



FIAT Month

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

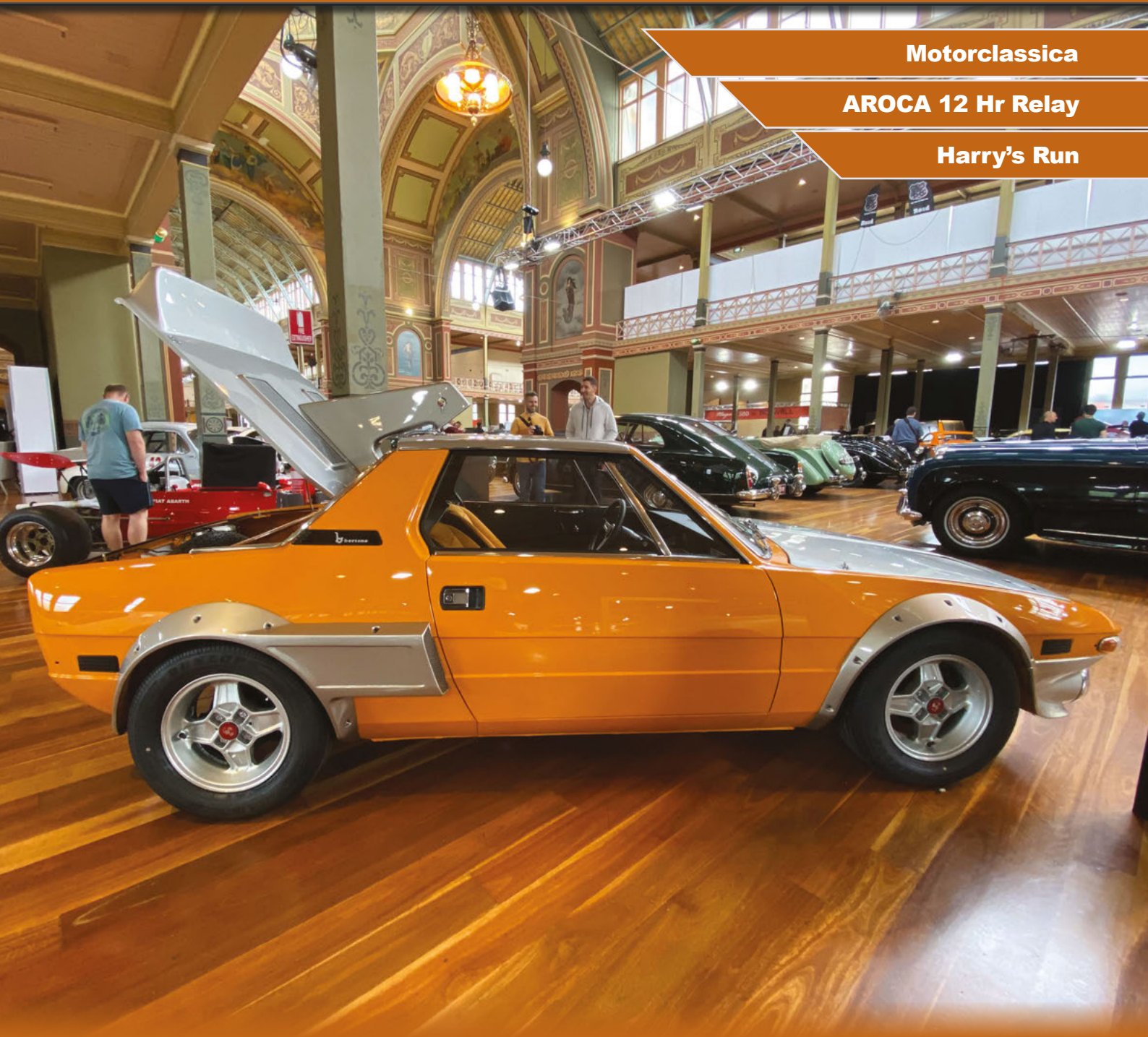
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NOV 2019

Motorclassica

AROCA 12 Hr Relay

Harry's Run





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NOV 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:

1974 Abarth X19 Stradale Prototipo.
One-off prototype built by Bertone for
Abarth. Owner: Michael Miller, NSW.

Photo: Mark Weinberger.

See further information in Motorclassica
article in this FIATmonth

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FIATmonth Editorial Committee

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Joanne McLean – Layout/Design

Phil Beattie – Print Quality Control

Peter Bartold – Advertising

FIATmonth deadlines

5th of the month prior to publications.

Next issue: January, 2020

Deadline: 5 December, 2019



2019-20

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CAMS Delegate

Paul Freame

Supper Organiser

Paul Pozzobon

Raffle

Simon Crellin

Property Officer

David Judd

Library

Bruce McCann

[^]Where no email has been indicated, the committee member can be emailed via secretary@fiatclub.org.au

LIFE MEMBERS



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

Lyn Bartold
William Freame
Colin Templer
Jon Carroll
Robert Judd
Debra Judd
Phillip Buggee

Jan Coward
Shirley Clark
Stephen Mayer*
Richard Unkles
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Keith Ellis

Alana Freame
Harry Baker*
David Judd
Sebastian Bongiorno

*deceased

Life Member and Patron — Peter Bartold

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Paul Freame
Stuart Granger
Bruce McCann
Danny Petterlin

Mark Rae
Tony Romeo
Joe Sammut

Gary Spencer
Shayne Williams



FIAT month

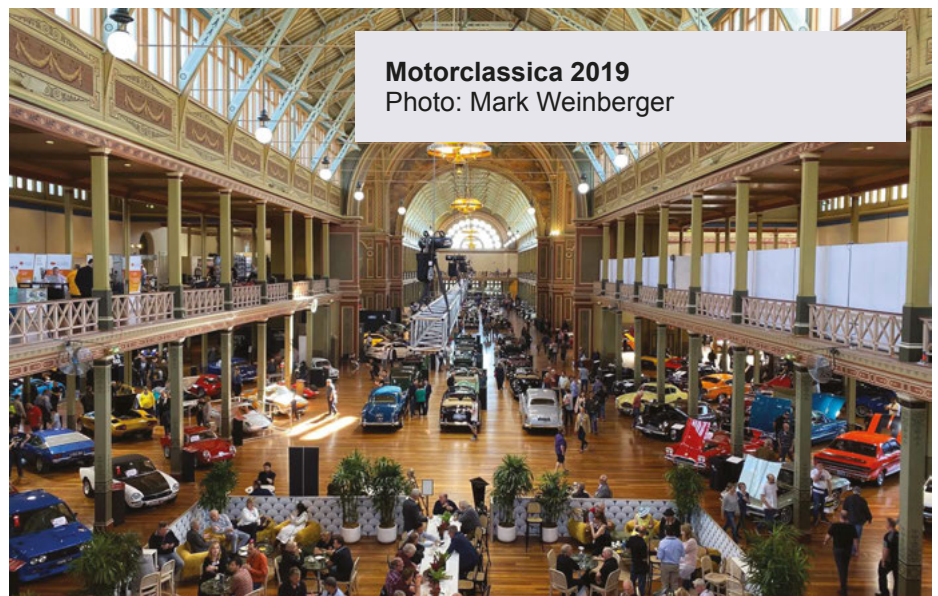


From the Editor...



After writing the articles that outlined various car museums that we visited on the FCCV 2019 UK /Europe trip for this magazine and then spending the day at Motorclassica it made me reflect on how fortunate we are to have an event like it in Melbourne. In Europe and the UK there are many wonderful museums and car events that are housed in magnificent historic buildings and towns with histories dating back many centuries, providing the perfect backdrop for the amazing cars on display.

Here in Australia we don't have all that history to draw upon but we do have some treasures like the Exhibition Buildings. We are fortunate in Melbourne that this magnificent building has been restored to its original glory and that it can be used and enjoyed by the public for events such as Motorclassica. When you enter Motorclassica you only have to look up at the magnificent ceiling and upstairs galleries and that is before you even begin to look at the display of wonderful vehicles to realise what a treasure we have.



It is so much easier for a museum or a car show in Europe or the UK to present an outstanding line up of vehicle because that is where they were manufactured and the volume of production ensures a much greater chance of some of these very old vehicles surviving. What cars did make it to Australia, of course, were in much smaller numbers so the chances of their survival to this day are small. However, in saying that, how many real "barn find" stories do we hear (eg club member, David Stott's Itala) and how many treasures are hidden away or forgotten in sheds.,

hopefully to emerge one day. Of course, we are now in an age when anything is possible - cars can be found, purchased and sent here from all over the world.

So, the quality of the cars that are on display each year at Motorclassica is outstanding. I am sure there would always be a number of 'only one in Australia' cars on display each year and the quality of the exhibits is always outstanding. It is such a pleasure to wander around and soak up the sights and the atmosphere. Club Sandwich, the Car Club display in the forecourt

outside, is a great opportunity for those of us with our treasured vehicles that, in most cases would not qualify to be displayed inside, to be part of this event

Congratulations and thank you to Paul Mathais and his team for giving us this exceptional motoring experience to look forward to each year. If you have not yet visited Motorclassica, make sure you keep that weekend free next year

Rapporto del presidente



It seems my little blurb in the magazine is reading like a travelogue. In the last one we were not long back from Italy and still the articles from that trip grace our pages. Each trip seems to uncover more interesting people and events to describe and share with those who didn't manage to join us on the trip.

This time my travels have taken me to Thailand where I met a most enthusiastic Fiat parts and restoration aficionado and then over to Adelaide for the Bay to Birdwood. My visit to Bangkok was a combination of work and dentistry So the opportunity to make a trip to Nonthaburi to visit Vichan (Chan) and see his pair of interesting 500s and discuss Fiats in Thailand was too good

to pass up. He runs a small business from home called strangely enough 'Fiat Home' and imports, distributes and helps out with mainly Nuova 500 (110 series) Fiats. His own 1957 500N is in great condition and belonged to his Uncle before he got it many years ago for a full restoration. The mock '500 Jolly' is also interesting in its own way. The door hinges have been moved to facilitate drop down sides and the motive power is derived from a Subaru 500, not a model we had here but twin cylinder and water cooled on a 4 speed transaxle that looks like it fitted in quite well. After the obligatory refreshments and perusal of his shelves of Fiat paraphernalia we took some photos and I braved the heat for the return to Bangkok.



Chan, his wife and 500N



"Jolly" interior and drop down door



Mock 500 Jolly



Bay to Birdwood 2019

I made it back to Melbourne in time for the Bocce Challenge where we managed to lift the trophy after a couple of years of Alfa victories. As we say every year we should have a practice sometime before next year to cement our position. No doubt we will be saying the same thing this time next year. Bill Freame is finding ways for the motorsport element in the club to express themselves. It is good to see events being well attended from the CAMS club challenge through motorkhanas and the 12 hour at Winton. Read more about the clubs sporting exploits in his report.

The last weekend of September is not only known for the AFL Grand Final but also the annual Bay to Birdwood run in Adelaide. I went across this year to meet up with friends and discovered just how involved the local community is in the event. I was very surprised to discover that it is the broader community not just those involved in car clubs that support the Bay to Birdwood. Crowds line the road all the way along the 60km route from West Beach to Birdwood creating an atmosphere that I have never experienced and only seen before at the Mille Miglia. We are going with a group next year so need expressions of interest in the next couple of months.

Plenty coming up to enjoy over the next couple of months so keep an eye on the calendar and the Mailchimp in your email inbox to stay connected and involved.

See you out on the road.

Roger

PS. In late breaking news. Congratulations to David Stott for getting the Itala started and driving around the front yard. It was featured on the July cover and to get it going after an unknown period must be a great feeling.



CAMS has now become Motorsport Australia
Check Website for details
<https://www.cams.com.au/media/news/detail/2019/10/12/a-new-era-for-australian-motorsport-introducing-motorsport-australia>



CLUB CALENDAR

NOVEMBER 2019 – JANUARY 2020

For Competition Calendar see Competition Report Page 8

NOVEMBER

- Fri 8-Sun 10** **Targa High Country**
Sat 9th **FCCV Run to Mansfield**
 Contact Roger Beattie 0400 177 278
- Thu 14 - Sun 17** **Targa Florio Australian Tribute**
Sat 16 **FCCV Car Display in Healesville - Day 3 TFAT**
 Contact Joe Sammut 0412 221 581
- Sun 17** **FCCV display at the Melbourne Italian Festival**
Lygon St Carlton Finish TFAT
 Contact Joe Sammut 0412 221 581
- Fri 22-Sun 24** **Geelong Revival Motoring Festival,**
Sat 23 **FCCV Run and Display**
Sun 24 **FCCV Display**
 Contact Joe Sammut 0412 221 581

DECEMBER

- Sun 1** **AROCA Spettacolo Wash'n Shine, 9.30am – 2pm**
Wesley College Glen Waverley FCCV Invited
 Contact Joe Sammut 0412 221 581
- Thu 12** **End of Year General Meeting – Nuts and Bolts**
Quiz and Pizza Supper. 8pm Veneto Club
- Sat 14** **Club Fiat Festa at La Baracca, rear of Veneto Club**
 Contact Mario Di Censo 0419 171 661
 Paul Pozzobon 0418 552 290

JANUARY

- Sun 12** **Run to the Surf Coast and Summer Picnic**
at Casa Langdon, Aireys Inlet
 Contact Roger Langdon 0402 409 758
 Joe Sammut 0412 221 581
- Sun 19** **X19 Raduno**
 Contact Peter Bartold 0414 867 28

General Meetings



Club Meetings are held at 8pm on the second Thursday of each month. Dinner in Bistro at 6.30pm

The Veneto Club
191 Bulleen Rd,
Bulleen VIC 3105

Future meetings:

- Thursday, 14th Nov 2019
- Thursday, 12th Dec 2019
- Thursday, 9th Jan 2020

Find us on
www.fiatclub.org.au

Facebook
Fiat Car Club of Victoria

Contributions to FIATmonth are always welcome

Contact Editor
editor@fiatclub.org.au

If you are sending photos please send at high resolution and as separate files to the article

Fiat Car Club of Victoria is affiliated with
Motorsport Australia
new name for
CAMS MSCA



Membership News

Robert Judd, Membership and Club Permit Secretary

It's been a busy time with membership renewals, but I'm pleased to report that we continue to gain new members as well and we welcome the following new members –

Mark Crellin's children, Zachariah, Lily & Rhys
Ian, Kirstin & Stella Storrer – Fiat X1/9
Roberto Scalpelli's children, Stephano & Valentina

Greg Williams – Fiat 124BC

Marco Mitchell - 124 Abarth Spider

Enza Raffaele – Fiat 500X PopStar

Laurence (Desmond) Donnan – Fiat 501

Bart Crescia – Fiat 124 Spider

Joe Sammut (yes another one!) – Porsche

Nadia Rocco, Joe's Wife

Timothy McCullough & Veronica Alzate Arango – Fiat 500 Anniversario

Thena Nadarajah – Fiat 131 Superbrava, Lambo Espada & Alfa GTV 1750

John, Tiziana & Alessia Travaglini – Fiat 124CC, 130 Sedan & Fiat 124 Spider

Pat Toscano – Ducato van and a sponsor of the club

Joe Lopizzo – 595 Abarth Competizione & 850 Sport Coupe

James Masocco – Mercedes C280 & VW Passat R36



Bart's 1971 124 Spider

Featured New Member: Bart Crescia

Bart is the proud owner of the Rocco Campesi's beautifully restored 1971 124 Spider and he tells us of his "Fiat story"..... "I am loving this new car, I can't believe the amount of attention and compliments it is getting. Being back in a Fiat brings back so many fond memories.

My interest in Fiats began at the age of 17 when I worked part time at Coles. A good friend at the time, who worked with me, had a Fiat 124 coupe and he used to drive me home after work.

We would also go cruising in it as young men did at the time and we loved the attention we drew from the young ladies as we cruised down Lygon St, windows wound down and definitely with elbows out. I loved the wood grain interior, its unique curves and that wonderful, distinctive Fiat sound

I knew from those days that hopefully I would also own one of my own. Now at age 51, wrinkles, greys and 20kg heavier, and yes, it has been a long time coming but I finally have my own. Not quite the maroon coupe that used to drive me around but Rocco's beautifully restored 124 Spider, silver in colour with its impressive red interior.

Being reconnected with this car, particularly listening to its distinctive Fiat sound takes me back to my Coles days, cruising along aimlessly and my teenage dreams.

I am looking forward to many weekend drives with the family (not all at once of course) and meeting with other Fiat enthusiasts"

We look forward to meeting Bart at an event in the near future - welcome to FCCV Ed

MEMBERSHIP & CLUB PERMIT UPDATE

In the last few weeks we have had another issue with Vicroads and their Permit signature approval system. After some stress and a little inconvenience for a couple of our members this has been resolved and hopefully now our new list and titles will satisfy the interpretation for a few years. The issue involved a changed interpretation of who was eligible to sign and this did not only affect our club.

We are moving the membership and club permit records onto a new dedicated database which will link the 2 systems. This should streamline the process in the future and will offer advantages with a linked email system and other features. This will enable us to stop sending emails

via mailchimp which has become increasingly troublesome and is also another database that we need to maintain. By the time you read this article I hope to have the membership system loaded and will be commencing the transfer of the Club Permit data. This process should be seamless from the member's point of view but will assist us in the future as our club continues to grow.

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

Competition Report

Bill Freame, Competition Secretary

In this, the 120th year of the founding of FIAT, and the 62nd year of FCCV, I am honoured to have been elected the Competition Secretary and charged with providing information regarding various coming competition events available to our members, as well as reporting on past events. As you can see by the calendar below, there are many more events available. Don't want to compete? Every competition will provide photo opportunities of 'Fiats in Action' for the 2020 photo competition, so get your camera's out recording the action.



Competition Secretary Bill Freame

There are many opportunities to enjoy driving your car in competitions, with the club Motorkhanas having the cheapest entry fee and no special equipment required, then Khanacross and Hillclimbs which require a helmet for the driver, a mounted fire extinguisher in the car, metal valve caps on your wheels and they have a higher entry fee. Further up the range for participation (prior to going into serious racing events) is Sprinting with either MSCA or AROCA, on the excellent permanent race

tracks we are blessed with in this state. Highest cost is going to be to do any of the Targa style events, over several days of competition. If you think you would like to do any of these events, feel free to make contact with myself or any of the (competition) active members who will be able to answer most of your questions and help ease you into your first event.

COMPETITION EVENTS NOVEMBER- DECEMBER 2019

(2020 Calendar still to be confirmed)

November

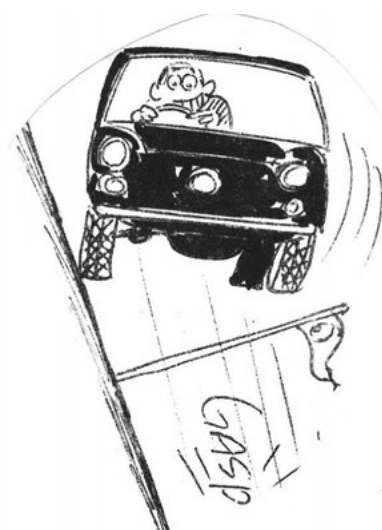
Sun 2	MSCA Round 10 Sprint	Winton
Thurs7- Sun 10	Targa High Country	Mansfield
Sat 23	AROCA Sprints	Winton
Sun 24	Group 5 Round 10 / HAC Interclub Motorkhana	Pakenham

December

Sat 7	MSCA Come and Try	Phillip Island *
Sat 8	AROCA Sprints	Phillip Island *

Note: both these sprint events fill fast so get your entries in early

Contact Bill Freame for details of any of these events 0412 814 855



PAST EVENTS

Peter Bartold

MSCA WINTON, AUG 11 Paul Freame was our only competing member at this event, using the day as a tyre test session for his Punto Sport, to ready himself as a member of the FCCV AROCA 12hour team.

VMC7 MOTORKHANA, AT COLAC, AUG 18

This is an excellent venue, even when the surface is wet. Two test fields were used, with a total of 10 tests on the day. FCCV were represented by Marisa Gangemi and Steve Cracknell in the 500 Abarth, Dallas Benbow in his X19, Erin Freame in her(?) Punto, with Paul and Bill Freame in their 127ti Special. Paul completed the day in the Punto after we retired the special with a minor problem, however he was able to nominate the Punto as a special with him driving it, wearing a helmet, thus staying within that class. Erin did all the tests, including the two that required selection of reverse gear, completed all the tests correctly and with no flag penalties, an excellent result for any 12year old in their first competition year.

AVALON KHANACROSS GROUP 5, SEPT 15

Frank Spinosa and Julian Di Battista shared their 500 to compete in this event. According to Frank, they both thoroughly enjoyed the day and look forward to doing some more of these events in the future. It was on the dirt surface, but it allows good grip in the dry.



Dallas Benbow and X19 ready to go



Abarth 500 Marisa Gangemi and Steve Cracknell's car for the event



Ruth Freame in the Punto taking out the AMC Ladies Championship



Paul Freame

AUSTRALIAN MOTORKHANA CHAMPIONSHIP (AMC), OCT 4, 5 near Bendigo.

The top drivers, from all over, compete each year to find that years champions. Paul, Ruth and Erin Freame entered, each driving their Motorkhana Punto. Of the 12 tests run, five included reversing sections required on them. At the conclusion of the day, there is always a 'Top 10 Shootout', for the 10 quickest Specials drivers and the 10 quickest production cars! The shootout test selected this year was chosen to be the 'Pride of Erin', a test that was designed by Erin at the Fiat Nationals, when she was still seven years old! Just like the dance, it requires rhythm and serious concentration. A fitting challenge for the best drivers. At the end of the day, the overall winner invited Erin to drive his special, on her event. She drove it sensibly and hasn't stopped grinning!

Congratulations to Ruth who was declared the Production Car Ladies Champion. We are delighted for Ruth as she was driving at a higher level and with very good times for the first eight events, before the car started being difficult!!!

Come & Try Practice Motorkhana METEC

This event was well attended, with 20+ participants doing the Come & Try segment and enjoying it very much. It was a good family day, with several 9, 10 and 11 year old juniors, all watching enviously as Erin Freame was the only junior participating on the day. It was great to see some of the ladies try a motorkhana for the first time. Hopefully the smile on their faces will lead to more events in the future. Well done Toni Romeo and Maria Di Censo.

Special thanks to several people who helped the day to run. Shane Williams for scrutiny, Rob and Deb Judd for bringing the flags and witches hats, as well as helping with timing, Peter Kerr who came and recorded all the test times and finally Paul Freame who did all the documentation, the printing and an entry list, as well as driving the Punto at only about 80% as the car Zero. Thank you one and all! These events can't happen without the involvement of many people, who give their time willingly.



Mario and Maria Di Censo entering the finish garage



Peter Bartold in 500F



The Judd's 131



Toni and Tony Romeo in their Abarth 500

CAMS Club Challenge Hillclimb

Report on the event Peter Bartold

FCCV had two teams, of the 15 teams entered in the CAMS Club Challenge, at the Haunted Hills Hillclimb venue run by the Gippsland Car Club. Frank Spinosa, Ian Maud and Peter Bartold were in their X1-9's, with Mario Di Censo in his 595 Abarth, all nominated as the Scuderia X1/9 team. Barry Ellis and Paul Freame were in their Punto Sport's, joined by Phil Buggee in his 124AC Spider. They nominated as the FCCV Team.

counted, out of up to five drivers in a team. So, you didn't need the fastest of cars, you needed drivers who could do almost constant times, as near identical as possible. Thus, the field was made up of some very quick cars, however there were also a Renault R4 and an R8, several Gemini's and each of these was possibly capable of putting in winning times.

The event was run on the CLOCKWISE FIGURE 8 TRACK, with an ADDITIONAL LOOP. This required the drivers to remember to do two laps of the loop!!!! Scoring was brilliant, with the average of each drivers fastest two times (of five runs) and the three fastest drivers in each team being

I would urge all members to consider joining one of our teams when the next one comes around. It was fun and each of our team members was proudly representing this club. I was honestly very proud of the effort put in by our drivers, all in Fiats, who finished 7th and 8th of the 15 teams who entered.



Peter Bartold on track



Team FCCV Phil Buggee, Barry Ellis, Paul Freame



Team Scuderia X19 Frank Spinosa, Ian Maud, Mario Di Censo, Peter Bartold



Vita Sociale



CAFFE DI SABATO

Studley Park Boathouse

7 September 2019
By Paul Pozzobon

The Boathouse was a regular venue for our coffee mornings some years ago, but we have not been there for a while. It was another good turnout in a very picturesque setting and although it was cold and miserable outside, the Boathouse provided a warm and comfortable spot to enjoy some excellent food and coffee.



Ivanhoe Golf Club

5 October 2019
By Paul Pozzobon

This was a new venue for our Caffè di sabato and once again we had a big crowd to enjoy coffee in a very picturesque setting.



MID WEEK RUN TARRAWARRA MUSEUM OF ART

By Lyn Bartold Photos Terry Brookes, Jenny Baker

Referred to as the Pop-Up Run by organiser Richard Unkles, because of its late entry to the calendar, the September Midweek Run attracted 23 club members and friends, an excellent effort considering any midweek events will always be limited to a smaller group of club members.

We met at Tarrawarra Museum of Art, between Yarra Glen and Healesville, to view the current Archibald Prize finalist paintings at the earliest viewing time of 9.30am. The early start was to allow us to include a drive through the Yarra Valley and lunch at Yarra Glen. The exhibition was beautifully set up and our mid-week visit meant we were able to enjoy what was on display without big crowds and at a leisurely pace. There were some amazing paintings in the exhibition, some more popular than others with our group and many of us believing we could have chosen a more worthy winner, which is always the case with works of art!!

After a coffee in an outdoor area overlooking the vineyards and magnificent grounds of the Museum we headed out for a drive that took us through the outskirts of Healesville, to Toolangi, back to Healesville and on to Yarra Glen on Fiat drivers' roads. Our group was very 124-centric with 3 x 124 coupes, 3 x 124 spiders and our Vignale 124 as well as a range of other Fiats and an Alfa.

We had lunch outside in sun at the Yarra Glen Cafe, housed in an original heritage house in the middle of the town. It was a wonderfully relaxed day where we were able to combine a great drive in our beloved cars on good roads, fabulous art, good food and friendship. Thanks to Richard and Elsa Unkles for organising this "pop-up" event.



Winner Archibald Prize- Tony Costa's painting of artist Lindy Lee

Photo Jenny Baker



Tarrawarra Gallery Photo Jenny Baker



1. Coffee before exhibition

2 & 3. Fiat members enjoying the portraits

Photos 1, 2 & 3 by Terry Brookes

4. Artist Idris Murphy by Marc Etherington

5. David Wenham, by Tessa MacKay Packing Room Prize

Photos 4, 5 by Jenny Baker



HARRY'S RUN

By Lyn Bartold Photos by Jenny Baker, Jo Sammut

Harry's Run is an annual event held to remember Life Member, Harry Baker who passed away 12 years ago. Harry was a passionate Fiat owner, and with his wife, Jenny, loved a good Fiat Club run so it is appropriate that Harry's Run is held each year for us to remember our great friend Harry. It is also an opportunity for our club to use this drive as an opportunity to support a charity of the Baker families choice, and once again this charity is the FSHD Foundation (Muscular Dystrophy). Jenny Baker was, once again about to be with us for the day, so it was also a chance for club members to catch up with her.

Richard and Elsa Unkles, once again, took on the job as planners and organisers and, as usual, they provided us with interesting roads, a great feature visit and an excellent lunch spot. From our meeting in Templestowe where 50+ members and friends had gathered we headed off through Warrandyte, Wonga Park, Coldstream and Wandin to our morning tea stop at the Mont De Lancey Historic Homestead in Wandin North.

This beautiful historic 1880's homestead and property includes a fabulous display of memorabilia, clothing of the era, information about the family and early settlers of the area, as well as a working blacksmiths, vintage machinery and beautiful gardens. So plenty to keep the group occupied. We enjoyed a wonderful scones and jam and cream morning tea before heading off on some more interesting roads to Coldstream for lunch. Although it was a very cold day



with a little rain our stop was enjoyed by everyone with many of us (especially those of us who do not live very far away from this heritage site) were wondering why we had not heard of it before - a hidden gem, well worth the visit.

Coldstream Brewery was our lunch venue where we enjoyed some excellent pizzas and a chance to catch up with other members of the group. Jenny expressed her appreciation to the club for keeping Harry's memory alive and to Richard and Elsa for again organising an excellent day out.

Harry and Jenny Baker Award.

The announcement of the club member or couple who the Committee has decided is the worthy winner of this award is made on the run each year. This award celebrates the member(s) who has contributed to the life of the club over the past year. This could be as a Committee Member, or a member who has volunteered their time in many ways throughout the year and has promoted the club and Fiats in general visibly and with enthusiasm. There have been many worthy winners in past years and this year the award goes to Roger Beattie, our current President. Roger is tireless in promoting our club and is constantly looking for opportunities for our club members to enjoy their Fiats, even travelling interstate to Fiat Club coffee mornings etc to strengthen the ties with interstate clubs to build a strong national Fiat Clubs entity. Well done Roger. The Perpetual and Individual trophies were presented at the September General Meeting.



Cars at the start of the run



1



2



3



4



7



5



6

Captions

1 & 2 Mont de Lancey Homestead
3 Blacksmith's work shop
4 Cars at the Homestead

5 The Harry and Jenny Baker Award
6 Jenny Baker and Lyn Bartold at lunch
7 Lunch at Coldstream Brewery



Fiat V Alfa Clubs Bocce Challenge

*By Lyn Bartold
Photos by Peter Bartold, Joe Sammut*

This is the 11th year of our Interclub Bocce Challenge with the Alfa Club and we had our biggest turn-up ever. We had 68 people in attendance, a few as spectators cheering their club on but the rest of us playing. This made for some very crowded courts with either 4 or 5 for each team on all the courts. After some instruction from the Furlan Bocce Club we were into the matches and some great competition

ensured. After an hour of play, the games finished and whatever the score was and we headed for a supper of antipasto, pizza and pasta. As always there was plenty of conversation and laughter as there always is when like minded groups get together and much anticipation to hear the score and who won the cup. The scores were close with a 4 courts to 3 win to the Fiat Club. Of the 11



Pre-game instruction

Challenges we have played Alfa has won 6 and the Fiat Club 5 so it is always very competitive. Each year we say that we will have some practice games to improve our skills before the next Challenge but every year we forget or become too busy and it never happens.

Thanks to everyone who came along and played hard so we could go home with the trophy



2



5



3



6



4

Captions

2, 3, 4 Games in progress
5 & 6 Dinner and chat



5

Trophy Presentation

Motorclassica 2019

By Lyn Bartold

Photos by Peter Bartold, Roger Beattie, Mark Weinberger

Once again we were treated to a wonderful spectacle at Motorclassica with an outstanding collection of cars on display. By reading the pre-event advertising, we can always expect a range of “extraordinary, rare, desirable and valuable collector cars and motorcycles from around Australia and the world” and this year’s event did not disappoint. The celebrated marques were 100years of Bentley, Alvis and Citroen, 60 years of Mini and of huge interest for us, 70 years of Abarth. In addition there was a tribute to Japanese Sports Cars as well as a huge range of magnificent models judged worthy to be amongst the 80 on display this year.

As well as the cars there are other attractions to keep the visitors busy. One of these is the Main Stage, which this year, included an interview with FCCV member Lucio Cesario who was speaking about his time as a Lancia/ Abarth driver and his Simca Abarth restoration project.



David Judd at trophy presentation.



Lucio Cesario's Interview and his Simca Abarth restoration project



Abarth X19
Stradale Prototype,
built by Bertone



Club Sandwich@Motorclassica



FCCV - winners of Best Display Club Sandwich with trophy



Augustine Banko with Trophy for Best Display Car - Alfa 6C in Zagato display

Club Sandwich, this year, returned to its usual format of car clubs being able to apply to either Friday, Saturday or Sunday (last year the success applicant clubs were required to leave our cars there from Thursday afternoon to Sunday).

I applied for the Sunday when applications were called for in June and we were given it. We were allowed 12 cars in our display so we aimed at having a variety of models with Abarths being a feature to celebrate the 70 year anniversary of the marque. Being the competitive group that we are (or is that just me!!) we were keen to win the trophy for best club display as we had last year and we put some effort into the way we placed the cars with one of our marques in the middle with a table

decorated in Italian colours with past magazines and plenty of members on site to sing the praises of our club

It all worked and we came home with the trophy once again - well done team!

Thank you to the members who brought their cars to our Club Sandwich display. Roger Beattie, 1200 Cabriolet. Peter and Lyn Bartold, X19. James Woodburn 124 Spider. Richard Brewster 124CC. Sandro Cesario, Abarth Autobiachi. Luigi Manzo, 500 F. Rob Judd Abarth 850 Spider Replica. Ralph Di Censo Abarth 124 Spider Modern. Frank Caia 124 Spider Replica. Rob Brunno Abarth 500 Replica.



FCCV Cars in our Club Sandwich display



DES DOONAN'S UNRESTORED
HOLDEN BODIED 501 PROJECT



The News Stand

RICHARD UNKLES

A hearty welcome to new members Des Donnan in South East Queensland and to John Ray in Hobart. Both are restoring Fiat Tipo 501 cars. Des's is a wide track 501C and John's is a narrow track from early 1923. Photo will show just how much work Des has ahead of him. He believes that he has the remains of a Holden roadster body, which Brody Bishop has done his best to confirm. Should anyone have any photos of a Holden roadster Des would be most grateful. His email is dedonnan88@gmail.com

Ralph Richardson near Gympie has already been helpful with 4 off 19" wheels and Des has also found a number of missing parts. Des is an accomplished restorer over several decades, mostly working with Alvis cars, so this job does not phase him.



JOHN RAY'S 501

John has a tourer body of Tasmanian origin to keep him busy. The engine is showing lots of wear and we are helping him with sourcing an engine for various spares and a crown wheel and pinion.

Rob Poynter was spotted with his head under the

bonnet of his 501 after the October coffee morning. The problem appeared to be a partially blocked jet which allowed the car to run up to a fast idle but would die when required to accelerate. His advice to all those who have a carburettor on their engine is to carry some 10amp and 15amp fuse wire to clear any dubious jets. Rob Judd had a similar severe flat spot problem with an 850 engine. The jets appeared to be clear at the finer jet holes but the problem was a build up of a sort of material



ROB POYNTER SORTING HIS
501C AFTER THE CAFFE
DI SABATO AT IVANHOE
GOLF CLUB

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



THE ENGLISH 503 AT THE BROOKLANDS AUCTION



THE THOMAS FLYER



THE NAZZARO AT VERNASCA

Auction Interest

Whilst we were away on the FCCV trip to Europe, a Fiat 503 spider was spotted in the line up for the Brooklands Car Auction. It seemed to have had recent attention to the engine area and the paintwork was clearly not original, but the leather interior was. It was sold with some spares and raised £10,250, which equates to some AUD\$18,750. This shows that the model has similar values in either country.

A Piece of History

The photo is of the 1907 Thomas Flyer which holds the world record for the winning margin of a car race. Shown here on display at the recent Pebble Beach Concours, supposedly in the exactly the same condition that it arrived in Paris after leaving New York on 12th February and arriving in Paris on 30th July, 1908. It won the New York to Paris race of 16,700km in 1908 by the margin of 26 days. Whilst the German Protos arrived in Paris first, it was penalized 30 days because it skipped Japan and was trained for a section of the trip. Whilst it claims to be seen here in the same condition that it completed the race, the claim may be dubious as when it was shipped back to New York souvenir hunters grabbed anything they could. It has been a museum piece since the event at the Harrah Museum in Reno. It beat the third placed Italian Zusta team by a couple of months. Only these 3 cars finished.

Also of interest, the outright winner of Pebble Beach was a 1931 Bentley Gurney Nutting tourer of a modest 8 litres. Not sure what the rate of fuel consumption is. That was probably not of much interest to the owners as it would be a tiny fraction of the cost of the professional restoration. The paint job is so much better than the original it could never win a Concours de Originaire. If you think that it only costs the owners to get to Pebble Beach Concours, think again. The entry fee for Joe Public is US\$450.

Vernasca Views

The mid year FCCV trip to Italy allowed an introduction to the owners of the only Tipo 501 at the hill climb and the only Nazzaro. The 501 is ex New Zealand and was originally sold to UK where we believe that it was solidly campaigned to win an annual VSCC award which requires attendance at a number of events. It was subsequently sold

to Italy. It has a number modifications including an SU carburettor, distributor ignition, a 503 head and a pancake radiator fan. It is likely that this car has a counter balanced crankshaft made by the late Alan Roberts in Christchurch. The rear of the body appears to be fibreglass. Your scribe remembers this car on the NZ International Rally in 1996.

The Nazzaro was brought over from UK. A long way for a single day's couple of runs. An impressive car and typical of larger cars of the period with a long stroke side valve engine. The car starts easily on the crank if the correct procedure is followed. It would be hard work cranking an engine of this size if it gave trouble!

AROCA 12 Hour Regularity Relay

By Bill Freame

Photos Marisa Gangemi, Paul Freame

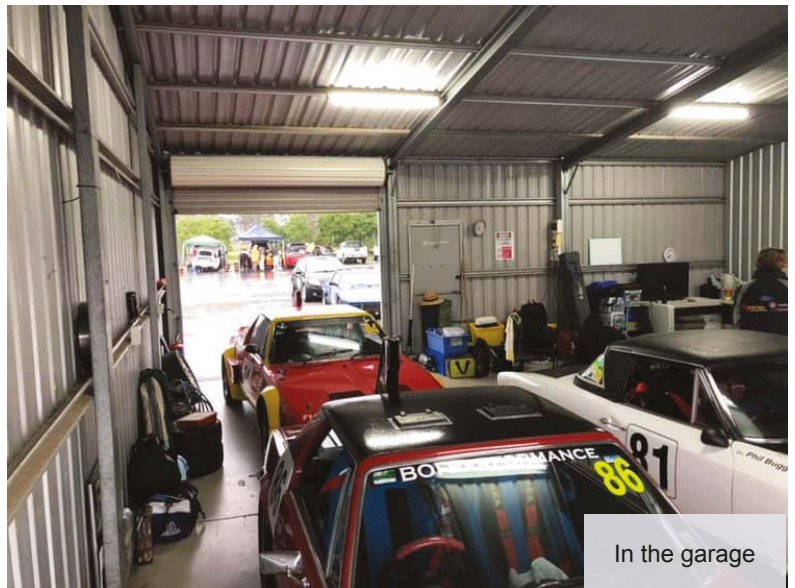
Another Bathurst Telecast Missed

The weekend of 11th to 13th of October was a huge motorsport weekend in this country. The AROCA 12hour regularity relay is always keenly contested and it frequently clashes with the Bathurst 1000, often sharing the same weekend. The 12 hour is a team event, requiring 3 to 6 drivers, in 3 to 6 cars which can be shared, plus a Team Manager is required, to take responsibility of running the team to the rules of the event.

The drivers need to nominate a lap time, after practice and qualifying, with the range of lap times between 1:40 and 2:10. Each team is provided with one Velcro sash, which needs to be attached to the car (right front mudguard) to be permitted onto the race track, from the pits. Before entering the track, each car and driver is checked, every time, to ensure the sash is on the car, helmet and seatbelt fastened, plus the driver has a wrist band. So, all teams are trying to get their sash around the track as many times as possible, within the total 720 minutes duration of the event.

The FCCV team began planning for this 2019 event just after the 2018 event. This year we ended up with a 6-car team, although there had been two late substitutions, with Ian Maud and Stuart Hocking replacing two drop-outs. I was anticipating having a six Fiat team; however, Stuart then substituted the (Turbo) 124 Coupe for an Audi he has purchased. Because it's not a race meeting, but a regularity, the minimum licence required is a CAMS Level 2S, so it's easy to qualify to drive in it.

So, the team was set as Phil Buggee, 124 Spider; Paul Freame, Punto Sport; Stuart Hocking, Audi A3; Ian Maud, X1/9; Frank Spinosa, X1/9; and Shayne Williams, X1/9. Somehow, I found myself in the enviable position of Team Manager, yet again. However, it was Paul who did most of the planning and organising for this event.



In the garage



Frank Spinosa in his X 19 waiting to race



Ian Maud in X19 getting instructions from Paul Freame and Stuart Hocking

The Alfa Club have the capability to supply all the senior officials needed to conduct an event of this magnitude, however, each team is required to provide a 'volunteer' for two hours, during the event. This usually has them marshalling 'traffic management' along Pit Lane, during the competition. We are excused from that, as Phil and Shayne help with the scrutiny on Friday afternoon and again to finish off scrutiny on Saturday morning. During the scrutiny this year, Shayne found another 'Fake' safety harness, a copy of a quality brand name, that had been bought off the internet! These fake harnesses could kill in a serious accident, and they continue to be used by drivers thinking they have purchased a bargain. It's not only the Takata airbags that are dangerous.

The Benalla area had received 20mls of rain by Saturday morning, with it still raining when practice began at 8:30am. Each driver needs three laps, at pace, to qualify for the event. From these lap times the nominated lap times are derived (guessed at) by the team. We were way out on Stuart's nominated time, as it turned out. We were able to practice the sash change technique as each driver qualified, in turn. We time to a gap on the far side of the track, which allows about 35 seconds to put the numbers on the pit board and display it to the driver as he flashes past. However, the event

timing is electronic, at the finish line. This means the time we are displaying to the driver as an indication of the lap can be different to the official timing.

Our timing position at the Pit Wall was a lake, as the depression we would normally stand in was filled with water. However, with Peter Bartold helping, we filled it in with some loose gravel, thus getting above the puddle. Peter had come to help with the pit wall timing on Saturday. Lyn was also present, however she was way too busy putting this next Fiatmonth together, for your enjoyment.

There was a slight delay in starting the event, scheduled to start at noon. Two laps behind the Alfa 'Pace Car' and the event went green at 12:17pm. It had been planned that each driving stint would be about 40 minutes. However, each driver is always instructed that if they need to pit early, they just need to put the headlights on and we will be ready for the swap over by the time they arrive in pit lane. The exchanges all went smoothly, with no problems at sash change. Minor problems and refuelling always promptly attended to, at the rear of the pits. At 5:17pm the event stopped, with all cars on track returning to pit lane. The remaining seven hours would be completed on Sunday.

Sunday dawned sunny and dry, with

the first combatants lined up at an angle, on pit lane. The cars were arranged in the order that they crossed the finish line on the Saturday. At 8:30am, the track went green and the cars resumed the battle, straight out of the pits, on cold tyres. (and cold brains) Frank was our first car, with the other team cars all getting their turn, progressively. The hours rolled on, and Paul had the honour of being our final car 'on track' when the flag dropped to finish the day, right on 3:30pm. Another 12hour done!

Cars were loaded up and all equipment parked, placings were announced and presentations made to the winning teams. Team FCCV finished 23rd, FCNSW 22nd, both due to too many laps faster than our nominated times and there was only 2 laps difference between us. Did we enjoy the event? You bet we did. The Alfa Club (AROCA) always do an excellent job with this event, not only providing most of the officials, but also supplying several teams in the event. FCCV struggled to field a seven-member team, plus we appreciated Peter's help on Saturday and Marisa (taking photo's) on Sunday.

So yes, that's another Bathurst 1000 telecast we've missed, but we were doing something we all enjoyed. I eventually heard the Bathurst result on Monday morning.



Paul Freame in Punto ready to go

Shayne Williams on track in X19

Phil Buggie in the 124 Spider

ECCV Europe/UK Trip

By Lyn Bartold
Photos by Peter Bartold

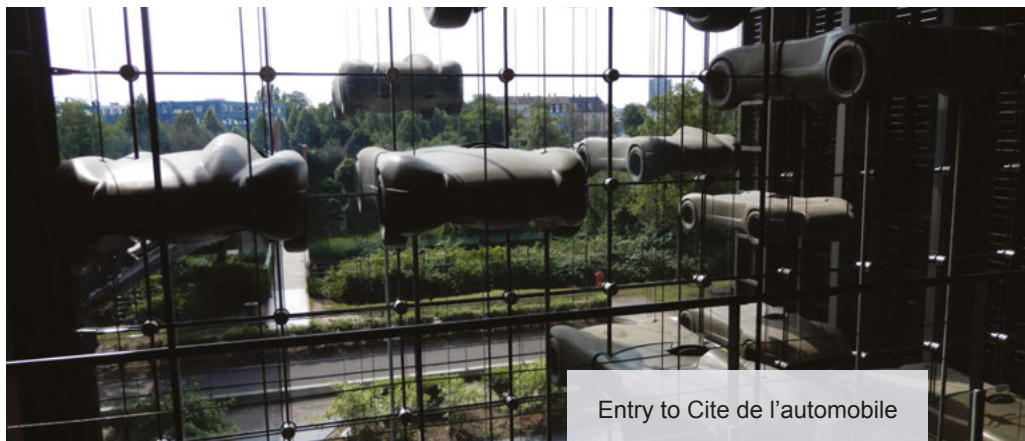
France - Britain

Cite de l'Automobile, The Schrumpf Museum, Mulhouse, France

Brothers Hans and Fritz Schrumpf began a spun woollen products factory in Mulhouse where they devoted their time to the business and becoming wealthy.

Their growing wealth enabled them to start collecting cars, with an obsession with Bugattis. Over the years 400 cars had been collected but the obsession with the cars ended up bankrupting the business and the government stepped in and claimed the museum and its cars to pay the debts they had accumulated.

The scale of this museum is incredible being the largest car museum open to the public, in the world. There are more than 400 vehicles on display, covering the period from 1878 to today.



This is beautifully set out but somewhat overwhelming for one visit (Richard and Elsa Unkles have been there a number of times and Richard says he is only up to 1924!!) It is definitely the largest collection of Bugattis assembled anywhere in the world and takes you through the history of the marque to the present day.

But the museum is not just about Bugattis, there are plenty of other cars on display including a 1936 Fiat Balilla. There are also many video presentations that put the cars of the era in the context of the social history of the time. This museum is a must see for all car enthusiasts.



France - Britain

Chateau de Savigny - Dijon, France

Chateau de Savigny is in the beautiful Burgundy region of France and is a winery and it has an astonishing collection of 36 Abarths(many prototypes),100 aircraft, wine making machinery, motor bikes, fire engines model car and bikes, space craft and the list goes on. When Peter and I visited Vernasca Silver Flag Hillclimb 2 years ago, the theme was Abarth and there were 34 Abarths, mostly racing cars at the event. Many of these came from Chateau de Savigny so we thought it should be included as a destination for this year's trip.

The Chateau is set in beautiful, extensive grounds and much of it houses parts of the various collections. The old stables are where, what has to be the biggest collection of Abarths anywhere, are housed, on the second floor with a huge lift so that the cars can be taken out for events. I was imagining the chaos there would be to get the cars out and it reminded me of the movie, The Castle, where they had to move the Cortina to get the Holden out, to get the Camira out!! There were a number of the collection at Vernasca Silver Flag when we were there the week before our visit to the Chateau.

Although the Abarths were the drawcard for our visit, we spent a few hours exploring the Chateau, the beautiful grounds and all of the displays

Captions

- 1,2 Part of the Abarth Collection
- 3 Motorbikes in the Chateau
- 4 Some of the 100+ planes in the collection
- 5 Spacecraft



Goodwood Festival of Speed

*By Peter and Lyn Bartold
Photos by Peter Bartold*

Goodwood Festival of Speed is an annual hill climb featuring historic and modern racing cars held in the grounds of Goodwood House. It was founded by Lord March (who later became the Duke of Richmond) to bring motor racing back to the Goodwood Estate which had a long history of British motor racing. The event attracts huge crowds each year, so now attendance numbers are capped at 150,000 per day and generally it is sold out.

Traditionally, the event has been a hill climb but now there is a forest rally stage and a skid-pan section as well as a supercar run. In addition to the track action there is also the Cartier Style et Luxe which is a car show that is by invitation, resulting in an amazing selection of cars on display. Included in the group of Abarths was his first production car, the Vignale bodied 205 Monza which won the concourse section of the event.

As well as all of this there are displays by car marques and automotive equipment which are housed in incredible structures.



Goodwood House and sculpture



The Vignale bodied Abarth 205 Monza



Alfa Romeo and Ford Pavillions

There are grand stands everywhere and giant screens so you can see the action wherever it is happening as well as interviews and specials features.

The whole event was quite overwhelming as there was so much to see and do and the one day we had allocated to the event in our itinerary was totally inadequate. We did not make it up to the rally section or the skid pan, although some of our group did, but we were able to watch them what was happening there on the big screens. The Supercar section was amazing and just as we arrived they were returning to their garages - the sights and sounds of this parade were incredible! The new Brabham was there with its creator, David Brabham.

The whole experience of Goodwood Festival Of Speed was amazing and something that every car enthusiast should attend if the chance to travel to Britain in July arises. It was certainly a feature event for the FCCV trip.



The New Brabham



Supercars returning from the track



Action on the track



Brooklands Race Track and Museum

*By Peter Matters
Photos by Peter Bartold*

The last stop for the Italy/France/Britain of our FCCV T2019 Trip was the Brooklands Museum located in Surrey, South East of London.

Most of us think of Brooklands as the home of the famous motor racing circuit, however the story is much more interesting than simply its role as a 1930's high speed motor racing circuit. What is less well known is the role that Brooklands played in the development of the British aero industry. In particular the importance of Brooklands in the development and support of the RAF leading up to and through WW2

Brooklands opened in 1907 and was the world's first purpose built Motor Racing track. It went on to see the end of the Edwardian era of motor vehicles and aeroplanes, through the heyday of British motoring in the 1920s and 30s to the development and production of many fine aircraft, not the least being the Hawker Hurricane- the unsung hero and workhorse of the RAF during the Battle of Britain in 1940. The Hurricane was assembled and first flown from Brooklands in 1935. there were 3012 Hurricanes produced at Brooklands and the site contains one of the original WW2 hangers in which the Wellington bomber was assembled.

Vickers bought the site in 1946 and went on to produce the Viscount (Britain's biggest selling aircraft ever), the VC10, the V Bomber (Vulcans and the Victors). Brooklands continued as a designed and production centre for the British aero industry under the stewardship of BAC which went on to produce the Concorde, more of which were built there than at any other factory. The 3rd Concord ever produced is now an on-site display at Brooklands.

As Brooklands was a key aircraft production site, it was bombed by the Luftwaffe in September 1940, resulting in the death of nearly 90 workers and over 400 injured. Brooklands is a much diminished site nowadays. What was once a 2 and 3/4 mile circuit with a "finishing straight" which added another 1/2 mile, ran past the club house and 2two huge banked sections nearly 20ft high

What has been preserved is enough of the banked track and the club house and various sheds to give the visitor a sense of what it would have been like in its heyday. The sheds are full of famous British marques including Bentley, Riley, ERA, Morgan and MG and now tell the story of the drivers and their cars. One of the most famous record breakers housed at Brookland's is the 1933 Napier Railton which, achieves 147mph in 1930 on the Brookland's track. Unfortunately for us it was not on site as it was at Goodwood Festival of Speed so we had seen it a few days earlier.

In 2017 the Wellington assembly hanger was relocated and reopened as the Brooklands Aircraft museum, an interactive exhibition where the visitor can practise riveting, view various construction and manufacturing processes and many the many aircraft on display (including the Hurricane, a Wellington Bomber, a Hawker Harrier and a Sopwith Camel) One of the fascinating exhibits is the note book of the first Hawker Hurricane test pilot, which is in the form of pad worn on the pilots thigh.

I have not mentioned motorcycles, Aero Clubs and Flying Schools, or the London Bus Museum,- all on site

Would I go back? You betcha - old cars and old planes on the one site- how good is that!! The first visit just gives you a sense of the site and its history. The second will be a chance to explore with a deeper understanding of what went on there.





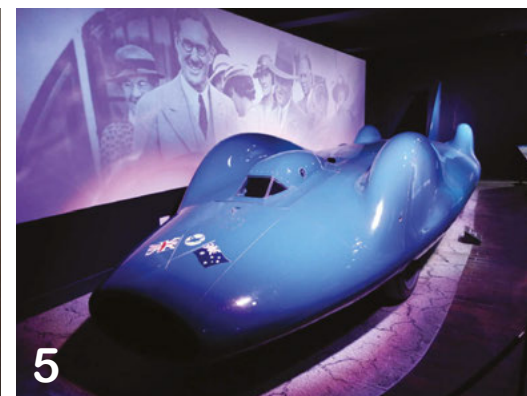
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Captions

- 1 The Track
- 2 Part of car collection
- 3 Club Rooms

- 4 Wood Sculpture of Reid Railton, who in 1925, redesigned the Bluebird for Donald Campbell and built the Napier Railton which set the fastest time ever, of 143.44mph, at Brooklands

- 5 Donald Campbell's Bluebird
- 6 The Sopwith Camel
- 7 Aircraft Display hanger

The last Fiat to race in the Bathurst 1000. Part 1

By Gordon Michell

Gordon is a member of the West Australian Fiat Club and those who went to the National this year will remember Gordon's superfast X19 Ed

The last Fiat to race in the Bathurst 1000 is quite a dubious claim to make but it is true that I had the privilege at the time of driving the last Fiat to race in the Bathurst 1000 way back in 1986, before V8 Supercars took over the running of the Australian Touring Car Championship and Bathurst and thereafter limiting entries to only Ford or Holden V8s.

There have of course been more recent Fiat appearances at Bathurst in the 12 or 24 hour races when 3 of the Abarth 500s ran but the Fiat Uno Turbo ie was the last Fiat to race in what was the biggest motor race in Australia at the time.

My ride in 1986 was courtesy of the late Frank Cecchele who did a deal with Ateco, the Fiat importer for Australia at the time, to buy from them 2 brand new Fiat Uno Turbo les that had been sent out from Italy for evaluation for the Australian market. Strangely one was rhd and the other was lhd but Frank bought both and had them brought to Perth.

The rhd one Frank got licensed for road use but the lhd one was at that time not able to be licensed without being converted to rhd.

Having had a very successful career as an owner and preparer of some of the best Italian cars to have been seen racing in WA, with drivers such as Gordon Stephenson, Max Fletcher and Neville Cooper bringing home some very impressive results for him over the years, Frank and I hatched a plan to turn the lhd car into a race car.

I had driven for Frank from about 1980, firstly in the ex Brian Foley Chesterfield Racing Alfa Romeo V8, which sadly had to lose the beautiful 2.5 litre Quadcam Alfa Montreal based motor to comply with changed Sports Sedan rules of the day, and it was replaced with my turbocharged 3.5 litre Rover V8 that I had been developing in my Morris Marina Sports Sedan in a deal we did that saw me become Frank's regular driver.



Gordon's X19

Together Frank and I had won a few WA State Championships in the Alfa and then in the red Fiat 131 Abarth Stradale that Frank bought on one of his trips to Italy, along with an ex Works Fiat 131 Abarth World Rally Car. In fact the red car, running in the WA Streetcar category, became almost unbeatable and in 1986 went the whole year unbeaten in every race and Frank was looking for another challenge. So after running the Fiat Uno Turbo ie in the annual Wanneroo 300km race in completely standard form as it had arrived from Ateco (save for some R spec radial tyres) and finishing 3rd outright, Frank and I decided to modify it to the homologated FIA Group A regulations that Bathurst was running under at the time and enter it there.

It had shown quite good potential as an under 2000cc class Group A car so we set about placing an entry for the big Bathurst race. And while we were on that side of the country we noted that the Group A Touring Car race



Uno Turbo ready to race



The Uno on its way to Bathurst



The Uno on track with Gordon behind the wheel

was the main support category for the 1986 Australian Grand Prix in Adelaide a few weeks after Bathurst and we decided to enter that too as it was conveniently on the way home from Bathurst anyway.

All in all a trip and motor racing experience of a lifetime for us and in spite of some frustrations experienced (more details later) it was truly a marvellous time.

Preparing the Uno Turbo for Bathurst took place while Frank and I continued to race the successful red Fiat 131 Abarth Stradale throughout 1986, with Frank obtaining from the FIA the full homologation papers for the car to be able to race in the then world wide FIA Group A Touring Car category. The car was then modified to match those regulations down to and including acquiring and bolting to the floor, something like 85kg of lead ingots to bring the car up to the homologated minimum weight for the under 2000cc Class. We commented at the time that it will be the equivalent of carrying an adult as a passenger, which did the performance of the car no favours, but they were the rules.

With the help of some generous Western Australian sponsors we got everything ready and loaded up Frank's Fiat "truck" with the race Uno and the rhd standard car on a trailer behind it, to take along as our source for spare parts if needed. The whole rig with tools, jacks, etc, was loaded onto the Indian Pacific train at the East Perth rail terminal for the first part of the journey across the Nullarbor to Port Pirie in South Australia. Travelling on the same train were the 2 Robs, Rob Janney and Rob Mitchell (no relation) who had helped with the preparations and were to be part of our pitcrew for the race. They then had the task of driving rig across through Hay to Bathurst. The poor little 1600cc Fiat Mirafiori motor in the truck had it's work cut out towing that mass anyway but someway along the journey the boys noticed it was doing it harder than it should've been with it gradually getting slower and slower. Rob Mitchell who is a very good mechanic who has worked on many top line race cars, quickly identified that there was a hydraulic fault developing in the brakes of the truck resulting in the brakes not releasing fully after use and creating drag, which if allowed to continue would have resulted in them either seizing on and stopping the truck altogether or the drum brakes possibly catching fire. After dealing with that small issue the boys trundled on across the Hay plains reaching Bathurst in good time considering.

Meanwhile Frank and I remained in Perth as we still had a race meeting to run at Barbagallo Raceway in the 131 Abarth on the weekend before Bathurst before we flew

on East West Airlines (another WA sponsor at the time) to Sydney via a night stop in Uluru. Unfortunately with no moonlight at all that night we couldn't even make out the shape of Ayers Rock as it was known at the time.

When we arrived in Sydney we went straight to Ateco premises to collect a brand new Fiat Ducato high roof lwb van that Frank had purchased as part of the deal to buy the 2 Uno Turbos and then we had to source some wide wheels for the Uno as a sponsor who had promised to sort them out for us ran into supply problems from Italy and he could only come up with one set! After phoning around I managed to find at a Bob Jane T Mart, a couple of sets of some 15" Momo 3 spoke wheels that were suitable, which when added to the one Italian set and the standard sets of wheels, we at least had some wheels to race on.

After staying overnight in French's Forest with my friend Alan Richards, who also took on a Team Manager role in the pitcrew, we set off in the Ducato van for Bathurst to meet up with the race car, the 2 Robs, my co-Driver, Allan McCarthy, get our hired marquee erected in our Paddock location, have the Dunlop racing tyres mounted on the rims and get through the formalities of scrutineering, etc.

Finally we were ready to take the Uno out on the track for our first practice session and that is when our niggling troubles began. After cruising around for a bit of a preview of the track which I'd only ever seen on TV, I started to pick up the pace and was pleased with how quick the car seemed to be since I'd last driven it in standard form at the Wanneroo 300km race a few months earlier. Frank had modified it in accordance with what was allowed in the Group A homologation papers and it certainly had a lot more grunt as it was now running an aftermarket intercooler and higher boost, etc.

Unfortunately the smile on my face was soon wiped away as not far into the first practice session, after only a lap or 2 at race pace, the first sign of trouble occurred and over the weekend it turned out to be a pretty big problem. Going up through the cutting the motor just suddenly stopped as though the ignition had been turned off! With guidance from the flaggies, I managed to let it roll back into a safe spot off the track, all the while trying to restart it on the starter motor but to no avail. Unfortunately that was to be the start of a mystery electronic problem that was to plague us for the whole weekend and it even persisted into the Adelaide Grand Prix weekend a few weeks later.

To be continued in next FIATmonth

Coming Events



Caffe di sabato

Coffee Cup
Beasley's Tea Rooms

10am Saturday 2nd November

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



Festa da via Verde Display

Saturday 16th November
Healesville

Join us and display your Fiat and see the arrival of
Targa Florio Australian Tribute cars

Meet at Healesville Racecourse
Healesville/ Kinglake Rd Healesville
Display 11.00 am - 6.00pm

Contact Roger Beattie 0400 177 278
Joe Sammut 0412 211 581



Melbourne Italian Festa Display

Sunday 17th November
Lygon St Carlton

Finish of Targa Florio Australian Tribute
Display 8.30am - 6.00pm

Contact Rob Judd 0438 871 044



Geelong Revival

Saturday 23 November
FCCV Display

Meet at Rippleside Park, Geelong for the drive to
Waterfront to display area
You can also display on Sunday 24
You must enter individually on-line
Enter at geelongrevival.com.au

Go to Shannons Classic Motorshow - Register

Contact Lyn Bartold 0433 034 721
Joe Sammut 0412 211 581



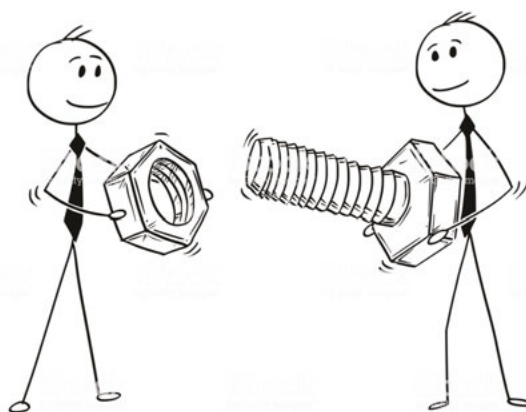
AROCA Spettacolo

Sunday December 1

FCCV members invited

Wesley College Glen Waverley Campus
620 High Street,
Glen Waverley
at 9.00am

Contact Joe Sammut 0412 211 581



Annual Nuts and Bolts Quiz

*After the December General Meeting
Thursday 12 December*

Gondola Room, Veneto Club 8pm

Celebrate the end of the club year with our car trivia quiz. Make up a table of fellow car "experts" for a quiz to test the best of us! Pizza Supper provided, drinks available to purchase from the bar

Contact Lyn Bartold 0433 034 721



Beach Run and Summer Picnic

*January 12th 2020
Aireys Inlet*

Contact Roger Langdon 0402 409 758



Raduno di X19 (all other cars welcome)

Sunday 20th January

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

Contact Peter Bartold 0414 867 280

Coming Events



Autobella and Costumi d'epoca

February 23rd February



Deaf Children Australia
St Kilda Rd Melbourne

More information coming



To acknowledge this milestone, the 2020 Bay to Birdwood will be a celebration of all decades of motoring history.

The special 40th anniversary 2020 Bay to Birdwood will involve antique, veteran, vintage and post-war/early-classic, classic, post-classic and modern vehicles; an event celebrating every decade of historic motoring.

The event capacity will remain at 1750 and vehicles will be selected from the various decades with selections being weighted in favour of traditional participation from the veteran & vintage and classic eras.

There will be approximately:

- 800 places for antique, veteran, vintage and post-war vintage vehicles.
- 800 places for vehicles manufactured between 1956 and 1980.
- 100 places for vehicles manufactured between 1980 and 1990, with an emphasis on earlier-year and special interest vehicle marques from that decade.

There will also be a further 50 places for special interest vehicles from across the eras.

We believe this approach will be very popular, not only with participants but also with the general public who come out in their thousands each year to support the event. We will be taking into consideration the challenge that the mix of vehicles will present on the road knowing that each vehicle from each era will have its own special needs and capacities.

Entries will open earlier than usual for the 40th anniversary event. We anticipate that from early January you will be able to apply to enter your vehicle.

We will be offering separate Concours d'Elegance and Preservation awards for pre-1950 vehicles and awards for post-1950 vehicles. There will be other exciting announcements that will make the 40th anniversary event an extra special one to be part of.

Make sure you subscribe to our newsletter and follow our social media platforms to keep up to date.

BAY TO BIRDWOOD TOUR 2020

We are planning a 4 day tour, taking in this famous event, with the special opportunity in 2020 to include all cars Vintage and Veteran to Classic, up to 1985. The dates of Bay to Birdwood are yet to be confirmed, but traditionally it is the last weekend in September.

Our tour will begin on the Friday and go finish on the Monday in Melbourne. Entries for Bay to Birdwood will open in early January and you will need to enter individually on their website - we will keep you informed as soon as we get further information. Register your interest by putting your name on the list at November and December Club meetings or

Contact

Roger Beattie 0400 177 278,
Lyn Bartold 0433 034 721



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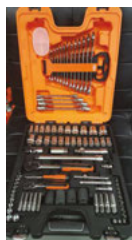


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SEPTEMBER, NOVEMBER**

FULL PAGE \$2,500 FOR 6 ISSUES

1/2 PAGE \$ 1500 FOR 6 ISSUES

1/4 PAGE \$ 750 FOR 6 ISSUES

1/8 PAGE \$250 FOR 6 ISSUES

**CONTACT PETER BARTOLD – 0414 867 280
FOR FURTHER INFORMATION**



Day 1.

When: Friday April 3rd

What: Supersprint

Where: Wakefield Park Raceway

Cost: \$210 entry

Woodfire Oven Pizza Welcome Dinner

Mercure Hotel

Adults \$10 / Kids 5-12 \$5 / Under 5 Free

Day 3.

When: Sunday April 5th

What: Show & Shine

Where: Montague Street Goulburn

Cost: \$20 entry

Presentation Dinner

Mercure Grand Regent Room

Adults \$50 / Kids 2-12 \$10

Day 2.

When: Saturday April 4th

What: Fiat of Italy Cup Motorkhana

Where: Sutton Road driver Centre

Cost: \$50 entry

Saturday Night Roast Buffet & Mega Raffle

Mercure Grand Regent Room

Adults \$20 / Kids 2-12 \$10

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www.fiatnationals.com

2020 Fiat Nationals Accommodation Packages - Sponsored by Mercure Goulburn

The Mercure Goulburn will be your one stop for all 2020 Fiat Nationals social events.

The Mercure Goulburn has supported the 2020 Fiat Nationals with some special room packages from Thursday 2/4/20 night through to Sunday 5/4/20.

Room only rates are as follows;

- Superior Queen rooms (1 x Queen bed) - \$149 per room, per night
- Superior Twin rooms (1 x Queen bed + 1 x single bed) - \$159 per room, per night
- Superior Twin rooms (2 x Queen beds) - \$169 per room, per night
- Privilege King rooms (1 x King bed, Nespresso machine) - \$179 per room, per night
- Privilege King Spa rooms (1 x King bed, Nespresso machine + spa tub) - \$189 per room, per night
- Apartments (1 x Queen bed, 2 x Single beds + sofa bed which can be made into a bed)
from \$199 per room based on 1-2 people in room + \$10 per person for every extra person
* additional charge is to cover the cost of linen
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* additional charge is to cover the cost of linen

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You can book via the following;

- ☐ Call reservations on: (02) 4822-5445
- ☐ Email reservations on: reservations@mercuregoulburn.com.au
- ☐ Email (Yvonne) on: events@mercuregoulburn.com.au

THE BOOKING CODE IS: G-2007 – FIAT CAR CLUB NSW

A valid credit card will be required at the time of booking. Cancellation fees will apply after 2pm the day prior to arrival date. (This time frame will also apply if anyone needs to reduce their stay).

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Paul Pozzobon 0418 552 290