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www.fiatclub.org.au

www.facebook.com/FiatCarClubOfVictoria

MAR 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:

2019 Autobella Poster.

The late John Crellin's beautiful Fiat 600, now in the loving care of the Crellin brothers, Jono, Simon, Mark and Andrew.

Photograph: Marisa Gangemi. Thanks to Michael Cipriano at Ital Motors for the use of his workshop for the photo shoot.

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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: May 2019
Deadline: April 12, 2019



2018-19

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MSCA/CAMS Delegate

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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

SERVICE AWARD MEMBERS

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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...



Two things in the last few weeks have taken me down memory lane in relation to the Fiat Car Club. One was the having lunch with Tom and Evelyn Gomez who were very active members in the club in the 70's and 80's and the other was hunting through a draw full of Fiat photos to find some to accompany Bill Freame's article on the Baw Baw Tour de Gipps Rallye, for this magazine. The memories then made me reflect on why we are members of a car club and what we get out of it.

Probably the initial reason for joining up is to meet up with like minded people and to be in contact with the right people to answer questions about the car and to head us towards parts, repairs and problem solving, particularly with older cars. As we become more involved, the possibility of taking part in competition events, drives and displays is attractive for many and the multitude of social events is a great attraction.

This is the path Peter and I took in our long involvement with car clubs. We met at the Austin Healey Drivers Club. Peter owned a Mark 2A Sprite and did some motorkhanas and drives while I had a Bugeye Sprite and my father suggested I should join the club as a source of parts that I was no doubt going to need to keep the car on the road!! When Peter 'upgraded' his Sprite to a new Fiat 124AC we joined the Fiat Club as newlyweds, the Italian car love affair began and the rest is history.

Throughout our membership we have both competed in every type of event, been involved in organising

and participating in the social life of the club and have been on and off the Committee in a variety of capacities. We have enjoyed all aspects club life but the most enduring memory is of the wonderful friendships we have made and continue to make. Some of these are life-long friendships and even if members drift away from the club, the friendship remains, hence the lunch with the Gomez's. These friendships are wider than just in our club but also extend to the interstate Fiat clubs, dating back to Wagga and Dubbo, the early versions of the Fiat Nationals. It is always great to go the Nationals and to catch up with interstate friends we have known for almost 50 years. We went on the first Fiat European Trip in 1974, with members from NSW and Vic and the friendships forged on that trip still exist today

In my hunt through the Fiat photos draw I was amazed to see the number of faces of members who are still in the club today, many dating back to the 70's, testament to the fact we must be doing something right.

Allora... there is more to being in a car club than cars! Take the opportunity to meet new people, forge new friendships and enjoy some of the events that we offer each month. We love to welcome new members, or members who have not come to events before so come and join us at an event soon.



Thank you to Tom Gomez.

Tom donated all the memorabilia that we had offered in the Silent Auction that was held at the February General Meeting.

The amount raised from the sale, \$400, will be donated to the Bryn's School project that our Featured Member in Membership News in January FIATmonth, Hugh Hendry's, family established and continues to support.

Editor's Pic of the Month

I could not resist including one of these 70's photos as my special photo this month. Out of the 7 members at a working bee at our Athlone motorkhana ground, near Drouin, 5 are still active members today and the other 2 we still see on occasions. Can you name them? Answer on page 37.





Rapporto del presidente



Car Clubs, what purpose are they serving these days? I have heard that sentiment expressed a number of times over the past few years and while working in my own way to keep things relevant and car related. I had an experience last week that absolutely embodied the value and values contained in our club.

It was the first Saturday of the month so that meant one thing Caffè di sabato so I loaded up the van to head to Chirnside Park but only got most of the way through the Mullum Mullum Tunnel when the van stopped. If you want to feel nervous try sitting in an 850T (without hazard lights) in the tunnel trying to contact the control room to advise them you have broken down, while trucks and cars loom up in the rear vision mirror. Assistance arrived in the form a push to the Ringwood Bypass and also a lift to Bursons to buy some bits, a big thanks to the Connect East people for this.

**Caffè di sabato
rescue**



Picnic at Hanging Rock — the only Fiat in attendance!

Alas, I was unable to progress to Bosses Boots Cafe, so knowing that I was in plain sight anyway I decided to add to the ignominy by posting my travails on Facebook, more in jest than anything. Little did I know that Julian

di Battista chose that time to check his phone and contacted me to offer a trailer pickup. Deb and Rob Judd had seen me on the way past and called to offer assistance too so while I awaited Julians arrival they headed home and Rob cleaned up an 850 fuel pump in readiness. Onto trailer, back to Balwyn, pump fitted, drive off trailer and all done in not much longer than Caffè di Sabato would have taken me. While I missed a good morning and company I had plenty of time to reflect on the nature of my rescue and the wonderful spirit of our club.

Events rushing toward us will also require plenty of spirit, Autobella on March 31 promises to be bigger and better than ever. Sebastian and the crew are toiling away to make sure the new venue adds to the sense of occasion as well as providing an optimal display space for those seeking it. Of course the Centenary of the 501 will be a feature as will the Costume d' epoca but even more than that is the opportunity to bring your Fiat along, park it among fellow members and enjoy the day with friends. There is no requirement for cars to be in any particular condition, in fact well loved and used cars always attract lots of attention.

Only a fortnight later we will be at the Nationals in Tailem Bend. A major undertaking by the club to co-ordinate the event at a new location and at a distance. No doubt most of you are planning



Watching the passing parade on the X19 Raduno



Great view of the cars at the Trestle Bridge on X19 Raduno



Stingray on foreshore at San Remo - Beach Run

to attend and by the time you read this will have your accommodation planned and be eagerly awaiting the occasion that accompanies the Nationals every year. If you think it is only for the Sprint and Motorkhana participants you are missing some of the best bits. Socialising with members from other states, enjoying the display day and

this year's 501 Centenary event, along with a winery run and a great drive there and back.

Past events will be covered by others throughout the magazine but I have

attended a few and really enjoyed seeing the number of people out exercising their Fiats. The Beach Run was well attended albeit a little different from years past by going to San Remo, a big thanks to Rob and Deb for hosting us and introducing us to the Pelicans and the big Rays - I have never seen people feeding rays in the shallows before despite many summers spent on Peninsula beaches. The X1-9 Raduno was another successful romp through some nice twisty Gippsland roads. I tried to keep up in the 1200 Cabriolet despite giving away a bit of power and

weight distribution to the 14 X19s that were in attendance.

The Italian Auto Icons and the Rutherglen Classic will have been run between my writing of this report and your magazine receipt but I am sure they will bring out the usual suspects and provide plenty of topics for discussion at the club meeting or over dinner prior. Contin

See you out on the roads.

Yours Faithfully



PICTURE(S) OF THE MONTH

(Left) Alan Moffatt admiring the Topolino; (right) Ross with the trophy
News Flash: Topolino beats fancied rivals to claim Donington Rutherglen Classic top spot! Club Member, Ross King, in an unprecedented move, takes top award in the 2019 Donington Rutherglen Classic in his delightful 500C Topolino — well done Ross. (Full story in a coming FIATmonth)





CLUB CALENDAR

MARCH–MAY 2019

MAR

Sat 2

Cafe di Sabato
Sandro's Mancave, Viewbank.
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.

Sun 10

Motorkhana at Metec
Contact Danny Petterlin, 0411 877 337.

Thurs 14

FCCV General Meeting
Veneto Club, 8pm.

Thurs 14–Sun 17

Australian F1 GP at Albert Park
No FCCV display this year. Contact Joe Sammut, 0412 211 581.

Sun 17

MSCA Round 3 Sprint at Phillip Island
Contact Danny Petterlin, 0411 877 337.

Sun 24

VMC Round 2 Pakenham
Contact Danny Petterlin, 0411 877 337.

Sun 31

FCCV Autobella
9am. Victorian Deaf Education Institute,
597 St Kilda Rd. Melbourne. Contact Sebastian Bongiorno, 0419 536 876.

APR

Sat 6

Caffe di sabato
Venue TBA. Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290.

Thurs 4

FCCV General Meeting
Veneto Club, 8pm. ****Note
Change of date.**

Sat 6–Sun 7

Auto Italia Canberra

Fri 12–Sun 14

Fiat Nationals at Tailem Bend, SA
Contact www.fiatnationals.com

Sun 14

VMC Round 3, Mt Gambier
Contact Danny Petterlin, 0411 877 337.

Sat 27

MSCA Round 4 Sprint at Sandown
Contact Danny Petterlin, 0411 877 337.

Florence Thompson Tour Celebrating
Women in Motoring.
RACV Cobram Resort. Contact Lyn Bartold,
0433 034 721.

Mon 29–Sat 4 May

Targa Tasmania

MAY

Sat 4

Caffe di sabato
Madelines Cafe, Jells Park,
Wheelers Hill. 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, 14th March 2019
- Thursday, 4th April 2019
- Thursday, 9th May 2019



Membership News

Robert Judd, Membership and Club Permit Secretary

The club continues to grow and with the displays starting in the next few months we can expect to attract more members. We currently have 544 members.



Welcome to the following new members

Christian Spiller: Nissan Patrol

Sandro Lucchini: Fiat 1500, Fiat X1/9 and Lancia Thema

Hugh McGregor: Fiat 124BC plus 3 classic Alfas

Gregory Bell: Lambretta Scooter

Wahid Ramsay: Suzuki

Rosemary & Timothy Broome: Fiat 850 Coupe

Joe Forcadell: Fiat 500F

Justin Taylor: Fiat 850 Coupe

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



Left: Alfa Giulia Veloce; right: 500C.

MEMBERSHIP & CLUB PERMIT UPDATE

The club permit scheme is steady. There is no suggestions from Vicroads of any changes at the moment. The issue of interest to people with classic cars is related to the import of classic vehicles and the potential for asbestos inspections. This situation is still unresolved and randomly causing frustration and costs for importers. The latest AOMC magazine has an article about the difficulties caused by this inspection (2 pages) which I have scanned and can send to anyone who may be interested. Note, that it doesn't offer any solution or answer.

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

Featured New Members

David and Carolyn Roberts

David and Carolyn are excited to join the Fiat club and look forward to meeting the rest of the Fiatisti crew. David has a long term passion for Italian cars, beginning as a kid when he set eyes on Uncle John's sparkling new white Alfa Berlina with luscious red interior. Then in his late teens he was teased by the Fiat bug when his Dad, who was always a Renault/Peugeot man, strayed for a while, giving a home to a green 132 1.8 auto and a bianco quinquecento. The 132 gave David an early taste of Italian fizzy top end brio, albeit harnessed by L plates at the time. The 500 was an under-valued novelty back then. Shame both were sold a few years on due to company car intrusion.

David then yearned for a fiery Alfusud ti, but a student's measly income dictated that he settle for a beat up Beetle. He did however often catch sight of Rob Judd's stunning navy blue 125 parked up the street as he courted young Deb!

And then the modern Alfa Romeo treats flowed, having enjoyed a 33, two 75 twin sparks, an Alfetta sedan, two 156's, and a modern classic-to-be GT 3.2 V6. All red of course! Currently David revels in a 2017 Giulia Veloce as his daily drive.

Carolyn caught the bug after years in the Japanese & German automotive wilderness, enjoying a Giulietta diesel before swapping to her now beloved Fiat 500c in vanilla gelato with raspberry roof. Their go-to man Damon at Zagame had no trouble convincing Carolyn to flip to Fiat as the sweet little combo shone in the showroom. And having spied a fleet of topless rental 500's on the promenade in Amalfi during a recent Italian sojourn, Carolyn was already smitten!



Competition Report

Danny Petterlin, Competition Secretary

I hope everyone had a great Christmas and New Year. Hopefully a successful year of motorsport lies ahead. It will be interesting times ahead for Gary Rogers Motorsport with the team committing to run in the TCR Australia Series with two brand new Alfa Romeo Giulietta's. Built by long time race car builders Romeo Ferraris, the season starts off at Sydney Motorsport Park on May 17-19. This isn't the first time GRMS has run with the Alfa brand. I remember going to Calder Park to watch a then rising star Stephen Richards drive the Alfa 155 back in the day to good results. Other makes joining the grid are Audi, VW, Hyundai and Honda. It will be a seven round series run as part of the Shannon Nationals. SBS will have a live broadcast featuring the Inaugural season in 2019.



Past Events

Club Championship

At the February meeting I had the pleasure of presenting trophies for the 2018 Club Competition Championship.

Junior Champion:

1st— Alistair Jorgensen

Ladies Champion:

1st— Marisa Gangemi; 2nd— Ruth Freame

Mens Champion:

1st— Paul Freame; 2nd— Lachlan Rae; 3rd— Bill Freame

Looks like the Freame's are the family to beat!

AROCA Sandown Sprint

February 16th saw the club represented at AROCA Sandown Sprint by three members. Peter Bartold in the X19 ran a best time of 1.45.2, Frank Spinosa just pipped Peter running a 1.44.7, Phil Buggee ran a best of 1.39.5.

NGK Victorian Motorkhana Championship Round 1 2019

A grass motorkhana kicked off the competition year for the VMC and Group5 competitors, run by the Pakenham Auto Club. There were 82 entries contesting three test fields at once, and with such a large entry there was only time to complete 6 tests, with the time keepers sufficiently covered in dust by the end of the day.



The Fiat Club had 7 entries, Dallas Benbow in his X19 in class A, Marisa Gangemi in her Alfa, Mario Di Censo and Julian Di Battista sharing Julian's Punto Sport Diesel and Barry Ellis in his white Punto Sport T-Jet all in class C, Bill and Paul Freame shared their 127ti Superleggera motorkhana special in class F. Sam Masseo dropped by in the morning to see the action, as the dust started to fly. Dallas' family dropped in for lunch to cheer him on. No results available at the time of writing this, but with 3 of the 6 events contested being reversing, there are bound to be plenty of flag and wrong direction (WD) penalties.

—Paul Freame

Future Events

- **March 24**— VMC Round 2 Motorkhana, Pakenham, run by Peugeot Car Club
- **March 17**— Philip Island Sprints Round 3
- **April 12-14**— Fiat Nationals, Taillem Bend
- **April 14**— VMC Round 3 at Mt Gambier (only 350km South of Taillem Bend!!)
- **April 27**— Sandown Raceway round 4

Happy motoring,

—Daniel

Captions

1,2 Marisa Gangemi; 3 Paul Freame; 4,5 Bill Freame; 6 Dallas Benbow; 7 Barry Ellis. Photos from Victoria Motorkhana courtesy of Brian Shanahan.



5



6





MIRBOO NORTH ITALIAN FESTA

By Lyn Bartold

*Photos: Ian Payne, Steve Schmidt,
David Roberts, Peter Bartold*



display - it is not often that we see a display with two fully restored Topolinos in attendance !!

FCCV has been invited to attend this Festa for the past few years and each year it has clashed with other events so we have had about 6 or 8 cars attend. This year, however, we had a fabulous turn up of 24 members cars, including Fiats, Abarths, Maseratis, Alfas and a Lamborghini, giving the enormous number of people attending the Festa a great display to wander through. We also had Ross King drive his Topolino all the way to Mirboo North to join a non club member Topolino in the

Mirboo North is a region where there was a significant amount of Italian migration after WW2, mostly from the Sicilian region so the Festa is a reflection of the rich history of that area. As you can see from the program the entertainment covered everything from the Open Air Mass Service where a statue of St Paul, the patron saint of Solarino, was carried at the head of the procession, to the Flag Throwers, music, singing and dancing, grape stomping, Roman Centurions marching around and much, much more. Added to this was a huge range of amazing





Captions

1 Roman Centurions; 2 Food stalls; 3 Flag Throwers; 4 Fabulous FCCV cars on show; 5,6,7 Lamborghini, Masarati, Fiats all on display; 8 Finally the Maudy Prototipo on display; 9 Old and new 124 Abarth Spiders.



Italian food on offer so we were kept entertained and well fed for the whole day. The event attracted an enormous crowd, in the thousands, and with a very relaxed and friendly feel about the day, although lots of queuing for food (but worth the wait) The other attraction of attending this Festa was the great roads we drove on to get to and from Mirboo North, absolutely made for our Italian cars!

This Festa will certainly be part of our calendar next year and I encourage you to come and enjoy a wonderful day in the country, surrounded by all things Italian.



1

BEACH RUN/SUMMER PICNIC

Lyn Bartold

Photos: Ian Payne, Lyn Bartold

Our club has had a long tradition of Beach Runs, at whichever club member who had a beach house and could be persuaded to host the event. They were popular in the 70's and 80's and have been introduced again in the last few years.



2

We had a change of venue for our Beach Run this year, driving to San Remo and basing ourselves at Deb and Rob Judd's beach house. We had an excellent turn up with more than 40 members, family and friends enjoying the day. It was an easy drive down Eastlink and South Gippsland Highway to San Remo. After morning tea of coffee and pastries we walked the short distance to the foreshore adjacent to the pier to watch the daily feeding of the pelicans, and a walk along the pier to spot the sting rays flashing around in the shallows.

It was a very pleasant sunny day and the Judd's huge area of lawn beside the house provided plenty of space to park the cars and spots under the trees



3

or on the veranda to set up our picnic lunches. Many of the group took the short walk to the beach, after lunch and some even had a dip to cool down. I was trying to persuade people that we should have a game of beach cricket, in memory of the Beach Runs of the past but no takers!

Thanks to Deb and Rob for inviting the group to their house and to Ian Payne who was the starting marshal and leader of the convoy to San Remo. It was a wonderful relaxed day and a great way to kick off what will be an extremely busy Fiat Club year.



Captions

1 Car display and picnic; 2 Beach Run 1974, Bartold's beach house, Torquay; 3 Damon, Sam and Jack Earwaker with 500 Giardiniera; 4 Pelican's feeding, San Remo; 5-7,9 Members enjoying the picnic; 8 On the beach; 10 Cars on display.





Bosses Boots Cafe, Chirnside Park

2 February 2019

Bosses Boots has become a regular on our list of cafes for the Caffé di sabato calendar. Sitting under the umbrellas overlooking the mini "lake" complete with waterlilies and lush plants is a very relaxing way to spend a Saturday morning. Once again we had an excellent attendance with around 40 participants, including a new member, and some beautiful Fiats out in the car park.

Thanks to Mario Di Censo and Paul Pozzobon, our Caffé di sabato organisers, for hunting out all the venues for our monthly coffee mornings. They try to vary the locations so that we get to all sides of Melbourne and I am sure they would love to hear any suggestions you have for new venues

Fiat Club members and their cars enjoying a coffee morning in the sun





autobella

italian automobile festival

SUNDAY MARCH 31
NEW VENUE

Deaf Children Australia
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

This year we are celebrating 100years of the Fiat 501 and we will have a display of some magnificent 501's owned by our members. We will be holding an Art Deco Fashion Parade adjacent to this display to illustrate what wonderful outfits you would have worn in the day. We will have art deco accessories that you can dress up in to have a photo taken.

- 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 BumpIn Costumes





Bay to Birdwood Run 2018

David Stott — Story and photos

This is the most spectacular vintage car event in Australia, with 800 pre 1959 cars participating in the run from Glenelg through Adelaide City Centre then up into the hills to the Birdwood Motor Museum.

Cars gathered in the West Beach reserve from 6.30 am for breakfast and this is the best time to see all the cars together. They are organised into rows of, Concourse, Veteran, Vintage and later, including featured marques. Model A Fords were plentiful as they were having their national rally the following week at Murray Bridge not far away.

This year there were four 501's, a 509 and two Topolino's. The 509 owned by Graeme Herde was on its first run since restoration and performed well with no problems.

At 9 am the first cars are flagged off and then by row, in two lanes we all moved away. The event is very well publicised in Adelaide and there is a crowd of onlookers watching the cars depart. All along the route people line the streets many setting up BBQs and

marquee's on the nature street or median strip.

On the road through the hills each bend is lined with onlookers. This year the one way system was not in operation on the winding section in the hills, so this slowed traffic a bit and several of the older cars had some trouble on the hill. My Fiat was doing well and usually I would get up in 3rd gear on the steepest parts, but slower cars and the single road meant 2nd gear was used many times, which made for an interesting gear change that I had to think about because it is rare to have to down change to 2nd given it is the gear I start off in on any run around Melbourne.

There were several single cylinder De Dion's and Renaults doing the run and they were soon down to walking pace at the start of the hilly section, and I wonder how they fared. For the faster cars, it would have been a frustrating run, but for those Fiats who followed the two 501's to Kilmore on the last Harry's run you know we can maintain a good pace on the flat.

At Birdwood there is ample space for parking on the grass, and picnics were set up everywhere. There was music, and judging of Fashions in the Field. This time there were 90 entrants all of whom were very well turned out. Dressing in the period of your car is very popular and you will not feel alone or silly dressing up for this event. In fact for the concourse and preservation sections, period costume is necessary for judging.

In the preservation class, there was a 1904 De Dion in original and unrestored condition, that had been a local Adelaide car since new competing in some motor races at Morphettville. It is amazing condition looking like new. Photo De Dion 1904 De Dion

We arrived in Adelaide early to include some of the Motorfest events which happen in the weeks before and after the Birdwood run. On the Friday we joined the Veteran group for a run right along the Adelaide coastline to Port Adelaide for lunch at the Royal Yacht Squadron.



Captions

1 David with his Fiat 501; **2** Start of Bay to Birdwood Rally; **3** FCCV member, Brodie Bishop's 1925 Fiat; **4** De Dion; **5** Two immaculate Topolinos on display; **6-8** Fashions in the field.

On Monday the Military Vehicle Association hosted a run to their museum in the old ammunition factory at Elizabeth, behind the old Holden plant. This museum is not normally open to the public, but we were given a guided tour around their display of which most are registered and running. They also brought out three vehicles from the collection not only to show running but for rides. First was a Brenn gun carrier, next a small tank, and then a Saracen personnel carrier.

These were driven around the property with great gusto, and with 6 wheel drive and steering the Saracen put on a good show doing doughnuts and stirring up the dust. I rode in the Saracen but not the other two. The Brenn gun carrier performs like a boat, under acceleration the nose lifts as it hurtles away, settling into a rocking fore and aft movement.

We had a great time at this event and have attended twice before. It really is very special and there is nothing like it here in Victoria and I urge other Fiat Club members to attend. This year on 29th September 2019, is for classic and pre-modern vehicles and eligible for post January 1956, and pre December 1981 vehicles. So all you 124 and 500 owners should be in it.



3



4



5



6



7



8





“ANOTHER awesome tour through the wonderful forests of Gippsland along roads to make an X1/9 driver drool beyond belief!

Local resident and FCCV member Ian Maud has sought out some more of his favourite driving roads for us to share. We'll have a mix of relaxed touring sections; a cruise through mighty mountain ash forest resplendent with hundred-year old tree ferns; a visit to the famed trestle bridge for a photo; an 'invigorating' run through forest and farmland along a twisty course just made for an X1/9, use the same route travelled by Cobb and Co coaches on their way to Sale, then wind through more mature forest along a challenging road that will keep your hands and feet dancing!

We finish with a stop at the Noojee Heritage Centre, complete with period railway platform and restored K-class steam train, where we have permission to line up the cars alongside the rail lines and take what might be the front-of-calendar photo for 2020.

A trickle down the road to lunch at the iconic Noojee pub, where we have a booking for seating on the shady deck that looks across the Toorongo River. Meals range from full pub fare to pizzas. Don't forget to check out the pub, and the photo board of 4WD mishaps.”

—Maudy

This is how organiser, Ian Maud (Maudy), described the wonderful run that he had organised in the advertising that went out to club members and the day certainly lived up to our expectations! The X19 Raduno has become an annual event, held in January each year and is open to all club members in any cars, including non-Fiats, not just X19's. The run this year attracted 14 X19's, a record for the event, and a wonderful array of other Fiats and members cars. Mike Carey brought his Morgan that has been many years in the making, which certainly added to the spectacle. Not only were the roads wonderful to drive on but they were relatively unpopulated by other cars so we could really put our cars through their paces. The photo shoot at the Noojee Heritage Centre produced some amazing photos as did the visit to the Trestle Bridge and there were many contented faces as we relaxed for lunch at the pub.

First time X19 Raduno participant, Rodney Rogers, summed up the day this way...

“This being my first Raduno with “the group” was an enlightening day with what I understand got completed largely uneventfully with only 1 DNF. In what was a very warm day that only became noticeable when we stopped. To be honest, I only made the decision to go the night before, but the lure of discovering roads I have not driven on before became too great so it was all go.





Title images Photo shoot at Noojee Heritage Centre; Trestle Bridge; Looking down from bridge; 1 Presidente and organiser, Maudy, in the 1200 Cabriolet watch the X19's pass; 2 At the start in Lilydale; 3 Morning tea in Noojee; 4 Enjoying the beautiful roads around Noojee; 5 Bruno Tonizzo in his 124 Spider; 6,7 Lunch at Noojee Hotel.



FIAT month — March 2019

As the road surface I was to drive on was unknown I wasn't sure what pressures to run. As you know the car is fitted with 195/50,15s and I vary the pressures accordingly. I had them set at 24 F, 28 R and found that a reasonable compromise on the day. But I did bring an inflator with me just in case I felt the need to adjust. Didn't need it, but as always the case if you don't bring it you do!

The roads were a nice mix with the last stage run back to Noojee the best. The car ran well all day but I did notice on the last 10k downhill run into Noojee my brake pedal was going a bit soft so I backed off a little with no moments to report.

Which brings me to ask what pads are you running? Mine is shod with RDA pads and would be very interested what the other X19s in the club are using and with what results?

Lastly, I would like to thank Ian for organising what was a great day and sharing with us roads not travelled. I'm sorry I missed out on the first one he organised."

—Rodney

It was a day enjoyed by all and our thanks go to Maudy for once again showing us what wonderful roads there are in this part of Gippsland and giving us the opportunity to put our cars through their paces. Once again Peter and I did the "his and hers" trick with Peter driving our grigio X19 and me in the rosso X19. I really enjoyed testing myself on the great roads with the wind in my hair and the cassette player belting out 1982 appropriate songs from Aretha and Huey Lewis and the News !!

It was another fabulous X19 Raduno.

—Lyn





EASTLINK GREAT AUSTRALIAN RALLY 2019

By David Stott

This rally moved from Mornington to Cruden Farm in Langwarrin this year, and this proved to be a good location, close to Eastlink and with plenty of grass to park on.

There were various start locations, and Richard Unkles in the taxi along with Rob and Marysia Poynter in the Garrett tourer, left from St Kilda Road.

My car had been selected for a special display of significant cars in motoring history and therefore I had to go directly there to be in place by 9.30. Given the early start I decided Eastlink was the best route even though I usually avoid the freeways as it is not much fun travelling at about half the speed of the traffic, and watching cars and truck bearing down on me in the mirror. Anyway my Fiat bowled along comfortably at about 66 kmh most of the time with 70 sometimes achieved. At this speed it is by no means flat out but given official top speed is about 75kmh and maximum rpm is 2,500, and "normal" rpm 2,000 I don't like to push the 95 year old metal.

Among the special vehicles, there was the replica of the first Benz, and a working model of Henry Ford's kitchen sink engine. It was given this name as he tested it on the kitchen sink at home. There is no carburettor as such just a pipe into which fuel is dripped. Nearby was also a replica of the Quadricycle which was Henry's first car.

There was an "Elite" a German car of the '20's one of only two remaining. A very large luxurious car. A huge '60s Pontiac American ambulance with a siren that draws 100amps was also on display. The Alternator was massive to provide the power. A rare Tucker and Cord were displayed also, both very advanced cars for their time.

Roger Beattie had printed up some signs to celebrate 100 years of the first release of the 501. Both Richard and



I had these signs displayed and they attracted plenty of interest. Most of the public have no idea Fiat made cars before the Bambino, and as we all know Fiat is one of the very oldest brands still in existence.

The return trip back to Yarrambat via Eastlink, Ringwood and Warrandyte was uneventful, as traffic was heavy enough to slow it all down closer to my speed. For those that know the hill up from the river at Warrandyte towards Kangaroo Ground, my Fiat managed that in 4th gear, which was excellent, as I expected a 3rd gear grind.



1 David's magnificent 501 which has been in his family from the beginning of its 95 years; 2 Rob Poynter's 501C. Photo by Alex Poynter, 16 year old grandson of Rob; 3 Richard Unkles and his Fiat 501 Taxi.



**SIMCA/FIAT
THE SAME AS
KEVIN LEMM'S CAR**

Kevin Lemm has been the lucky recipient of the Norwegian connection. Last year we were visited by Trygve Kroegsaeter and his wife and sister. A number of members met them at the Moonee Ponds Boatshed Morning Coffee. Kevin has been searching for the correct tail lights for his Simca/Fiat 508 Coupe. This car Kevin imported from UK though it came from France not long before Kevin's acquisition.

The Norwegian connection has been a 2 way street for some 25 years, starting with an invitation to your scribe to rally a 501 in 1994 by Trond Thorbjornsen. Since then quite a trade in Fiat parts has been undertaken, especially with the need for 501 beaded edge wheels that were not rusted out in Norway. Trade to us has included a difficult to find FWB front end for your scribe's 510S. However later a FWB front end was found here and shipped to Norway for Trond Thorbjornsen's 510S that he bought from Alastair Jones in NZ. It would be much easier and cheaper if we could predict the future.

Spare Parts

We are expecting a quotation from Holinger Engineering for a batch of 501 crown wheels and pinions. This was to originate in Scotland but now might happen here. These will be in the revised ratio of 4.6:1. Head gaskets for 501 and 503 are currently being sourced in New Zealand.



The News Stand

RICHARD UNKLES

Itala Cars

Itala was just one of a number of car makes the Ceirano brothers were responsible for getting into production. Early success in competition assisted their early years of manufacture. They started in 1903 and three cars were offered in the first year, an 18 hp, a 24 hp and a 50 hp.

In 1905 they started making very large engined racing cars with a 14.8 Litre 5 cylinder model which won the Coppa Florio and the year after that the Targa Florio in 1906. The feat best remembered over 100 years later was when Count Scipione Borghese won the Peking to Paris motor race by three weeks in 1907. He drove a 7,433 cc (453.6 cu in) 35/45 hp model which was viewed by most of those on the FCCV 2017 trip to Italy in the National Motor Museum in Turin.

These sporting successes helped sales dramatically assisting the company to grow. The company experimented with a range of novel engines such as

variable stroke, sleeve valve, and "Avalve" rotary types and at the beginning of World War I, offered a wide range of cars. During the war Itala built aeroplane engines but made a loss producing them.

After the armistice car production resumed with models based on the pre war cars such as the sporting Tipo 51 and the more cheaper Tipo 50. The 50 was a 4 cylinder side valve car of 2.8 litres designed for the social and economic class above the Fiat 501. Despite a re-appearance of the Avalve in the 4,426 cc (270.1 cu in) Tipo 55 financial success eluded the company. The Tipo 50 was imported, bodied and sold in Victoria by James Flood P/L. James Flood entered 3 Itala cars in the 1921 Victorian Alpine Trial and came first overall. This firm lasted until the later 1980's.

From 1924 the company was being run under receivership and they appointed Giulio Cesare Cappa from Fiat as General Manager. He produced a new car, the Tipo 61 with 7 cylinder alloy engine which was well received but he then decided to return to motor sport producing the Tipo 11, a very advanced car with front wheel drive, 1050 cc supercharged V12 engine and all round independent suspension[3] but the car never raced. Two Tipo 61s did take part in the 1928



1907 ITALA IN THE GOBI DESERT

po 2 505 507 519
TORQUE
 501c



ITALA REAR 1923

use of a glass plate and wet and dry sandpaper is useful. If the grooves are really bad it is best to seek better second hand ones. Certainly a surface grinder can fix this but the plate is likely to have lost too much thickness when the grooves are removed.

Recent inspection of 3 complete clutches showed that 2 had a

total plate thickness of 26mm and looked well used. The third one measured 32mm and looks very close to new dimensions. Fitting extra plates has been done to get the original dimension, but it also introduces the chance of greater resistance to separation.

Rob Poynter has 2 Tipo 501 on the road. One has a lovely clutch which separates nicely and the other car is the reverse. He plans to test the theory that it is possible that the clutch thrust release bearing may be the source of unnecessary friction. Watch this space for further developments.

cemented in post that also has had the mounting studs welded to the nuts. So we were able to take a photo of the car via a high vent hole. The following picture shows all we could see. It looks like it might have had a freshen up maybe 40 or 50 years ago. The spare tyre is very old and bald and the others are not visible. Interestingly on the floor of the garage is written in chalk "If you have authority to cut the chains beware PETROL".

501 etc Multi Plate Clutches

Le Mans 24 hour race winning the 2 litre class.

The company was bought by truck maker Officine Metallurgiche di Tortona in 1929 and a few more cars were made up to 1935. The remains of the company was sold to Fiat.

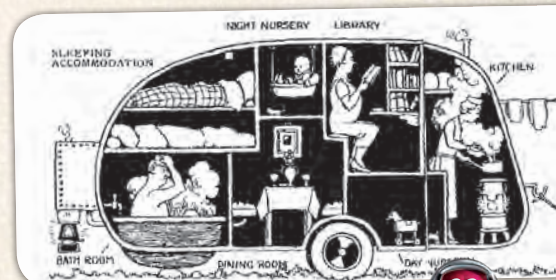
Local interest has been raised by the request to the club from the solicitor of a deceased estate to appraise a circa 1923 Itala. A key for the garage was provided but a friend of the deceased was especially concerned that the car might be stolen. It turns out that the garage has no windows and the roller door has been carefully blocked with a

The multi plate clutch design is used in the vintage 501, 503, 505, 507, 510 and 512 Tipo cars. They have a reputation for varying from nice and smooth to not fully letting go and so making gear selection from rest an assault on the ears. A common solution has been to slip the car into the starting gear just as you arrive at traffic lights before the car actually stops.

Well known clues are the problem is less when the gearbox oil is cold and so brakes the gear movement naturally. Before looking elsewhere the 6 round drive pegs must be smooth. These do get wear grooves with extended use and so will resist plate separation. New ones are available from Club Spares or they can be turned around to use the unworn side. Plates also need to be smooth and

W Heath Robinson

Older readers may well remember a mechanism being described as a Heath Robinson device. As he died in 1944 younger readers may never have heard of the expression. He started his career as a serious artist but made his name in WWI when he made fun of the German war effort with his detailed drawings. Later he moved on to his humorous illustrations of various industries including breweries and the railways. Below is one from a motoring theme.



TWO TIPO 51 AND
 THE SINGLE TIPO 50

Baw Baw Tour de Gipps Rallye... REMEMBERED

Twenty years ago (1999), as just one part of this club's celebration of the 100th anniversary of the formation of FIAT (1899), we conducted a 2 day 'Touring Road Event' that was named the 'Baw Baw Tour de Gipps Rallye'. This event had the support and involvement of many of the Committee, and was conceived along the lines of the popular 'Three Peaks Rally', rather than the more serious competition of an

event like 'Targa Tasmania'. Our first Baw Baw Tour de Gipps Rallye would be on 2nd and 3rd October, 1999 and our event became the 3rd of the four rounds of the '1999 Touring Road Events Championship'.

This was a major undertaking for our club, both physically and financially, however we had excellent support from the many sponsors we were able to attract. Undoubtedly without the very enthusiastic support from the 'Shire of Baw Baw' this event would not have been possible, as eventually we needed several roads to be closed by the council, each day, for up to three hours. These were for the safe conduct of the events 'Closed Road' stages. We needed this permission from three shire councils, plus each of the property owners affected and several police stations/areas. A CAMS permit was also needed and copies of all these documents were provided to the CAMS Area Co-ordinators and three Stewards prior to the event.

A special sub-committee was formed very early in the year

By Bill Freame, Photos: Peter Bartold



while the club that year had Peter Bartold as the FCCV President, Jon Carroll was Treasurer (while he was living and working in Sydney) Phil Buggee was the event Director and also Clerk of Course, Deb Buggee was Chief of Timing while the event scorers were the Pauls' duo of Freame and Whitney. Barry Ellis was Chief Scrutineer, the Course Checker was Gary Spencer, while Bill Freame was Assistant Clerk of Course. In addition to those named above, there was also excellent support from many other members over the weekend, as road and control officials in the many locations that they were needed. Scrutiny prior to the event was conducted at 'Pedders Hawthorn', with the full support of Jack Waldron, a Pedders agent



and a Pedders workshop at that time.

I had the challenging job of choosing the roads and the map(s) best suited for this event. As the roads we would be using are on both sides of the Princes Highway, (M1,) I eventually discovered that Worth Mapping had by far the best

map of the area we were using. One side of the map was the area North of the Princes Highway and just flip the map over for the area to the South of the highway. As this map also only cost \$2, we decided that it would be best if we supplied it with the route instructions issued for the event, an action appreciated by the competitors and stewards. Most importantly, needing to have the competitors cross this major highway safely, several times, we were able to use just the underpasses and overpasses except when traversing through major towns.

It was decided that the start location would be from the Veneto Club, in Bulleen but with the majority of the event being held in the Baw Baw Shire. An economy run started by filling up

at the Mobil Quix in Bayswater, finishing at the GPG Mobil in Warragul, 182km later. Among the challenges for the crews were some average speed navigation plus a closed road stage during that economy run. What surprised the competitors the most was that the fill up of their fuel tanks at GPG Mobil was free, part of the GPG Mobil

support of the event. The cars were then parked on display in Warragul during the lunch break. After lunch the crews headed off on a challenging route of 148km to eventually arrive at Morwell Hillclimb, the original track that is now closed. We used that Hillclimb track as two closed road sections. That was then the finish of day one, with an overnight stay in the Latrobe Motel and Convention Centre, Traralgon with excellent parking facilities and evening meal, all part of the entry fee.



Day two started early with a short transport back to near to Moe, with us using the excellent facilities at NDETC, the National Driver Education Training Centre, on the Moe-Glengarry Road. There was a simple motorkhana test (Tee Slalom) followed by a separate test of three laps of an interesting test track, totaling 2.5kms. Every crew enjoyed the three laps, big smiles all around. Then the crews navigated via a route chart, to various locations both sides of the highway, with another closed road sprint before the crews finished with two more motorkhana tests at the finish in Lardners Park, in the early afternoon. Both tests had been chosen as being quite suitable for both large and small cars, however the very slight slope and also damp grass was found to be a help to none of them.



Apart from the Shire of Baw Baw, the following businesses helped the event in some way.

3GG, Kirks (weapons of fine digestion), GMP, 104+ Octane Boost, Gold Eagle additives, GPG Mobil, Worth Mapping, Torque Insurance, Turin Imports, Traction Tyres, Klippan Safety Products and the DCP Group.

Warragul radio station, 3GG, promoted the event and sponsors



regularly in the week leading up to it. GPG Mobil were very helpful with the supply of free fuel on the Saturday, at Warragul. The Veneto Club also need a mention for allowing us to use their facilities for the start location, on Saturday morning, at a time when our club had only recently begun having our monthly meetings there.

For the small crew running the event, we were very pleased with the response from the competitors at the finish, they had all enjoyed it. Why was there only one Baw Baw Tour de Gipps Rallye? Well, the event didn't get the competitor (other clubs) support we had been promised and had expected. It was an expensive event to plan and conduct for our club, as well as it consuming a lot of free time with the many months of planning. The event committee had made the commitment and carried through with running a successful event, but we realized we just didn't have the spare time to run another, although the Shire of Baw Baw, and other sponsors were hoping to continue for several more years.

The information in the above description of this event has been constructed from the collection of folders of all my hand written notes, all the permissions, the officials sign on sheets and the competitor route instructions, etc.

Special mentions and thanks to that 1998/99 FCCV committee; Phil Buggee, (as he was very successful in gaining all the permissions and many of the sponsors); Deb Buggee, Paul Freame and Paul Whitney for timing and scoring the event; Susie Lloyd as Event Secretary, Gary Spencer as Course Checker (and my sincere apologies for keeping him away from his family on Fathers Day, when we did the final course check), and finally, thank you to all the members who helped run the event in some way.



Resto talk with Jules

JOHN WESTCOTT

— 1954 FIAT 1900A GRAN LUCE

By Julian Di Battista

John Westcott has owned and worked on many very unique and rare cars in his time. Recently John purchased a very rare car and is in the process of restoring it.

Rumour has it that most of us are unaware of and have never seen this car before. As you enter his garage, you see a range of very different motorcars.

From a wild Orange custom Topolino, a Fiat 500 Nuova and his 1926 Austin 7 which he has owned for 50 years.

In the back of his garage is where I found John working on what seemed to be an early model Chevy coupe of some sort. John explained it's a 1954 Fiat 1900A Gran Luce hard top.

This car came out with two forms, the standard 5/6-passenger saloon that were priced at £1545 and the Gran Luce (Full Light) hard top model was £2064. Both models came out with 4 cylinder engines, 1901 cc cast iron block with an aluminum head and a five speed gearbox transmission producing around 70 brake horse power, with a top speed of 125 kp/h – 80mph.

John purchased the Fiat from a gentleman in Moe who also had a donor car for 30 years. Story has it that there were only 5 or 6 of these cars ever bought out to Australia.

When sitting in the back seat, looking around you get to appreciate the minimum pillars that unite the roof to the body. All the rest being entirely of glass that winds down, except for the big wrap around windscreen and rear window.

The 55-litre petrol tank is situated inside the boot of the car; its filler-cap is nearly flush with the tank. This was designed this way because was a petrol shortage at the time, therefore making it difficult for fuel to be stolen.

The battery is mounted under the rear seat, making it awkward when jump starting another vehicle.

I was impressed when John showed me the aerial set up on the car. It's mounted to the top of the driver's guard, an inch or two away from the driver's door. Inside is a handle recessed into the drivers kick panel, which when wound, goes up or down.

John has had the original push button dual-wave radio repaired, which wasn't cheap as he mentioned compared to the prices of car stereos today. Just under the radio is a large adjustable vent that controls airflow in the car; airflows through a large tube in the engine bay. The interior has a huge very comfortable back seat, while the front seats fold forward on an angle to allow entry to the rear.



The 1954 Fiat 1900A Gran Luce



1 Petrol tank and filler neck in boot; 2 Push button dual-wave radio; 3 Re-assembling the motor; 4 Transmission key lock; 5 John working on the car; 6 Demonstrating aerial mechanism.

All the chrome bumper bars, trims and moldings have all been re-chromed. The paintwork has humidity bubbles in certain areas. It has been painted red. John's intention is to strip back all the paint to its original color. From what we could see that seems to be a jade, mint or emerald green color.

The 1900A is a rear wheel drive with coil suspension all around, it has hydraulic brakes on the four wheels. The transmission has an anti theft lock mounted on top of the gearbox which is a great feature for its time.

Johns plans to restore the car back to its former glory. He is hoping to complete it within twelve months. If we are lucky we might see the Gran Luce appear at next years Autobella.



John's garage





TOSCANO'S BIG TOMATO AND PASTA DAY

By Lyn Bartold

Photos: David Roberts, Augustine Banko, Peter Bartold, Barry Ellis

Another highly successful tomato bottling day was held a few weeks ago at our house in Wonga Park. This day has become one of our annual events and we thank club member, Dominic Cafari from Toscano's in Kew for again providing all the wonderful tomatoes, basil, and fruit for the event. Thanks also to club member Robert Toti who supplies all the necessary equipment and expertise and to all our members,

whose tireless efforts produced 140 bottles of passata and a mountain of pasta at Casa di Bartold

Although the back yard resembles a production line and the kitchen is swamped in a mountain of pasta, it all comes together in the afternoon when the whole team sits down to enjoy the fruits of our labour with a homemade

pasta and tomato sauce lunch. Once again we were blessed with a beautiful day, and although the setting was a little browner than we would have liked, we had an excellent display of cars to add to the fun of the day.

Well done everyone on the team work and the sense of fun that is always an essential ingredient of this day.



Captions

1 All hands on deck for 2019 Tomato Bottling; 2 The end of the process — bottles go in boilers to cook; 3 Ultima bottiglia — last one bottled!! 4 Rob Toti, in charge of the tomato bottling process; 5 The kitchen crew; 6–9 Cars on display; 10 Club members at work; 11 Pasta makers extraordinaire; 12–13 Enjoy the wonderful home-made lunch.





I've long been fascinated by the FIAT Dino and have had the good fortune to have sampled a couple of 2 Litre Spiders (one modified to 2.3) and a Coupé and thought they were OK. So when the opportunity arose to assay a FIAT Dino 2400 Coupé in its natural environment, a European Grand Tour, it would have been churlish, rude and evidence of poor upbringing to not accept the invitation.

The story of the FIAT Dino is well known so here upon it we shall not dwell. Suffice to say that the Dino Coupé was released as a GT with emphasis on the great European touring tradition established by the very first car badged as GT, the Lancia Aurelia B20 GT. Sporty rather than sporting in nature the brief for a GT is for driver and passengers to be able to complete long Continental journeys at high speed in comfort to keep fresh and with enough luggage to keep up appearances. Is it a brief that the Dino 2400 Coupé rises to fill? Discuss.

by Peter Westcott



1972 Fiat Coupé

(PART ONE)

The Car

The subject car is a 1972 Dino 2400 Coupé that originally left the factory in white with chestnut interior (bianco e castagna sounds much nicer) but is now finished in 'Retail Red' and fitted with Ferrari Campagnolo 15x7" wheels complete with cavallino rampante centre caps that were swiftly removed to avoid giving the wrong impression. In my view the simplicity of the Campagnolos suits the Dino Coupé better than the standard fitment Cromodoras which are a bit 'fussy' for the Coupé's restrained styling. In excellent, original condition the car has no rust and its overall condition and presentation support the view that the 35,000 km shown on the odometer at the start of the tour is a plausible 135,000 km from new.



north through western France via Caen to the UK. About 4,500km, what could possibly go wrong?

Diversions included Martigny in the south-west corner of Switzerland to visit the St Bernard dogs, northern Italy for Turin and Vercelli, and any Alpine passes that needed to be traversed as part of the journey. C'est dommage!

It would have been rude not to visit

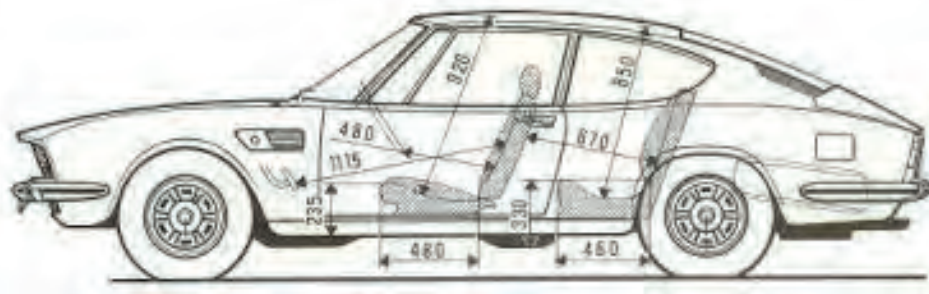
some of the famous Cols from the Golden Age of rallies so we included: Col du Grand-Saint-Bernard, Colle della Maddalena, Col de Larche and Col d'Allos. Wouldn't be a proper test otherwise despite the chemins tortueux, tornanti and the risk of dangerous skids. Road surfaces were all tarmac ranging from billiard-table super-highways to patchwork country lanes.

The Tour

To ensure the assay of the DC was thoroughly representational and statistically sound, an extended route was planned to include a wide variety of test environments including: super-highways, departmental or state roads, mountain passes and minor roads. We also didn't shy away from towns so included a mix of tiny villages and major cities in our route. Starting from Kent in the UK the route proceeded generally south from Dieppe through eastern France, the bottom left hand corner (I use it every day!) of Switzerland then west across the south of France to Spain before returning

The weather was pretty much the full mix except for snow and ice, although we saw snow in the high Alps, and a lonely goat turd. Temperatures ranged from the mid thirties to single digit centigrade with a mixture of full sun, cloud and humidity. There were two episodes of heavy rain, torrential in Torino (sounds like a good name for a film?) and pretty much monsoonal approaching the Pyrenees.

The Tour was conducted briskly but in a manner and at speeds that respected the communities through which we passed. "A prudent man eager for home" to paraphrase John Gott, BMC works driver and Chief Constable of



Northamptonshire. Too many 'sporting' drivers and riders visiting other countries conduct themselves in a dangerous and reckless manner that they wouldn't tolerate in their own back yard so we determined to not abuse our welcome.

Styling

The Dino Coupé's restrained styling by Bertone is best described as 'contemporary' with many styling elements shared with other cars such as the Jensen Interceptor, Aston Martin DBS, FIAT 124 BC and the Audi 100 and Isuzu 117 coupés. Neither ground-breaking or old-fashioned it's very much a car of its time and its lack of fashionable flourish imbues it with a certain timelessness that the Europeans can do so well.

The Dino Coupé is big car that well disguises its bulk. Elegant and well-proportioned with an imposing stance and discretely muscular swelling over lightly flared wheel arches, the car's styling is complemented by the original specification Michelin 205/70x14 VR XWX tyres which fill the guards well and maintain good ground clearance.

Doors of a good length, helped by the extra twenty-nine centimetres in the Dino Coupé's wheelbase over the Dino Spider, allow easy and relatively discrete ingress and egress provided there's room for the doors to swing! The elegant sweep of the roofline is particularly masterful in that it's elegant, unbroken line is wonderfully balanced while also providing adequate headroom for rear seat passengers. Proper-sized ones with legs, at that.

Its styling universally appreciated by passers-by, the Dino Coupé suggests refined athleticism, discretion and elegance. Just like a fine Italian suit. By contrast with the flamboyant Dino Spider which garners justifiably enthusiastic acclaim the Dino Coupé has a presence that inspires a respectful, perhaps deferent, response. Flamboyant Latin playboy versus discrete oumo d'affari, if you will?



Accommodation

Interior

The cabin of the Dino Coupé is a fine place to be, for passengers. Broad, firm front seats, upholstered in stylishly chequered velour facings, are fitted close to the floor. They offer a good range of adjustment fore and aft and for rake and

provide adequate support for reasonable cornering speeds. After all this is touring, not racing. Static seat belts that cross the shoulder at an awkward angle are provided for the front seats only. The rest of the trim is a mixture of chestnut vinyl and black plastic and good quality brown carpets cover the floors.

The front seats slide well forward allowing rear seat passengers relatively easy access through the tapering door aperture. The rear seats are well shaped, far more so than the front, and are elevated usefully above the level of the front seats to improve the view for the rear seat passengers. The centre armrest features fore and aft adjustment. Whizzo.

Interior storage for odds and sods is provided by a generous glove compartment (that also reveals the fuse box) and useful cubbies in the full length centre console and recessed outer rear arm rests. Vision for all occupants is good and it's possible to easily sight the front corners of the car which helps a lot when manoeuvring this somewhat bulky car in tight corners (i.e., tornanti), narrow streets and when parking. Courtesy lights are scattered about the cabin and many air vents, including separate vents for the rear seat passengers, are provided but seem to be mainly decorative.

Things for the driver are not so comfortable. The narrow gap between the seat cushion and steering wheel demands a certain amount of contortion to negotiate before one is ensconced. Once seated the driving position is typical-of-the-era Monza Gorilla which means the seat needs to be quite far forward to allow adequate reach to the somewhat angled

steering wheel. After some fettling of the seat and height adjustment (by spanner) of the steering column a compromise position was reached but I still needed my knees widely splayed to clear the steering wheel, leaving my right foot at an awkward angle on the accelerator pedal and preventing the use of 'heel-toe' to assist gear changes.

The classic white-on-black Veglia instrument dials in their real-dead-tree veneered plywood dash include a 9,000 rpm tachometer (yellow from 7,200 then red from 8,000) and 250 km/h speedometer flanking five minor dials; oil pressure and fuel gauges featuring integrated warning lights, all easily visible through the three-spoke, real-dead-tree—rimmed steering wheel. Marked with white/yellow in Italian/English and metric/imperial the veracity of the 'don't panic' (minimal gradations) minor gauges was often questionable and I preferred to rely on the sound of the radiator fan cutting in to gauge coolant temperature. Except for the dead clock all the instruments worked, all the time! They might be lying but at least they're talking to you. Two unlabelled warning lights are also in the driver's line of sight and were generally ignored until the brake pad warning light (orange, to the left) wouldn't go out midway through the Dordogne. With no driver's handbook in the car we had to 'phone a friend' in the UK to find out what it meant.

Major controls for lights, wipers and indicators are operated by standard FIAT column-mounted levers easily operable by finger tips. Other dash switches and controls are scattered across the dash and console and are both out of the driver's line of sight and partially obscured by the steering wheel which means they're not easy to use, especially if the driver's attention is needed elsewhere. Like in a monsoon, at 130 kph on an autoroute, in heavy holiday traffic. Critically, the wiper speed rheostat is identical to the instrument light rheostat and with neither in the driver's line of sight it

takes a certain amount of guesswork and good luck to find the correct control. It doesn't seem like a big deal while the sun shines but in some of the extreme weather conditions we met it suddenly became a Very Big Deal. Dimming the dash lights doesn't help speed the wipers up.

The wiper stalk controls two settings, intermittent and constant sweep for the clap-hands wipers, with the frequency and speed controlled by a rheostat. Quite advanced for its day but the complex wiring, switching and linkage often contribute to wiper motor failure. Wash-wipe is foot operated by a combination vacuum/electric bellows that is tucked way up high on the toe board and not easy to reach. The wipers have good sweep and clear the screen effectively in the rain but on a dry screen the wash/wipe could not clear the full sweep and often would only wipe to the centre of the driver's vision which led to some interesting optical effects.

Other essential equipment includes switchable Town and Country horns operated from the steering wheel centre button. The conventional Town horn wasn't working but the compressed air-driven Country horns were extremely effective.

Electric windows opening at good speed are very handy (and they worked all the time!), especially at péages, and the fractionally opening rear quarter lights pivoting vertically from the rear corner aid ventilation. The opening rear quarter lights are welcome at highway speeds because they allow good air flow when it's too noisy and uncomfortable for the door windows to be open. Handily, the front quarter lights can also swivel forwards, channelling breeze into the cockpit which also features flow-through ventilation, provided the heater controls aren't seized as they were on the subject car.

The rear screen features a built in demister element, quite a thing for 1972, that had only two bars working

but for the age of the car that's not surprising. Would have been nice to have had it in dark, rainy Mataró but that's part of the 'joy' of old cars, isn't it? Nup.

Ventilation and heating slide controls are located in easy reach but out of sight in the console below the dash. Typically for an Italian car, most cars actually, of this period the ventilation and demisting functions are weak and wind noise with windows open is uncomfortable above 100kph. A caveat is that the heating and ventilation controls are virtually inoperable from sticky cables and linkages, and we didn't want risk forcing them, so perhaps we weren't availed of full functionality.

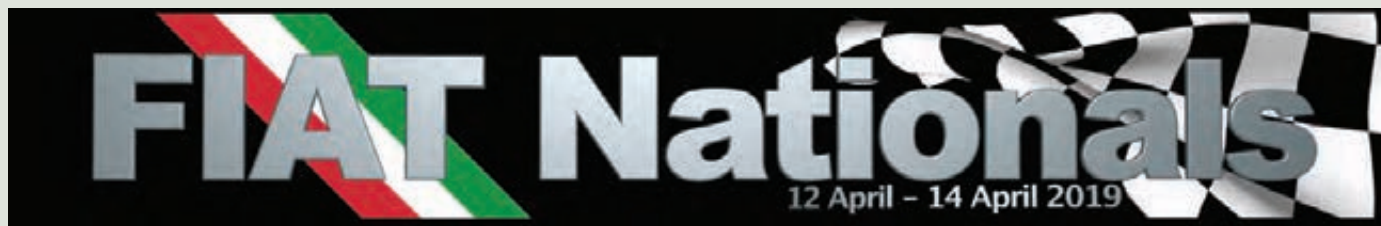
Cargo

The boot with a claimed .27 m3 capacity is of a good width and length but is quite shallow due to the spare wheel and large (70 litre) fuel tank. Nonetheless there was enough room for our two backpacks, two day bags and all the bits and pieces (e.g., bottles of wine) of a comfortable, four week tour and we didn't have to keep anything on the back seat where it could provide temptation to the light-fingered. The 50/50 split rear seat, rare for the time, allows great flexibility for luggage accommodation (e.g., golf clubs or skis) and offers the additional benefit that the whole boot doesn't have to be emptied to access items tucked right under the parcel shelf.

The boot release is accessed via the passenger side door shut and there is no external release. Similarly to the Porsche 911 there is no fall-back if the cable breaks although the boot can be accessed, albeit in an undignified manner, via the folding rear seats.

A slight niggle is that the fuel filler is sealed from the boot, and therefore the car's interior, only by a rubber bellows which often allowed petrol fumes to enter the cabin if the tank was more than half full. All the more reason to go faster to burn the fuel off.

Coming Events



Social Program

This years Fiat Nationals offers a number of social events. From BBQs to Themed Events. Bring your Fiat and join in with Fiat owners from around the country. Conversations as varied as our membership.

Friday Evening: Welcome BBQ. You may have had a look at the Sprint day or just arrived but the Welcome BBQ will be held in Tailem Bend at the Town Hall and adjoining parkland (all weathers catered for). A casual opening to the weekends events.



Saturday: After wishing everyone well and witnessing the start of the Motorkhana we will be departing 'The Bend' for a casual run through the local area, visiting a winery or two around Langhorne Creek and lunching along the way. Minibus seats for those whose car is Motorkhana-ing. Numbers in advance if possible to inform wineries. Return in time to see the last of the Motorkhana and a nap.



Saturday Evening: Fiat 501 Centenary Event. Pack your dress ups as we are going with a 'Between the Wars' theme for this event. Think Art Deco meets Al Capone. The Fiat 501 emerged post WW1 into an optimistic era As optimistic as I am about getting you lot dressed up. A hat, a scarf and some bling or a full on 1920-30s outfit that will help build the atmosphere. No doubt it will be as glamorous as the April 1919 Salone Automobile di Torino where the 501 was originally launched. The Centro Storico are expecting good pictures from this event on the Wellington Courthouse Hotel lawns overlooking the Murray River. Looking to have drinks and finger food before a brief presentation about the 501 then off to dinner at your leisure, either on site or elsewhere. Complimentary Minibus transport will be running to and from this event for those dressed for the spirit of the event, \$10 return for those who decide not to bother.

Sunday: Display Day and Show and Shine. Sturt Park, Murray Bridge is to be the location for this years Display. Green expanses alongside the Murray River in an active town. Worth the trip on its own, the Nationals Display always brings out interesting Fiats and provides a wonderful opportunity to meet up and wander at leisure among some favourites. Whether competing in the Show and Shine or simply joining the nostalgia set in the Display area this event always delivers.



Sunday Evening: Presentation Dinner. Back at 'The Bend' we have our Presentation Dinner in a room overlooking the track. Memories created, friendships born and reinforced as the events of the weekend are recounted in so many ways. Every year something memorable happens at the dinner. The Fiat of Italy Cup will be presented to the Motorkhana winning club and class awards for other events.



Australian F1 Grand Prix, Albert Park

Thurs 14–Sun 17 March

No FCCV displays this year.



Mid-week Run

*Wednesday 22 May
Beeac*

Continuing with our Mid-week Runs for those who can get away during the week, we will be heading for the Colac area with a lunch stop at the Farmer's Arms Hotel in Beeac

This hotel is owned by club member, Ean McDowell, who not only operates the hotel but also has displays of his extensive collection of cars, tucked away in buildings around the town.

Join us on the scenic route to Beeac and a chance to view Ean's collection and enjoy a wonderful meal at the Farmer's Arms. More details from Roger Beattie, 0400 177 278.

Notice in Advance: Change of date for April General Meeting

Due to the Fiat Nationals, the GM will be held on Thursday 4th April. Veneto Club, Rialto Room, 8pm. Dinner in Bistro from 6.30pm for those who wish to join us.



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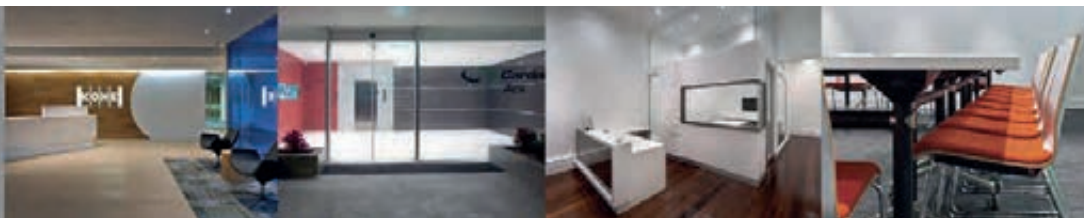
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FIAT month — March 2019



Caffe di sabato

Saturday 6th April

10am, TBA

Saturday 4th May

Madeleins Cafe, Jells Park
Wheeler's Hill

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

Answers for:

Who are they? 70s memories.

From the Editor, pg 3

From left to right,
back row: Colin Templar, Peter Bartold,
Barry Ellis; **front row** Bruce McCann,
Ken Gorman, Alan Wilson, Bruno Tonizzo.

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MOTORSPORT PARK



Competition Program

Friday	Sprint Day
Saturday	Motokhana
Sunday	Show & Shine (Murray Bridge)

Social Program

Friday	Welcome BBQ/Dinner
Saturday	Winery Run/Bus trip
	Fiat 501 Centenary Event
Sunday	Display day
	Presentation Dinner

Join us, help make the Fiat 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.

For event details and registration visit:

www.fiatnationals.com.au or



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