judd

Thanks to Dishan Malakar and Benjamin Galli for the fabulous photos



Last year this special event debuted in Australia and our club had 3 members take part in the first day 'taster' as well as having many of our members and cars at Docklands to welcome the entrants back on arrival back into Melbourne on their final day.

This year with a little more planning time available we had 2 teams take part in the whole 5 day event: Frank & Cathy Marinelli in their Dino Spider and David & Robert Judd in the 124 Abarth Spider (1975).

The Targa Florio is the oldest motorsport event in the world (Est 1906) and we are very lucky to have the first overseas presentation of this event on our doorstep in Melbourne, showcasing the wonderful regions and roads that we have available in Victoria. This year the event took place over 5 days, consisting of a start in Geelong travelling along the Great Ocean Rd and then inland to Colac before returning to Geelong. Next we visited the Bellarine Peninsula before taking the Queenscliff Ferry to Sorrento, Arthur's Seat and Cape Schanck. The following day we travelled to Phillip Island via

Flinders, Tooradin and the Phillip Island racetrack. The next day we travelled to the Yarra Valley via Haunted Hills Hillclimb track and Healesville and then finally back into Argyle Square in Lygon St. via De Bortoli's Winery.

Five days of touring some wonderful areas, following very detailed and clear route maps (tulip charts) at cruise speeds, interspersed with over 70 Time Trials and Constant Speed sections to introduce a competitive aspect. The format used is the same as that used in Europe for the Targa Florio and the Mille Miglia so it is well proven and there are lots of people out there with good skills at this. Being timed to 1/100th of a second is quite challenging and this process turned out to be good fun and very involving for both the driver and co-driver.

At the end of each day we were able to relax at top quality accommodation and enjoy excellent meals with our 100 plus new friends.

The event enjoys strong support from the Targa Florio organization in Italy and was excellently organized by John Caniglia and his crew, with

Captions

Background Frank and Cathy Marinelli in the Dino Spider near Cape Shank; **1** The Judd's Abarth 124 Spider going up Arthurs Seat; **2** Pit lane at Phillip Island; **3** Artistic Shot — Haunted Hills; **4** David and Rob Judd going to lunch at Moonah Links; **5** Moonah Links car park; **6** Frank Marinelli with Kate Peck, ambassador of the event (Photo: Cathy Marinelli); **7** Lancia Aurelia — Linda and Andrew Larson.

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FIAT month — January 2019



particular mention to Linda and Andrew Lawson for their substantial efforts and the folk from Race Solutions Motorsport who put together all the route instructions and time controls.

The field this year consisted of 36 Classic cars, 8 Ferraris and 7 Supercars including 3 cars from Hong Kong and several other overseas participants, which was a nice growth from last year, but John is wanting to at least double that next year.

To help with this, next year will be trimmed back to 4 days (to reduce costs and time commitment) and the event will be scheduled in the week following Motorclassica to finish at Argyle Square in Lygon St. again with a big display as part of the Carlton Italian Festa on that weekend. The change of dates may help

capture more overseas and interstate people with the Motorclassica crowd and will create more opportunity with the Alfa club whose Spettacolo has clashed with the final day these last 2 years.

Members should consider this event next year in their older than 1976 classic FIAT, we thoroughly recommend the event as good value for money and well worth doing at least once! The form of competition means there is no emphasis on racing, so there is no pressure to rush but good car control, accuracy and teamwork come very much into play. Great Victorian roads provide over 1000km of enjoyable driving and sightseeing with an overlaying purpose and great social interaction with other "car people".



Our other FCCV competitors, Frank and Cathy Marinelli won their entry to the event in a raffle that was held at the Nationals this year. John Caniglia and his team, very generously offered the entry prize which was raffled with only 100 tickets available and buyers being strictly limited on how many tickets we could purchase. Although the rest of us who purchased tickets were disappointed that we didn't win, we were very happy that it was one of our FCCV members who won. Frank and Cathy enjoyed themselves as much as Rob and David.

Our thanks to the Targa Florio Australian Tribute Team for their generous gesture.

—Ed



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Resto talk with Jules

THE PRESIDENT: ROGER BEATTIE

In this edition, I caught up with our very own and very busy Roger Beattie. I found Roger working on his 1962 1200 Cabriolet, in his dad's garage in Kew.

By Julian Di Battista

The Fiat 1200 Cabriolet was built to break into the US market. Fiat were pushing their Multipla and 1100s which it had sold over 40 thousand in the US market. Built in Lingotto, Torino, the 1200 cabriolet is based on a 1100 sedan floor plan with a Pininfarina Design body.

Note: Mr Battista Pininfarina was an Italian automobile designer and the founder of the carrozzeria Pininfarina coach building company; a name associated with many of the best known post war sports cars.

In 1984, this 1200 Cabriolet arrived in Australia and has remained a left-hand drive car. Roger purchased the car around 8 years ago from Colleen Berry, the President of the Queensland Fiat Club.

"From one president to another"

Diplomatic Immunity! Jules.

Since purchasing the car, Roger has rebuilt the 1200 engine, keeping it stock and original.

The front suspension has had some minor changes, as Roger has had to replace all the bushes and ball joints. However, it still retains its original 4 speed gear box.

In the 60's the car was repainted to a pale blue, it's original colour was a creamy white.

The interior is still in its original state with black bucket seats, door trims and its black soft top. The original blue vinyl floor coverings and black insert matts have stood the test of time and present well.

Roger has had to do some minor electrical changes and has very carefully sorted out and has replaced a couple of gauges along the way. The brakes have remained stock standard, and it runs 1100 drum brakes. The body work is very straight and very clean, only showing some signs of the odd touch ups that have been done over time. The paint of the car has faded in several areas and, in time, Roger has intentions to restore it back to life as it rolled off the production line.

Some would question whether Roger has the time to ever work on his cars, as he seems to be travelling all over the country side most weekends with his 850 campervan; and not forgetting all the activities and meetings with the Fiat Car Club. (Both in Victoria and elsewhere! —Ed).

If you were to ask where his love of cars came from, it all started back when he finished year 11 and he accepted a mechanics apprenticeship with the army. As an apprentice he was offered work on cars. His mates would choose Toranas and Fords, while Rogers trade instructor asked "why don't



Roger with his 1200



you have a go at the Fiat 1500?" That's when Rogers passion for Fiat's began.

Today his collection of classic Fiats has grown. His collection includes Fiat tractor's to convertibles, sedan and pick-up truck but let's not forget his campervan too! With such a huge collection he has had to buy a huge barn just to store them all, which is situated in Laancoorie Central Victoria just West of Bendigo.

His Fiat collection consists of:

4 x 1100 Sedans

1 x 1200 Cabriolet

1 x 211rb (Tractor)

1 x 1928 503F

2 x 1500 Sedans

And his famous 850 T Campervan.

Nowadays Roger is busy in manufacturing stationery. For the time being Roger's focus is on restoring the 1200 Cabriolet.

Once fully completed, he wants to use it as a "Boulevard Cruiser".

"Keep up the great work, Roger!"



Garage with Roger's "collection"





AROCA Spettacolo

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By Peter Bartold

Photos: Peter Bartold, Paul Pozzobon

In the ever changing world of venues the Alfa Romeo Club Concorso, Spettacolo, was this year held at the Glen Waverley Campus of Wesley College. After last year when the weather gods reeked havoc and depositing some much rain on the ground that the event was postponed from December to January, this year it was a fine and pleasant day.

The first thing to hit your eye as you entered this excellent display of Alfas and other marques was the number of red cars! The standard of cars, as always, was excellent from the 1930's 6Cs to the modern QV Guilias. One of my favourites on the day was the 1969 Alfa Junior Z, a car that didn't enjoy much success in its day but now it is much sort after.

FCCV members are always welcomed to display their cars and we had a good variety again this year with 130 Coupe, X1/9s, 132, 124 Coupe, some 500 Abarths and some Lancia Delta Integrales. As we have a number of members who also own Alfas some of them were also on display.

Displayers can chose to be judged for the "Other Marque Trophy" and Paul Pozzobon took out this trophy for the second year running with his original red 1981 X19.

Congratulations Paul.

As always, there was plenty of good food on offer and a number of displays to wander around, so once again Spettacolo was an excellent day.



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Captions

1&3 Alfas at Wesley College, Glen Waverley; **2** Paul and trophy with Mario Di Censo, Ralph Di Censo & Jules Di Battista; **4** Alfa 4C's; **5** Vintage Alfas; **6** Ralph Di Censo's Alfa Spider; **7** Fiats at Spettacolo - Nikki; **8** Abarths on display; **9** 124CC, X19, 130C; **10** Paul Pozzobon's X19 wins Best other Marque at Spettacolo; **11** Mario Di Censo's Alfa 105GTV.

Coming Events

Competition Events Jan 2019–March 2019

January

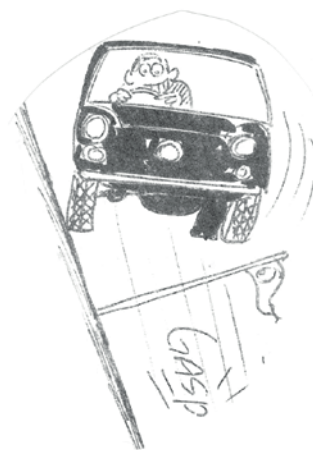
Sun 20	Rob Roy Hill Climb	Rob Roy
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February

Sun 17	MSCA Round 2 Sprint	Sandown
	VMC Round 1	Pakenham

March

Fri 8–Sun 10	Phillip Island Festival of Classic Motorsport	Phillip Island
Sun 17	MSCA Round 3 Sprint	Phillip Island
Sun 24	VMC Round 2	Pakenham



Caffe di sabato

Saturday 2nd February

10am, Bosses Boots Cafe
1 East Ridge Drive, Chirnside Park

Saturday 2nd March

10am, Sandro's Mancave
Viewbank

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



Summer Picnic/Beach Run San Remo

Sunday 13 January

Join us for an easy drive to San Remo, arriving in time to catch the Pelican Parade, followed by a picnic on the lawn and a ramble on the beach.

Meet at BP Service Centre near Ferntree Gully Rd at 9.30am. Bring your own picnic lunch with something to share. BYO drinks.

Contact Lyn Bartold for details 0433 034 721.



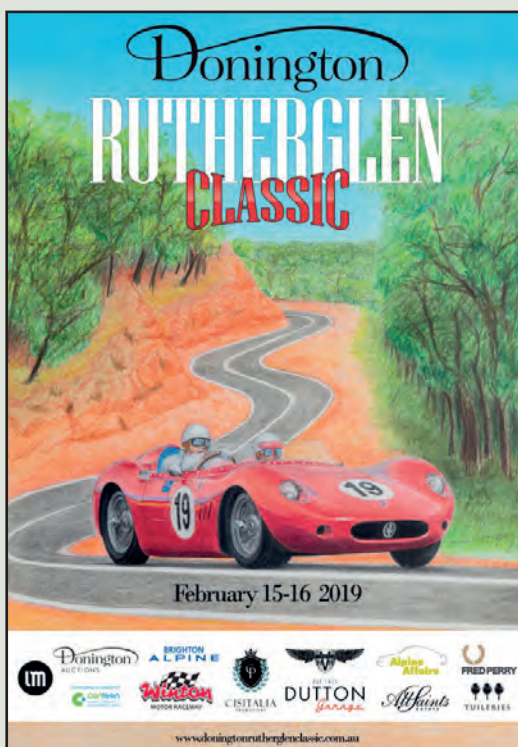
X19 Raduno

Sunday 20 January

All members other cars also welcome. Organised by Ian Maud so we can be assured of some great drives on the roads in his neck of the woods, Gippsland.

Meet at Lilydale, 9.30am. There will be a morning tea stop and then to a cafe for lunch.

Contact Peter Bartold, 0414 865 280.



Mirboo Nth Italian Festa

Meet at BP Service Centre, Officer. Princes Hwy, 9.30pm.

Contact Lyn Bartold, 0433 034 721.





Big Tomato and Pasta Day

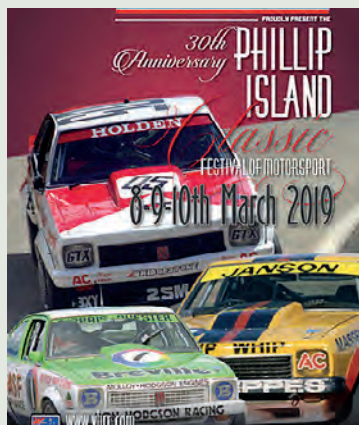
Sunday 4 February 2019
Casa di Bartold, Wonga Park

Come along and be part of the production of the FCCV 2019 Vintage Tomato Sauce. Join the team of experts, using the latest in tomato bottling equipment and make our own sauce.

The pasta production team will be producing the fresh pasta for lunch. Lots of fun and some bottles of sauce to take home with you!

Contact Lyn Bartold for details, 0433 034 721.

FCCV Run to Phillip Island



Sunday 10 March 2019

Meet at Tooradin 7.45am.

RACV British & European Motoring Show 2019



Open to all vehicles manufactured in England and Europe

Featuring the annual MG Club Concours

Celebrating 75 years of the Rover P4 75

60 years of the Daimler SP250 Dart

Austin/Morris Mini, Jaguar M42

50 years of the Ford Capri MK1, Triumph TR6

Mercedes Benz 280SE 3.5

40 years of the SAAB 900 Turbo



Display cars \$15.00

(inc. all occupants)

Motorbikes \$10.00

(inc. passenger)

Display vehicles or

motorbikes driven by

L or P drivers

may enter free.

Spectators \$5.00

RACV Members \$5.00

Children free

Sunday 24th February 2019

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

Childrens Entertainment, Music, Trophies, Club Displays & Vendors

Gates Open for Display Cars at 9.00am & Spectators at 10.00am

For more info contact 03 9558 4829 www.racv.asn.au/britishandeuropex2019 tl@racv.asn.au

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FIAT month — January 2019



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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SUNDAY MARCH 31
NEW VENUE

Victorian Deaf Education Institute
597 St Kilda Rd. Melbourne



9am



Corcorso Originale for Graeme Shephard Trophy

- Show and Shine voting
- Judged classes for other Italian Marques
- Fiat Parking Section
- Merchandise
- Trade Displays
- Italian Food

Timetable for the Day

9am	Gates open
11am	Judging commences
1pm	Costumi d'epoca Fashion judging
1.30pm	Completion of judging of cars
2pm	Announcement of results and presentation of trophies
	Presentation of certificates of appreciation to sponsors
3pm	Event completed

costumi d'epoca@autobella

- Dress in clothing of the era of your car or your favourite era
- Enter our costumi d'epoca Parade and judging for a chance to win some great prizes
- Free entry on the day
- Judging in following sections: Best Costume, Runner up, Best couple, Best Child under 12

Judging at 1pm
Sponsored by Bumplin Costumes