



FIAT Month

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

www.fiatclub.org.au

JUL 2019

FCCV Europe/UK Trip begins

Mid-Week Run





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JUL 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:

David Stott's Barn Find, Rare Itala Tipo 50.
See the story on Page 22–23.

Photo: David Stott

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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: September 2019
Deadline: August 12, 2019



2018-19

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AOMC Delegate

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Paul Pozzobon

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David Judd

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LIFE MEMBERS



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Barry Ellis
Noel Tyzack
Peter Bartold

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William Freame
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Life Member and Patron — Peter Bartold

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Danny Petterlin

Mark Rae
Tony Romeo
Joe Sammut

Gary Spencer
Shayne Williams



FIAT month



From the Editor...



When you read this I will be with a group of fellow Fiatisti in Europe on our FCCV Europe/UK 2019 Trip. After organising the 2017 Trip, I had not thought we would be fronting up for another for a few more years but when someone said to me "I believe you are organising another trip" it did not take many blinks of the eye to decide that, yes, we would offer one in 2019.

In my teaching job, I had spent many years of organising camps and trips for my students: locally, interstate and overseas, so it was a natural progression to take on "bigger kids" and organise the Fiat Club trip. The 2017 trip was highly successful as we did not lose anyone, we visited everything we intended to and we all returned home as good friends.

For the 2019 trip we have 28 participants, with people joining us and leaving us at various points along the way. The numbers vary from the 28 possible at any given time and, in fact, there is only one day (in Torino when the whole 28 is together.). We are fortunate to have our wonderful travel consultant, Carla Baglieri, at TravelManagers, who is so conscious of what we are trying to achieve, makes sure she understands each person's individual wishes and does everything possible to accommodate these within the framework of our trip.

Both the 2017 and the 2019 trips have operated under the format that "this is not a guided tour" and group members can opt in or out of activities that are offered in each section of the trip. This year's trip has had an added complication of having many of the group who have already experienced many of the attractions on offer. Somehow we have made this work, thanks to Carla's patience and desire to meet everyone's needs.

You will read reports in this FIATmonth and in coming ones of the events that the group has attended and enjoyed. In the initial planning there were 2 major events that the trip was based around — Vernasca Silver Flag HillClimb (which Peter and I

attended after the 2017 trip), near Piacenza, Italy and Goodwood Festival of Speed in the UK. Because these 2 events are only one week and a considerable distance apart, fitting in all the things we wanted to include in between was no mean feat.

I hope you will read with interest the articles that will appear in the next few FIATmonths and perhaps inspire you to visit these wonderful places and events at some time in the future. Of course I encourage any of you who have attended any interesting events both at home and overseas to write an article so we can share these experiences with all our members.

Editor's Pic of the Month

Carla Baglieri from Travel Managers who has made our trip possible.

Carla Baglieri
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Part of the House of Travel Group
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Member: IATA, AFTA, CLIA





Rapporto del presidente



June already, and in a couple of days I shall be aboard a flight to Italy. I realise how tough that sounds but if the club continues to conduct itself in this manner (trips to Italy every couple of years) what can I possibly do but attend. On the subject of attendance it has been great to see so many people coming along to the monthly meetings, if you have something you want discussed or mentioned at one let me know and I shall try to remember to raise it.

After a couple of beautiful autumnal weekends away, it would seem winter has arrived with a journeyed to the north east for the La Fiera Italian festival in Myrtleford and am still thinking about the colours along the roads from Beechworth, through Myrtleford and Bright and then through to Wandiligong. Photo Bright Autumn Next Year Bright in Autumn

We definitely will be planning a return trip for next year and as Winton Historics were also



Bright in Autumn.

on the same weekend both could be incorporated in a trip up north

October. Along with Caffè(s) di sabato, overseas trips and a number of motor sport events on the calendar is filling up again.

The Mid Week run to Beeac was well attended with 32 there for lunch and a look

around Ean's collection of cars of all kinds but with a real focus on Fiat 1100's. What could be bad about that. Perhaps we should run another later in the year as it seems that there is quite a demand to get out of town during the week and see some of the surrounding countryside. Please feel free to arrange something if you have a preferred spot or contact me if you are willing to help out with running a day.

A few good drives are coming up over the next few months. The annual Marong Federation Picnic will be on the last weekend in August, the Bay to Birdwood for post 1959 classics will be at the end of September and the National Show

In Beechworth.





On the road to Beeac.



Shelford stop on way to Beeac.

and Shine at Euroa will be on in early October. Along with Caffè(s) di sabato, overseas trips and a number of motor sport events

Merger talks between FCA and

Renault are underway as I write this column, we may have a new set of French cousins by the time you receive the magazine. As always it is interesting to watch from afar and see the extent to which companies have

lost their sense of national identity and are now purely economic entities.

See you out on the roads.

Roger



FIAT/RENAULT MERGE — ON AGAIN, OFF AGAIN!!

It is with interest that we have watched what has been happening in the talks between Fiat and Renault for a merger. Things seemed to be on track with all sides keen to get the deal through, until a shock announcement from John Elkann, head of FCA, to call off the merger. The proposed \$53 billion merger which was described as one of the most ambitious plans to emulsify diverse car brands from France, the US and Italy into the world's number 3 – with the promise of reaching the pinnacle if Japan (through Nissan and Mitsubishi) could be brought into the fold later.

The French Government which holds a 15 percent stake in Renault and which comes with powerful voting rights was concerned that the deal needed to function within the

Renault-Nissan framework and not jeopardise the successful partnership affecting jobs and production sites in France that needed to be protected. The French wanted to delay decisions until agreement was reached with Nissan and called for more time to discuss this

Elkann believed that he had spent weeks stitching together a deal with Renault, keeping the French Government informed and meeting their demands at every turn

With these new delays Elkmann lost patience, called his board together and called off the merger.

Of course, the resulting blame game was intense but the possibility of a merge seemed lost. The latest news from the French is that discussions will resume with FCA and there is still a possibility of a merger. Not much is being heard from Elkann so I guess we need to “watch this space”!!





CLUB CALENDAR

JULY–SEPTEMBER 2019

JUL

Sat 6

Caffe di sabato
10am, Melissa's Cakes,
Templestowe. Contact Mario
Di Censo, 0419 171 661, or
Paul Pozzobon, 0418 552 290.

Sun 7

Club Run to Hobson's Bay Men's Shed
Contact Joe Sammut, 0412 221 581.

Thurs 11

FCCV General Meeting
120th Anniversary of Formation of FIAT. 8pm,
Veneto Club.

Sun 21

Motorkhana, Albury/Wodonga
VMC Round 6 TBC. Contact Danny Petterlin,
0411 877 337.

Gippsland Car Club Khancross.
Bryant Park, Warragul. Contact Danny Petterlin,
0411 877 337.

Sat 27

Night Motorhana, Altona
Group 5, Round 7. Contact Danny Petterlin,
0411 877 337.

Sun 28

Eco Drive
Meet at Hungry Jack's Knox City, 8.30am. Lunch
tbc. Contact Bill Freame, 0412 814 855.

Sat 3

Caffe di sabato
10am. 4 Door Café Mill Park.
Contact Mario Di Censo,
0419 171 661, or Paul Pozzobon,
0418 552 290.



FIAT month — July 2019

AUG

Sat 3–Sun 4

Winton Festival of Speed.
Winton Raceway. Contact Danny
Petterlin, 0411 877 337.

Sun 4

Victorian Khanacross
Championships.
Round 4 Bagshot. Dirt khanacross

Thurs 8

FCCV Annual General Meeting
Election of Committee Members for the 2019–
2020 year. Veneto Club, 8pm.

Sun 11

MSCA Round 7 Sprint, Winton
Contact Danny Petterlin, 0411 877 337.

Sat 17

Serata di Festa
Firenze Receptions, 134 McBryde St, Fawkner.
Contact Mario Di Censo, 0419 171 661, or
Paul Pozzobon, 0418 552 290.

Sun 18

VMC Round 7 Colac (Bitumen)
Contact Danny Petterlin, 0411 877 337.

Maling Road Autoclassico
Contact Joe Sammut, 0412 221 581.

Sun 25

Marong Federation Picnic
Contact Roger Beattie, 0400 708 284.

SEP

Sat 7

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

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, 11th Jul 2019
- Thursday, 8th Aug 2019
- Thursday, 12th Sept 2019

Compiled by
Roger Langdon

Membership News

Robert Judd, Membership and Club Permit Secretary

After a very busy 3 months, we have had a quieter time and fewer new members. But as we approach our renewal period, the membership activity will be busy.

Vin's Topolino



Welcome to the following new members

Mikhail Eikelis: Lancia Beta

Vince Fiumara: Fiat 124BC and Niki

Debra Paterson-Buggee: Fiat 500X

Domenic and Anna Cornetta: Fiat 1100

Michael Jordan: returning member from the 80s with a new 124 Abarth

Venerando Scavo: Fiat 500C and Itala

Ernst Steyn: overseas member with Fiat 501C

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

The Itala Tipo 56 Spider



MEMBERSHIP & CLUB PERMIT UPDATE

Everyone (not already a 2020 member) should have received a renewal form in the mail with our special notice about the extension of the current membership year until the end of August, and the AGM to be held at the GM on Aug 8th.

Please note that the processing of renewals during June and early July has been delayed due to the Treasurer and Membership Secretary being overseas.

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 New Member

Venerando (Vin) Scavo

A special welcome to Vin Scavo who has recently joined the FCCV. He is doubly eligible owning both a Fiat 500C Topolino coupe he beautifully restored and another car also wonderfully presented, a 1923 Itala Tipo 56 spider. Both his cars are worthy of a specific mention. He searched for his Topolino over several years, finally finding a rust free example in the days when we went searching in The Age each Saturday. The catch was that the previous owner had totally dismantled the car but not proceeded any further. At least he proved that it is possible to find a rust free Topolino and knew what to do with it.

Vin did not restore his Itala but was lucky enough to buy it from an accomplished restorer some 30 years ago. Somehow he has kept the car as an open secret from those who lust after vintage Italian machinery. The restorer of the car was a chap who acquired a car that needed a new body. Judging by the wear on the pedals the mechanics have only done a moderate mileage. The restorer was a qualified car body builder who had worked for James Flood who were the Itala agents in the 1920's and built his version of the perfect spider body. It's completeness is best shown by the original under trays complete with original locking system. So often they are lost by those servicing the car as they can be seen as an impediment to draining the oil and other tasks underneath. The proportions are just right and very well executed. The car has a RH gear change and with the spare mounted on the RHS it only needs a single door on the passengers side.

We welcome Vin as a new member to the club and we are looking forward to seeing him at an event in the future.



Competition Report

Danny Petterlin, Competition Secretary

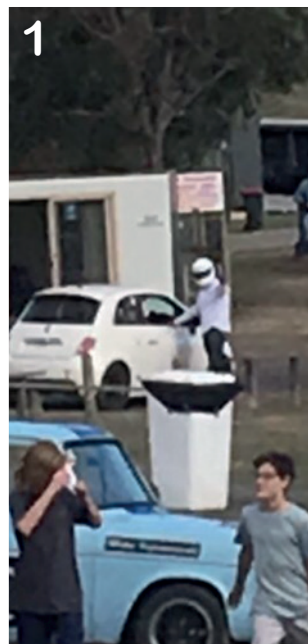
Well, for a change I had most of Sunday off and what a great day it was to be. The destination, Round 2 of the Interclub Hill Climb Challenge series on May 19th held at Rob Roy. Representing the club were Mario Di Censo in his modified Abarth 500, co-driven by Julian Di Batista. Frank Spinosa carried the X19 flag in the 1300-1600 class, taking top honours with a 28.35 second run.

In the 2000-3000 class Mario and Jules were first timers at the track running respectable times of 29.32 and 29.63 seconds, both improving their times almost every consecutive run. Everyone in the clubs stomach was kept full as the frying pan cooked bacon and eggs early on followed by Italian sausages, polpette, and marinated scotch fillet. Thanks to Jules for his array of meats.

Thank you to Jacklyn Black for providing me with photos of the day.

PS. As you will see in the last photo a rare public sighting of the Stig, had our members questioning his validity. Does anyone recognise this person?

Happy Motoring!



Captions

1 Is this Stig?? 2 Club members at Rob Roy; 3 Mario Di Censo in the Abarth 500; 4 Frank Spinosa in his X19.



Competition Events July–September 2019

July

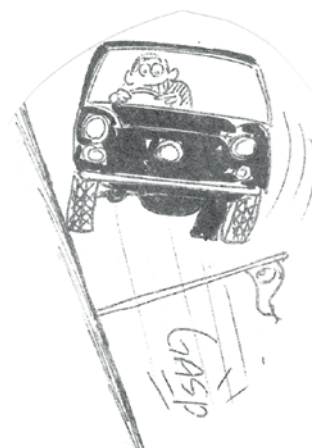
Sun 21	VMC Round 6 Motorkhana Gippsland Car Club Khanacross	Albury/Wodonga Bryant Park, Warragul
Sat 27	Group 5 Round 7 Night Motorkhana	Altona

August

Sat 3–Sun 4	Winton Festival of Speed	Winton
Sun 4	Victorian Khanacross (Dirt) Championship Round 4	Bagshot
Sun 11	MSCA Sprint Round 7 Sprint	Winton
Sun 18	VMC Round 7	Colac

September

Sun 15	Group 5 Round 8 Dirt Khanacross	Avalon
Sat 21	MSCA Round 8 Sprint	Altona



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

AROCA WINTON — MY FIRST EXPERIENCE AT WINTON

By Marisa Gangemi

Steve Cracknell and I were competing at Winton for the first time alongside Paul Freame and Simon Crellin. The weather was beautiful despite a bit of a cold morning. With arrived at the track bright and early eager to participate. Steve competed in group 1 alongside Paul, Simon was in group 2 and I was in group 3. Steve went out first with an instructor and had a good practice session.

I eagerly waited for my turn as our instructor was competing in group 2. It got to the final call of my run group for dummy grid and I saw my instructor's 147 returning on tow truck and knew he would miss my run. So I just went for it! It was so surreal being on track at Winton in my Abarth for the first time.



I used to hang out track side taking photos for many years only dreaming of competing and there I was out on the track. My heart was pounding, adrenaline kicked in and I just took each lap carefully following a Toyota 86 for the last half of my practice run. I am pleased to say I didn't experience the motion sickness I did on my first track day at the Nationals.

Steve did really well on his first official run and was chasing Paul in the times

and did a lap faster than him, but then started to hear scraping sounds in the brakes. When he returned to the pits he warned me of the sound and we had other observers look at the car and said it was fine to keep going. So I went out again and the car felt fine except when braking the sound was apparent, I did manage to set my fastest time of 2:07.60, but the sound came more obvious when I returned to the pits.

Steve went out again but it was clear something was not right with the brakes, and his lap times went down and he returned to the pits slowly. All I can say is a huge thanks to Paul and Bill Freame who came to the rescue over lunchtime. Paul had some spare brake pads from the Punto that would fit my Abarth, but

it was clear when we got the wheels off the damage was worse than we expected. We thought the brake pads had just worn out, but we were wrong. Not only did they wear out but the right side pad was welded to the piston, also the brake fluid had boiled, leaving my callipers looking very second hand.

It took a total of 2 and half hours to get the car repaired so we could just drive home. I can't thank the Freames' enough for their rescue efforts, they were the true heroes of the day! Lesson learned, don't track a car unless the front brakes are up for the challenge, especially at Winton.



ECO DRIVE

By Bill Freame

The concept behind each EcoDrive is to provide a simple, but challenging drive over interesting roads close to Melbourne. The whole idea is for each participant to drive an identical course, using as little fuel as possible, staying within all speed limits, stopping (completely) at stop signs and not being a slow nuisance to all other motorists. It is amazing the fuel economy that can be achieved, with a little bit of prior preparation and then sensible driving over the course.

This is the eleventh EcoDrive and each has been supported by BOI Performance. While each EcoDrive is deliberately designed for the pleasure and challenge of this club's members, other car clubs are also invited to participate with us and most appreciate the opportunity to drive the interesting roads that have been selected. However, these events have always been designed as a driving challenge for our members' road cars, modern or club plated Fiats especially welcome. Despite the mid-winter timing of the date, often the weather at that time can be a pleasant surprise.

With the massive uptake of GPS navigation in recent times, the art of reading a street directory is a very rapidly disappearing skill. Well, this event director continues to practice plotting the EcoDrive on a Melway directory and printing the instructions with map numbers and grid references. A tradition that was set from the second EcoDrive continues, with the instructions available in kilometres or miles, as needed by the car and crew. The instructions are written with the intention of not getting anyone lost, and are even well handled by

juniors who have absolutely no area knowledge or experience.

As mentioned previously, the EcoDrive is an event for all Fiat Club members, as well as their friends who may be interested in joining our club. We invite other clubs that have similar car interests and sometimes unusual cars. They appreciate the opportunity to show and drive their cars, and group photos before the event starts can occur, weather permitting!

Despite the total drive distance being kept to around 120kms, about 2 hours duration, plus the looming threat of our driving future being in electric cars, apparently, rarely have the handful of electric cars that have attempted an EcoDrive course been able to arrive at the finish without having spent some time recharging the battery along the way. In previous years I have arranged for recharging to be available at the finish in Pakenham, during a leisurely meal. Well, that's recharging available for only one vehicle, at a time, not 5, 10, or 20! Hyundai have just released electric and also hybrid in their range, adding to the already available range from other manufacturers.

All commercially available fuels are on sale near to the start location, except E85. That's diesel, LPG and the four grades of petrol, they're advertised as E10, 91, 95 and 98 octane. Something to suit everyone.

As previously, the start location is at the Hungry Jacks, in the Knox

Start of the 2018 EcoDrive



City Shopping Centre, on Burwood Highway, at the fourth set of traffic lights, east from Stud Road. The finish location will be a restaurant in the Pakenham area, as will the refuel location.

This is an event put together for the participation and enjoyment of the members of this club. Using only sealed roads and held in cooler weather, it is an ideal opportunity for our 'Club Plate' cars to get out and about. Also most suitable for modern cars, family movers and even non 'Fiat Group' vehicles. Hope you see you at our 2019 event.

BOI PERFORMANCE
BITS OF ITALY

EcoDrive Fiat Car Club of Victoria Sunday 28th July 2019

Meeting Point: Hungry Jacks, Knox City
Shopping Centre

Burwood Hwy (63-K12)

Event registration from 8:30am to 9:15am

\$5 Entry per vehicle

Finish in Pakenham around midday

A great family morning out!

**Any further enquiries contact Bill
on 0412 814 855**



CAFFE DI SABATO



Madeline's Cafe, Jells Park

May 4, 2019

By Paul Pozzobon

Our May Caffe di sabato was one of our biggest ever with more than 50 attendees over the morning. The cafe is in Jells Park, so it is in a very nice setting, their food and their coffee was excellent. Despite some misunderstanding about numbers booked and the number who turned up it was another great Caffe di sabato. Thank to everyone for coming along.

That's Amore Cheese, Thomastown

June 1, 2019

By Paul Pozzobon

Once again we had a great turn out for our coffee morning at That's Amore Cheese. It is a good opportunity to display your Fiat, enjoy the treats to go with the coffee and to take home some delicacies from the deli. There was also a tour of the cheese factory - what more could you ask for on a fine Saturday morning!

Vita Sociale







DALLARA ACADEMY AND ABARTH TRACK DAY

By Rob Judd and Peter Bartold

Being able to arrive in Italy a couple of days before the start of the FCCV Trip, we were fortunate in being able to visit the Dallara Academy for an afternoon tour, followed by the chance to watch an Abarth Track Day the following day, organised Tony Berni from Berni Motori.

Dallara Visit

Gianpaulo Dallara, started work with Ferrari in 1959, then 1962 with Maserati, then Lamborghini and then De Tomaso before setting up his own company in 1972.

Some of the cars he was involved in were the Miura, GT 350 and the Espada.

Of the Fiat race cars he developed were the Icsunonove (X1/9), Lancia Beta Monte Carlo Turbo (480 HP), the Lancia LC1 & LC2 which has significance to FCCV as Lucio Cesario was one of their works drivers in the 1980s.

Our host took us on a tour of the factory which included very sophisticated 3D modeling machines for scale components for wind tunnel

testing. These models were usually 60% full size.

Dallara currently makes chassis for many of the F3 and F4 and Indy race series, also a full production road or race car known as the Dallara Stradale.

Abarth Track Day— Varano

Having repaired to the hotel for the evening, next morning we headed to the Varano race track for the Abarth track day sponsored by Tony Berni and Franzoni Auto, where we saw many models of Abarth from the 1950s to the current 500s. The event wasn't timed but didn't stop the piloti from driving with gusto. Many 600 variants, 850, 500 and some Zagatos and many





1

Captions

1 Very fast Abarth 500; 2 Two of the Abarth race cars; 3,4 Abarth developed for F1 and motor; 5 Tony Berni preparing to race.



2



3



4



5

of the special Abarth race cars such as the SP 2000 and 1300 Periscopo. One car of interest was a creation of an Abarth concept from the late 60s using the motor Carlo developed for F1, it was a 3 litre V 12 but because of F1 rule change, it didn't go ahead, the motor also wasn't a success

The German owner/builder has made a wonderful Ferrari style car

based on the model using an BMW motor with Abarth cam covers, so it looked authentic and was very quick.

Berni Motori has an Abarth parts supply business in Maleo and our group will visit on our way to Modena. It was fantastic to see so many Abarths being driven the way they were designed to be.



FCCV Europe/UK Trip 2019



By Lyn Bartold

Photos: Peter Bartold, Lyn Bartold

AFTER A YEAR of planning, our 2019 Trip is underway and 28 club members will be involved either for all or part of the trip. Most of the group met in Milano on June 21st to begin what will be a great trip visiting car displays, museums and events, as well as enjoying the culture of the many countries we will visit. The initial few days spent in Milano provided the opportunity to visit the Alfa Museum and the Volandia Museo del Volo (Museum of Flight), a predominately aircraft related museum where the Bertone Collection is currently housed.

You will read reports on the trip in the next few FIATmonths and there have been plenty of posts on the clubs Facebook page during the duration of the trip.

The Bertone Collection

The Volandia Museum is a Park and Museum, and is dedicated to the dream of flight that is located in the restored workshops of Officine Aeronautiche Caproni founded in 1910, near Malpensa Airport. It tells the story of the companies that were involved in the establishment of the aeronautical industry in Italy. It also has a number of temporary exhibitions, one of which is the Bertone Collection.

When the Bertone Company closed in Torino in 2014, some of the cars were sold off but a large number were acquired by ASI, the Classic Car governing body in Italia and eventually brought to Volandia. The collection consists of a large number of proto-types from many



2



3

16

FIATmonth — July 2019



4

Captions

1 Planes at Yolandia; 2 Bertone Fiat Panda Prototype; 3 Space Pavilion Volandia; 4 Lancia Stratos; 5 850 Spider; 6 X19s; 7 Lamborghini Muira; 8 Bertone models 1950s; 9 Land Speed Record Proto-type.

5



6

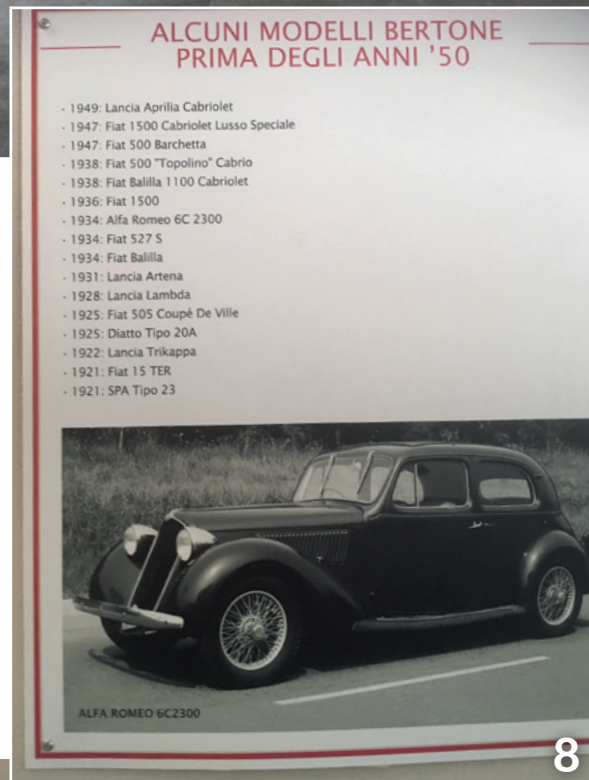


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different car makers that were designed and constructed with the hope that they would go into production but, of course, many didn't.

The notable models on display were Lamborghini Muira and Espada, Fiat X19, Dino Spider Coupe, Ritmo Cabriolet, Punto Cabriolet, 850 Spider, the Lancia Stratos and a number of Alfas, including the Montreal

Our main purpose of our visit was to look at the Bertone story and cars but we were also enthralled by the planes of all different years and types, the space pavilion and so much more. This was a great way to begin our trip and all the new experiences that it holds.



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Mid-week Run

By Lyn Bartold

Photos: Rodney Rogers, Peter Bartold

EACH YEAR we try to hold a couple of Mid-Week Runs for those club members who are retired, can take the day off or just call in sick. Our May Run was very well attended it about 32 members and friends and around 18 cars participating in the drive to Beeac (not far from Colac). Roger Beattie set us an interesting route with excellent driving roads for us to enjoy. After meeting at the BP Service Centre at Rockbank we headed off on our 120k journey. As

well as the wide range of Fiats, old and new, we had a Jag, Morgan, BMW in the group and we created a splash of colour and throaty noise as we flew past.

After a short stop in Shelford we headed for the next leg to Beeac, that is, all except Peter and I who were not paying attention and headed off in the wrong direction before we realised our mistake. Having been at the end of the queue up to that point

Peter was very happy for a chance to put the foot down and to put the X through its paces on some great roads, to catch up with the convoy!

Our destination in Beeac was the Farmers Arms Hotel owned by club member Ean McDowell and his wife Dorothy. The McDowells have put Beeac on the map as a must visit destination for food lovers, so we were treated to an excellent gourmet lunch in the beautiful dining room in the heritage hotel

Ean has a huge collection of cars, Fiats and otherwise, spread around a number of garages in the town so after lunch we had a tour of his collection. Ean has a passion for Fiat 1100's and has many versions of this model but he also has some very rare cars like a Stanguellini Formula Junior, an





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Captions

3,4 Stop at Shelford; 5 Stanguellini Junior and ASA;
6 Bugatti Replica; 7 Ean McDowell with club members;
8 Dorothy McDowell (right) and staff member.

ASA, a Bugatti 33 Replica, a Riley, a Lancia Flavia, GT 40 Replica, a Ferrari, Lancia Aprilia, a horse drawn carriage and much, much more.

During the afternoon people headed off for the drive home after a very enjoyable day. Our thanks to Roger for organising the Run and for Ean and Dorothy for welcoming us into their hotel and looking after us so well.



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The News Stand

RICHARD UNKLES

REAR REVIEW OF VIN'S ITALIA

First special thanks to Lyn Bartold who pulled together the excruciatingly late Tipo Torque for your last Fiat Month. The articles she produced on both Autobella and The Nationals on a pre war perspective were definitely appreciated.

Thanks to Roger Beattie for the loan of his ripper Raceking trailer which hydraulically raises and lowers so it does not need the extra weight of ramps to

enable the taxi's presence at The Nationals.

Your scribe's Tipo 501 decided to absent itself from Autobella by locking its engine overnight. After checking there was nothing jammed in the timing gears it was freed by a strong push backwards in top gear. However the relief was temporary as the engine locks itself overnight. The engine is now less "solid" and can now be moved with strong effort with the crank handle in the morning. After that the starter motor can handle the task. Theories on the nature of the problem and the fix will be welcome at richard@unkles.com.

We have a new member, Vin Scavo, with some very interesting cars, both fully restored. He has

a Fiat 500C Topolino and a 1923 1923 Itala Tipo 56 Spider. We have featured Vin as our New Member of the month on the Membership Page so you can read about his wonderful cars in that section of the magazine.

News from Norway

Trond Thorbjørnsen has taken up the challenge to assemble more than our 6 Tipo 501 for their celebration of the Centenary of the 501 at the traditional Ekeberg Market on 4th May. Roger Beattie has provided the software for the banner used here which took some 30Meg to transmit.

We have been outdone by their special effort which produced 8 Tipo 501 for the display despite the cool spring weather.



CELEBRATING THE 501 CENTENARY IN OSLO



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



NORWEGIAN FIAT S52



ITALA REAR 1923

Trond sends us the following photo of a Fiat Tipo S53 rebuild that has almost been completed locally. The engine has been long known of in Norway and is a 4 litre OHC design circa 1913 and the car is fully expected to be quite fast. Less sure about the stopping department. The local connection is that the oil gauge came from the Bendigo Swap Meet.

In addition Trond has hosted Rob and Marysia Poynter for a day's touring in Oslo. Photo shows our members outside Roald Amundsen's house. Amundsen was a great Artic explorer early last century and links with one of Rob's interests.

Spare Parts

We are still waiting for a quotation from Holinger Engineering for a batch of 4.6:1 ratio 501 crown wheels and pinions. At present they are extra busy with a large batch of gears for Porsche and advise that they will compile the quote with 2 others also for cw & p sets as soon as things settle down.

Head gaskets for 501 and 503 are currently being sourced in New Zealand but are frustratingly slow.

Poet's Corner

C. W. and P.

By Harry Charnock

I had a little axle, it gave me four point five, the wind sang sweetly past my ears, my motor was alive;

I thought "this is terrific - I've only one desire -

I'll go a little quicker if I gear a little higher"

I have a little axle, it gives me four to one,

My life is spent on second, my motor gets no fun.

And traffic is a torment and climbing hills a pain;

I wish I had my four point five to drive me once again.

Barn Find — Itala Tipo 50

By David Stott, article and photos

Earlier this year Richard Unkles was asked to look at an old Italian car in a deceased estate. After an initial viewing, Richard together with Roger Beattie and myself went back to Ingelwood to inspect the car. We found an Itala Tipo 50 well secured in a shed. Well secured was an understatement. The shed was secured by a 4" steel bollard, filled with concrete and a reinforcing rod, which also held the roller door closed. After working out the trick to open the door, we found the car on blocks and chained to the floor front and back. The chain was looped around the axles four times and each end was welded to the bolt into the floor which was itself welded so it could not be undone.

After investigating the Itala with great interest, we decided to look into the second shed for which there was no key. By removing a wall panel we gained access to find the shed full of household stuff, and a 1974 Holden HJ one tonner.



Subsequently Richard made an offer on the Holden and I made an offer on the Itala. Both offers were accepted. Roger, Richard and Elsa, Jenny and myself returned to Inglewood to remove the cars, and search the old house for any paperwork and photos etc.

Unfortunately, the house had been emptied so no provenance was obtained. There were a few photos, and some notes from the owner in the shed.

After lots of angle grinding and cutting the Itala was freed and the tyres inflated. By jacking and shoving, the Holden also was moved. We fitted a tow rope and were able to tow the cars out to the street.

The owner of the Itala died 3 years ago, and the car has been locked up, literally chained to the floor and behind concrete filled steel bollard. It was last registered in 1982, had two Vic roads permits, the last in 2013. In prior years it has been in and out of registration several times, with periods of no registration which could explain the low 41,500 miles on the speedo.

The car has previously been registered as a 1923 Itala, but a search of Vic Roads records by AOMC, reveal it was first registered in April 1922. Therefore the car must be a 1921 model, by the time it was shipped to Australia from Italy, delivered to James Flood's, a body built then sold.

As far as I can work out so far, the last owner acquired the car in 1958, and did a face lift, including hand painting the body. A new roof was made sometime later, and upholstery seems to have been redone.

Mechanically, it all looks original with no evidence it has ever been dismantled. I have not yet tried to start it, although it looks as though it should run OK.

I plan to recommission the vehicle, getting it back on the road in its current form, then refurbish as required. I do not intend to restore it but keep it as the barn-find I found.

The Itala Tipo 50 was an expensive luxury car in the early 1920's and this version cost 875 pounds from James Flood's the sole agent. It has a 2.8ltr 4-cylinder engine with non-detachable head, 4-speed gearbox, transmission brake as well as rear wheel brakes that all work together on both foot and hand brakes. Six volt positive to earth electrics.

Itala's were quite high performing cars, strongly built, and finished 1st and 3rd in the 1921 RACV 1,000 mile reliability trial.

This is a very long car with a wheelbase of more than 10' and has a jump seat in the rear that folds up



into the back of the front seat. This is still upholstered in the original leather.

From AOMC Search I now know the name of the original owner, and the town where the car was first used. Fortunately, this family were well known identities in the local area, and politicians in the Vic state government for many years. I am currently trying to research the family with a view of finding a background story for the car, and maybe even some early photos from the local historical society.

At this stage I know of two Tipo 50's in Melbourne and a few overseas, but today they are rare cars, and of course spare parts? Well good luck with that. Any information or parts for Itala's would be most welcome.

Captions

Title page As found; **1** Left hand rear; **2** The recovery team Elsa and Richard Unkles, Jenny Stott and Roger Beattie; **3** David and Jenny in their new acquisition.

FCCV Photographic Competition

2019



Peter Bartold

We have had around 40 entries in this year's competition in the 2 categories:

- **Fiat the Car**
- **Fiats in Action**

Thanks to Marisa Gangemi for once again judging the competition. In addition to these categories we have a People's Choice award.

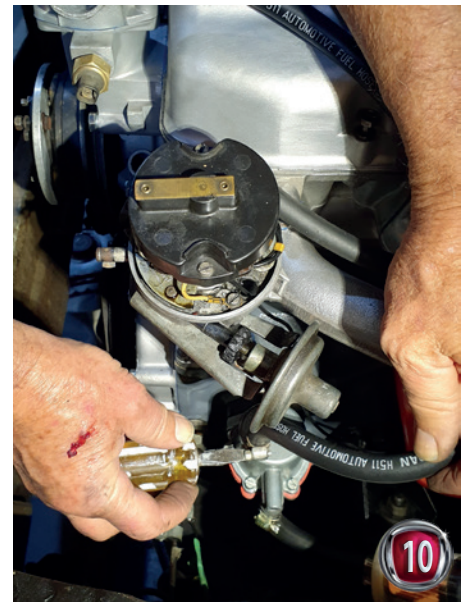
The photos you see on these pages are the People's Choice finalists that Marisa has selected. You can vote for this category in 2 ways:

Vote by email — send an email to me on vignale124@gmail.com with the number of the photo you wish to vote for, your name and membership number (only one vote per member). Nominations close on July 31st.

Vote at the July GM — Fill in the form with required number and your name — one vote per member.

The results of the competition and presentation of prizes will take place at the August GM.

Congratulations to those finalists whose photos appear on this page and to everyone who entered.





1972 Fiat Coupé

(PART TWO)

Continued from March 2019

Chassis

Handling

With its independent rear suspension from the Fiat 130 the Dino Coupé chassis is masterfully balanced. The overall tendency is for light understeer or a gentle lean on the outside front tyre that never felt as though it was testing tyre traction.



No bump or roll steer is evident from either front or rear and the car tracks truly. The Dino Coupé can be safely trail-braked into corners and sudden changes in corner speed or direction never provoked the roll steer reaction of, say, a Triumph or BMW saloon or Datsun 240Z. In my view the chassis of the Dino 2400 Coupé is exemplary and exceeds the class benchmark Jaguar XJ chassis that I find can get 'squirrely' and nervous when pressing on. In my view the Dino 2400 Coupé approaches best-in-class for chassis refinement although I haven't yet had the pleasure of sampling a Lancia 2000.

The Dino's chassis certainly used the full extent of its generous suspension travel with a well controlled, supple response to road imperfections and changing surfaces, occasionally touching the front bump rubbers but never bottoming out with a thump. At all times the car felt well planted and little affected by cross winds, no doubt the car's substantial weight helped but overall the chassis is excellent. The springs and dampers are very well matched and are complemented by the excellent high profile Michelin XWX tyres.

Overall, the Dino Coupé's chassis is so good I can't see the point of stiffer suspension and low profile tyres and I can't see how they'd improve the car. The Dino Coupé in my view is best left in standard, well fettled specification.

Tyres

The Michelin XWX tyres, fitted in this case to Ferrari Campagnolo wheels, are outstanding on the Dino. Inflated to a modest (recommended) 28psi the high profile sidewalls absorbed minor road imperfections without ever wallowing. The wide footprint makes the steering heavy at low speeds though. Halfway through the trip we increased the pressures to 32psi which made the steering a little lighter without much penalty in ride quality.

The tyres had fantastic grip on all the versions of tarmac we encountered and were amazing in the wet, even the monsoonal downpour we encountered between Béziers and Perpignan, and they never put a foot wrong on the damp Col d'Allos or the wet, sinuous coast road from Banyuls-sur-Mer to Llança. Expensive but an investment well made because the car would not have worked as well without them.

The reissued tyres available now from Pirelli and Michelin are superb and transform the way our classics drive. They're initially expensive but an investment well made because the car would not have worked well or looked as good without them. It also means you won't have your thirty year old ZX exploding on the way to the Nationals, will it Roger?

Steering

With its bus-like turning circle and weight (weight again) the Dino 2400 Coupe's steering, with its Gemmer worm and wheel steering box (unique to the Dino) and hydraulic steering damper, is disappointing and parking is an ordeal. One wonders how the FIAT 124 Sport/Spider, 105 series Alfa Romeo and Lancia Fulvia, with virtually identical setups, can be so good while the Dino Coupé is so ordinary. The 2.0 litre Dino has much more pleasant steering so the blame can be levelled perhaps at the heavier, iron engine block of the 2400. The Dino engine sits quite far forward with a lot of its mass directly above or in front of the front axle line which amplifies the effect of the extra weight.

Accurate enough without ever feeling precise the steering needed little correction to keep the car on track on straights or open curves and didn't exhibit any noticeable bump steer. With some load applied the steering had quite good feel through the steering wheel, faithfully communicating feedback from the excellent Michelins. The steering's self-centring action is quite strong and could be tiring if you chose to fight it but one could use it to advantage in twisty going especially in

the sections where the corners are so close together you're constantly swinging the tiller from left to right. Not helped by the width of the tyres and weight of the car, hairpins were a real bother requiring a lot of effort, and the lack of precision on narrow roads and tight village streets could be disconcerting.

The steering's weight also meant I had to be closer to the steering wheel than comfortable to get good leverage and this exacerbated the already compromised driving position. In my opinion the Dino 2400 Coupé would certainly benefit from being fitted with one of the excellent, speed-sensitive, electric power steering kits that are now available for classics were there space behind the dash, but there isn't. Interestingly, the Dino uses a RHD steering box and idler because they are located outside the chassis rails to make room for the exhaust

Brakes

The four wheel discs (vented front with four piston callipers) with rear load compensator were strong and never felt bothered or felt like fading. Although they weren't being pushed to their extreme limits they handled long alpine descents with aplomb and minimal stinkage and always pulled the heavy Dino up square.

It could have been a lazy brake servo or the brake pad material but for me the brakes had a little too much pedal free play and lacked the initial bite to give real confidence, especially in urban traffic where instant response is important. In another example of Dino-specific componentry the brake servo vacuum is supplied by an electric vacuum pump rather than manifold vacuum. and they always give trouble.

Unusually for this relatively early four-wheel disc setup the hand brake works very well even on steep inclines. When taking advantage of the many alpine photo opportunities we never once had cause to worry the hand brake would not hold the car.

Power train

Engine

The designed by Ferrari and corrected by Lampredi 2.4 litre Dino engine is a tour de force. Feeling muscular it also delivered reasonable economy of

around 20mpg in normal going giving an easy five hundred kilometre range between fills. Torquey and flexible the Dino's engine was not fussed by bumbling around in towns and villages and would pick up cleanly in high gears from very low RPM, no doubt helped by a lot of low gearing. You might be bumbling through a village at 50kph in third gear and then accelerate away from the delimitation sign with a good push in the back without needing to change down a gear, or the ignition pinging and carburettors stumbling.

The iron-block 2.4 litre quad cam V6 develops peak power (180 hp) at 6,600 rpm, with peak torque (160 Ft/lb.) at 4,600 rpm which is a reasonably broad power band albeit very high in the rev range. One of course must accompany any Italian power and performance figures of this period with a Sign of the Cross lest you be caught in a lie. This particular car benefits from uprated camshafts (Gp4 or Stratos?) and reprofiled ignition curve which really made the engine come alive with a bark from about 3,500 rpm up to a self-imposed 6,000 rpm limit. The engine didn't feel dramatically more powerful than standard so the

modifications may have been designed to improve torque response.

The engine was never harsh but with the whirling cams, cam chains and gulping carburettors you were always very aware it was working hard for you. My view is that the mechanical engine noise in the cabin is out of character for the refined Dino

Coupé whereas it's an expected opera in the 246GT for example. I would also prefer the wailing exhaust of a 6-2-1 exhaust system but the 6-2 system fitted to the car is certainly melodious enough if a bit woofy in the manner of a 3 litre Capri. I would prefer the more harmonious music of a 6-2-1 exhaust system

Gearbox

As with the Lamborghini Espada and Maserati Ghibli previously tested by me the ZF S5-18/3 dog-leg first gearbox fitted to the Dino 2400 Coupé fails to live up to the standard set by the engine. Effective enough and with a decent spread of ratios, although fourth and fifth are very close, the action is never the rifle bolt click-snick of a Ferrari but more the clunk-clonk of an iron gate latch. Attempting to guide the lever into a gear can lead to embarrassment and discomfort so



the best result is achieved by shoving the lever towards the gear you want and letting the heavily centre-loaded action do the rest. The gearbox changes gear at its own pace and trying to hurry it along either up or down the gears can beat the synchromesh which wasn't so much of an issue in normal conditions but in tight, twisty going it could be a nuisance especially as the driving position didn't allow heel-toeing.

The clutch is very heavy, especially first thing in the day, but perhaps a clean and lube would reduce cable drag. The gear change is medium weighted and, in this car, the gear lever rattled and buzzed away like a mad thing. Probably exacerbated by the driving position and vibration transmitted through the gear lever after three week's driving I experienced severe tendonitis in my right forearm to the extent that it was almost impossible to change gear. Overall I would have preferred the delightful FIAT gearbox of the 2 litre Dino.

Gearing

At close enough to a 1,400 kg kerb weight (close enough to a Corvette C3) the Dino 2400 Coupé is a heavy car and its relatively small but willing engine develops peak power right at the top of its rev range which means that the final drive ratio needs to be very low (numerically high) to allow the engine to do its work. The Dino 2400 Coupé has a 4.77:1 final drive ratio (what??) which makes the engine very busy at high motorway speeds and at anything above 130 kph the mechanical noise and 'busyness' was uncomfortable for the occupants even if the engine itself never seemed stressed. A quick sprint up to 160 kph (on an empty E road) and the mechanical racket in the cabin was completely out of character for the car's GT aspirations. The Dino 2400 Coupé will pull peak revs in top gear (it's on that well-known video channel) which is another effect of low gearing.

It would be interesting to see if the mechanicals from the 160 kg heavier FIAT 130 Coupé would improve the Dino Coupé's high speed cruising capabilities? The 130's Lampredi 3.2 litre V6 has less power (165 hp/5600 rpm) but more torque (185 Ft/lb./3400 rpm) and importantly it's a broader power band developed 1,000rpm lower than the Dino's 2.4 litre. The 130's 4.1:1 final drive ratio effectively gives the Dino Coupé an extra gear and with its lighter weight it may not need the wider bottom ratios of the 130's otherwise identical gearbox? Why not try it? After all the 130 has a Lampredi engine and Enzo himself had a 130 Coupé so the provenance is true. Another option could be a Tremec six speed gearbox to replace the ZF? Sure, the Tremec isn't a FIAT component but nor is the ZF, and the Tremec has a better shift action and a good variety of gear ratio options. Anything would be better than the ZF.



So what could possibly go wrong?

The car in which we set off for a 4,500 km odyssey into the unknown had done an estimated 1,000 km in the prior twenty years. What could possibly go wrong?

There were a couple of known issues raised at the pre-flight briefing; the indicators wouldn't self cancel for LH turns and concerns about the durability of the exhaust were raised because it looked a bit manky on the outside suggesting it might also be manky inside.

Dino fuel pump power supply irregularity is a known 'feature of the marque' and can cause problems (burned pistons anyone?) so an emergency override switch for direct power feed was fitted. Under normal running the Dino's fuel pump power supply is directed through tortuous circuitry and is controlled by a low oil pressure switch on the engine. What good this could possibly be I don't know because, even if (actual) low oil pressure cuts the fuel supply there is still enough fuel in the carburettors for the engine to run to self destruction. Wiper motor failure due to complex wiring, switching and adjustment is also a 'feature of the marque' so a lot of effort was put into making them reliable.

All the right ex-hibernation fettling to brakes, cooling, fuelling, bearings, drive shafts, tyres and what have you had been done prior to the trip but the potential for unknowns to bite us was still great. In the end though the car was virtually trouble free using no coolant at all and needing only one oil top-up after a couple of hard days' work in the Alps. The fuel pump kept pumping, the exhaust proved robust and the wipers worked every time they were supposed to!

A serious issue became apparent only after we'd set off; the low beam head lights were useless from a combination of beam blockers (RHD inserts) and current loss through complex wiring and switching. They were so bad it was hard to tell if they were on or not.

In addition the drive shaft tried to eject itself above 120kph.

Other troubles encountered on the journey were minor: water temperature and oil pressure gauges wouldn't read consistently, oil temperature gauge occasionally had a fit, washer bag came off its hooks and chafed and shorted a brake pad warning light wire

so the warning light stayed on and a fault in the right side park light circuit kept popping the fuse.

The most troubling thing was a misfire that developed on our final day. It was a blocked idle jet which suggests a fuel line internally decomposing somewhere between the filter and carburettors. Latest report is that the misfire suddenly cleared which reinforces the grotty fuel theory.

I think we got out of it with a lot of skin intact.



Overall

So how do we sum up the Dino? It's a very, very good car that is held back from greatness by its bus-like steering, awkward gearbox and excess weight (the identically-engined Dino 246GT and Dino 2400 Spider respectively tip the scales some 300 kg and 150 kg lighter), even if the weight helps the Dino 2400 Coupé maintain its composure. Perhaps the low volume meant the Dino didn't get the engineering attention that made the volume sellers so good? And it seems that Fiat could not make up its mind about whether it wanted the Dino to be a sports or GT car.

What the Dino 2400 Coupé does have in its favour is that marvellous, flexible engine, decently spaced gear ratios, beautifully composed chassis, good vision and imposing presence. To be brutally honest, controversially honest, though I think the contemporaries Fiat 124 and 125 (which both contributed many components to the Dino) are better, more complete, nicer driving cars (albeit far less charismatic) than the Fiat Dino.

It's important to view the Dino in the context of its times and judging it by today's standards and travel norms prevents proper appreciation. In the 60's, when the Dino Coupé first emerged, the super-highway system was nowhere near as developed as today so most travel was done through towns and villages linked by Routes Nationale and Stato Stradale and a myriad of lesser roads. Cars and trucks were generally much slower (picture nonno in his cinquecento or apé) and traffic queues much more commonplace.

If we place the Dino Coupé into this context then it becomes a great car of its time. The steering and gearbox issues are less prominent because fewer steering inputs and gear changes are required and top speeds are not that high. The Dino Coupé's

great strengths in its engine and chassis come to the fore allowing swift, sure overtaking, especially in conjunction with its powerful 'country' air horns, while still being able to comfortably burble through towns and villages. This is where I enjoyed the Dino Coupé the most, on country roads in third and fourth gear allowing

its jewel of an engine to leverage its spread of power between 3500 and 6000 rpm. In my opinion the Dino 2400 Coupé is too busy and noisy on big highways to be a true GT and too much effort on mountain passes to be a true sports car but when it's just right, as it was for about eighty percent of our tour, it's just superb. A Goldilocks car, but less prone to breaking chairs and stealing porridge.

And finally

The single word to sum up the Dino 2400 Coupé it would be; *supplé*. It's a word suggested by a new French friend (him no English, me effluent French), "Ah, *souplé*. D'accord!", when I was trying to describe to him the torque characteristics of the engine. *Supplé* reflects not only the engine but the way the car as a whole works so well as one of a piece in a wide variety of conditions. The experience was a huge privilege and I thank the owner for his generosity.

About the driver

Peter learned to drive on a 1926 Austin 7 at age ten. From there he progressed through many, many cars either owned or through the agency of friends or employers. Since he had his licence Peter has been involved in many forms of motor sport and, finding circuit, auto-test and hillclimb competition boring, has had some success in road rallies including Targa Tasmania, BP Trial and LeJog. A driver of great mechanical sympathy Peter is a skilled mechanic and fitter who gets as much satisfaction from preparing a car as driving it. His favourite cars tend to be Latin in temperament and the stable currently includes FIAT 124 AC coupé and CS2 Spider.

Captions

Page 24 Looking from Switzerland into Italy on Grand St Bernard Pass; **page 25** Che Normale; **page 26** Champagne Region; **page 27** Perouges.

Coming Events



Caffe di sabato

Saturday 6th July

10am, Melissa's Cakes
3-65 Parket St, Templestowe Lower

Saturday 3rd August

10am, 4 Door Cafe, Mill Park

Saturday 7th September

TBA

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

BOI PERFORMANCE
BITS OF ITALY

EcoDrive

**Fiat Car Club of
Victoria**
Sunday 28th July 2019

Meeting Point: Hungry Jacks, Knox City
Shopping Centre

Burwood Hwy (63-K12)

Event registration from 8:30am to 9:15am

\$5 Entry per vehicle

Finish in Pakenham around midday

A great family morning out!

Any further enquiries contact Bill
on 0412 814 855

Contact Bill Freame, 0412 814 855.

A poster for the Winton Festival of Speed. The top half shows a white Ford Mustang with red and blue racing stripes, driving on a track. In the background, another orange car is visible. Above the cars are several logos, including 'WIN', 'TON', 'PETER', and 'CoolDrive'. A large red banner across the middle reads 'WINTON FESTIVAL OF SPEED' in white, bold, sans-serif capital letters. Below the banner, the dates 'AUGUST 3-4, 2019' are written in white. At the bottom, the text 'HISTORIC LONG TRACK RACING, CLASSIC CAR SHOW & PARADE' is displayed in white. Further down, smaller text describes the event: 'Over 500 cars racing and on show over 2 days, featuring 50kms Historic Touring Car race, 50th Anniversary Formula Ford feature race, Sports Cars, MGs, HQ racing and much more!'. At the very bottom, it says 'Entries from May 2019. For more information & entry, visit www.vhrr.com'.

Contact Danny Petterlin, 0411 877 337.



FIAT month — July 2019



Maling Road Autoclassico

Sunday 18th August

Contact Rob Judd, 0438 871 044.



Marong Federation Picnic

Sunday 25th August

Contact Roger Beattie, 0400 177 278.



Flat v Alfa Bocce Challenge

Saturday 14th September

Furlan Club, Matisi St, Thornbury.

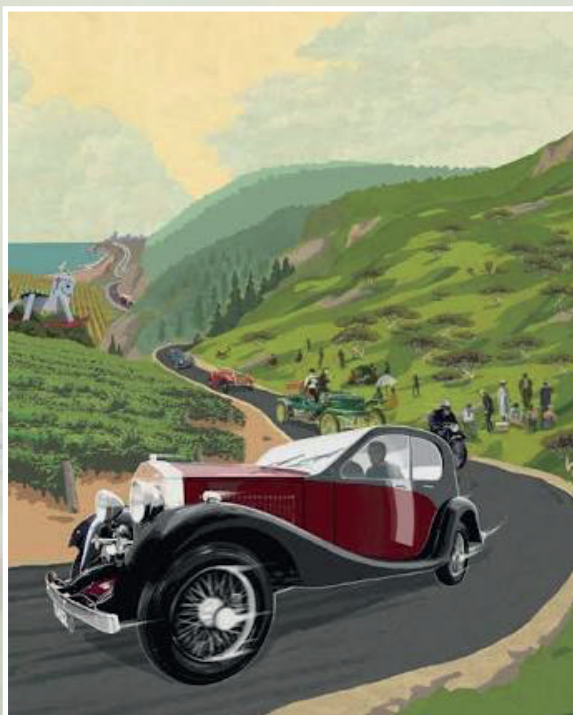
Come along and join in to be part of our team to win back the Challenge Trophy from the Alfa Club.

- Bocce Game with some coaching from the experts
- Pizza and Pasta Supper and a great catch up with our Alfa friends

5.45pm start, \$25 per head. Bookings essential.

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





Bay to Birdwood

Sunday 29th September

Contact Roger Beattie,
0400 177 278.

1 0 T H A N N I V E R S A R Y



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

11-13 OCTOBER > 2019

If you are interested in displaying your car on Sunday 13th October at the Exhibition Buildings, contact Lyn Bartold, 0433 03 721.



FIAT month — July 2019

Harry's Run 2019

Sunday 8th September

Start:

9.15am, Shell Service Station, corner Fitzsimons Lane and Porter St, Templestowe

Leave by 9.30am, heading East on Porter St.

[Melways Map 33 F3](#)



Morning Tea: Mont de Lancey Heritage Homestead, 71 Wellington Rd, Wandin Nth

- Original Restored Homestead with cafe and Devonshire Teas
 - Yarra Valley Machinery Preservation Society Display
 - Vintage Clothing Display
 - Vintage Tools Display
 - Working Blacksmiths Shop
- Old farm machinery, including the first Ferguson Tractor sold in Australia

Lunch: At secret location — follow the map and instructions to get there.

Contact Richard Unkles for details, 0411 185 779.



BOI PERFORMANCE
BITS OF ITALY

- EcoDrive

Fiat Car Club of Victoria

Sunday 28th July 2019



Meeting Point: Hungry Jacks, Knox City Shopping Centre
Burwood Hwy (63-K12)

Arrive with full fuel tank

Several fuel options nearby, Shell, BP and Mobil

Event registration from 8:30am to 9:15am

Invitations available from www.fiatclub.org.au

15 Classes on offer for various engine capacities and fuel types

Vintage and pre 1965 vehicles departing from 9:15am

Remainder of the field departing from 9:30am

Course distance less than 120kms all on sealed roads

Referenced and plotted from Melways

\$5 Entry per vehicle

Finish in Pakenham around midday

A great family morning out!

Any further enquiries contact Bill on 0412 814 855





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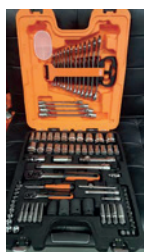


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FIAT month — July 2019



FCCV

NOTICE OF ANNUAL GENERAL MEETING 2019

Note the change of date from June to August due to FCCV Europe and UK Trip

9pm, Thursday 8th August 2019

(Following the June General Meeting)

All Committee positions are open for nomination.

Nomination forms are available at the June and July General Meetings.

Club membership Fees will be due on August 31st for the 2019–2020 year.

All current financial members are eligible to vote at the August AGM

Direct any enquiries to **secretary@fiatclub.org.au**

This notice of change of date is in accordance with FCCV Constitution which mandates notice that at least 2 months of change of date for the Annual General Meeting of the Fiat Car Club of Victoria.

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Serata di Festa



Join us for our Annual celebration of another successful FCCV year.

Saturday 17th August Firenze Receptions

6.30pm, 13A McBryde St, Fawkner

4 course menu

Wine, Beer, Soft Drinks

Band

All for \$55 a head

Make up a table of 8/10/12 people

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