



# FIAT Month

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

[www.fiatclub.org.au](http://www.fiatclub.org.au)

**S E P 2 0 1 9**

**Serata di festa**

**2019 FCCV Trip Report**

**BOI EcoDrive**







# ZAGAME

A U T O M O T I V E



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**SEP 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:

Roger Beattie's 1200 Cabriolet, winner of  
the People's Choice Award in our 2019  
Photographic Competition

The photo was taken by Judith Odgers  
who wins the \$100 prize money.

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#### FIATmonth Editorial Committee

Lyn Bartold – Editor  
Roger Beattie  
Joanne McLean – Layout/Design  
Phil Beattie – Print Quality Control  
Peter Bartold – Advertising

#### FIATmonth deadlines

5th of the month prior to publications.  
Next issue: November 2019  
Deadline: 5 October, 2019



2019-20

# THE CLUB COMMITTEE

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M: 0419 171 661; M: 0418 552 290

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## Merchandise

Ralph Di Censo  
M: 0438 232 875

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Frank Marinelli  
M: 0411 511 679  
Jonathan Crellin  
M: 0419 300 068

## NON-COMMITTEE POSITIONS 2019-20

### MSCA Delegate

Mark Rae

### CAMS Delegate

Paul Freame

### Supper Organiser

Paul Pozzobon

### Raffle

Simon Crellin

### Property Officer

David Judd

### Library

Bruce McCann

<sup>^</sup>Where no email has been indicated, the committee member can be emailed via [secretary@fiatclub.org.au](mailto:secretary@fiatclub.org.au)

## LIFE MEMBERS



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

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

Jan Coward  
Shirley Clark  
Stephen Mayer\*  
Richard Unkles  
Ian Payne  
David Hughes  
Keith Ellis

Alana Freame  
Harry Baker\*  
David Judd  
Sebastian Bongiorno

\*deceased

Life Member and Patron — Peter Bartold

## SERVICE AWARD MEMBERS

Sandro Cesario  
Jonathan Crellin  
Bob Durrant  
Frank Fazio

Paul Freame  
Stuart Granger  
Bruce McCann  
Danny Petterlin

Mark Rae  
Tony Romeo  
Joe Sammut

Gary Spencer  
Shayne Williams



FIAT month





## From the Editor...



*It has been a very busy time since my last musings in From the Editor... The 2019 FCCV Europe/UK Trip has been and gone and you will read about our adventures in this and the next FIATmonth. The AGM has been conducted and I am still in this job and will continue to welcome your contributions to our bi-monthly magazine*

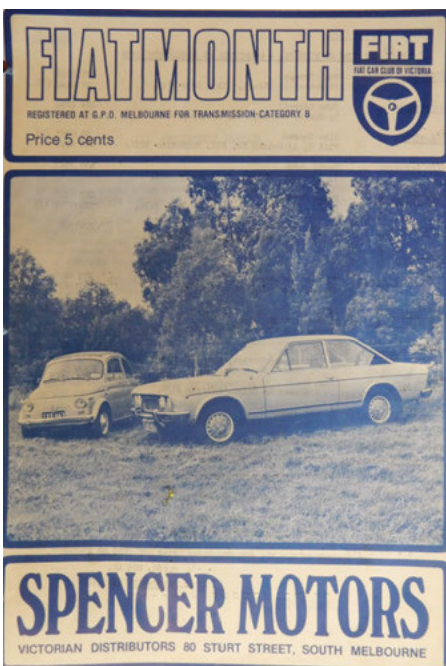
We have had a change in our FIATmonth team since our last magazine, with Matthew Judd, our Layout Designer, for the past 4 years stepping down due to his very busy life with his work and young family. I want to pay tribute to the work Matt has done for us in producing our high quality magazine. I also thank Matt for the help, mentoring and patience in dealing with my inexperience in the world of publishing and for taking what I want put on each page and creating a wonderful display of words and photos.

The last time I was FIATmonth Editor was in the late 70's and early 80's when the magazine was 8 pages and was totally produced in house. The pages were roneoed sheets and a working bee was held at our house where a group of volunteers walked around the table picking up single sheet and stapling them together...we have come a long way since then!!!

To produce the standard of magazine that you read today requires a person with publishing skills and Matt has been that

person for us since late 2015. The magazine he creates is always of excellent quality and I believe, a credit to our club. I will miss the communication with Matt and his interpretation of what I am trying to achieve in FIATmonth. However, being part of the Judd family, I am certain Matt will still be involved, especially as he now owns a 500X

Our new Layout Designer is Joanne McLean who, I am sure, will help us to produce a magazine of similar standard as Matt has, so we welcome Joanne to the team.



Fiatmonth April 1978

**Editor's Pic of the Month**  
Matthew Judd with his 500X and children Isobella and Arthur.







# Rapporto del presidente



It is hard to believe that it is 2 months since I wrote my last report...so much has happened. I flew over to Italy the day after it was dispatched to Lyn and spent the next couple of weeks being spoiled by a number of wonderful new Fiat friends and contacts. There will be some coverage of that part of the trip elsewhere in the magazine but I would like to use this column to highlight a few of the more political issues that I discussed with a variety of people while in Europe.

Firstly and most importantly I spent some time showing off the images in the May magazine of the Nationals and Autobella among other things. There was a great level of surprise at the breadth and condition of our classic Fiat fleet and a lot of encouragement to maintain it. We often feel we are a small state in a distant country but our displays are the equal of those elsewhere. While we might not have as many exotic variants with a racing heritage, they struggle to find some of the things we can produce en masse. It certainly made me proud of the club to hear from a variety of Fiat authorities of how significant the Australian Fiat population is and will continue to be in the future. Our magazine was also greatly admired (Well done Lyn).

Second on my short list is the troubling future of classic car ownership and use in parts of Europe. I made a point of discussing the issues in various Italian cities and while there is no consistent application of changes there is definitely a tightening of usage rules that affect ownership. Often the changes are unintended consequences of well meaning attempts to improve city air or the like but still the impacts are real. It is important that we maintain a cohesive voice as a collective of owners and clubs to ensure that these consequences are recognised before the application of similar laws here. I am not concerned that it is too late but as a club we are members of both the Federation and the AOMC and supporting them will help us in the long run. Our delegates to these bodies need to carry our support and intent rather than attending as correspondents at best and bystanders at worst.



Fiats at Coffee and Cars Perth

Fiat Lancia Club of WA Brunch







Rod Boyd's 1920's Fiats



Richard Knight's Australian bodied Topolinos

Time to put the soapbox away and talk about the myriad of upcoming events that we need to be involved in

The Bay to Birdwood run on September 29th is arguably the premiere historic car event in Australia after Harry's Run of course. Motorclassica will be on again at the Exhibition buildings in October with a return to the one day format. Keep your eyes and ears open for other events and stay involved to get the most from your membership. MailChimp updates (emails) are regular and often contain

the most up to date information on events. If you don't receive them please let us know. I have included a couple of photos from my recent visit to WA where I caught up with a number of Fiat owners and experienced a great welcome. More to follow on that too!

All the best and see you on the roads



70 Years of Abarth



# CLUB CALENDAR

## SEPTEMBER-NOVEMBER 2019

# SEP

### Sat 14

Fiat vs Alfa Bocce Challenge  
Furlan Club, Thornbury  
Contact Lyn Bartold, 0433 034 721

### Sun 15

Group 5 Round 8 Avalon Dirt  
Khanacross  
Contact Bill Freame, 0412 814 855

### Sat 21

MSCA Round 8 Sprint Phillip Island  
Contact Bill Freame. 0412 814 855

### Sun 22

CAMS Club Challenge. Teams of 3-5 cars  
Contact Bill Freame 0412 814 855

### Fri 27

Motorkhana and Come and Try at METEC  
Bayswater  
Contact Bill Freame 0412 814 855

### Sun 29

Bay to Birdwood. Adelaide S.A. Post 1959 Classics  
Contact Roger Beattie 0400 708 284

# OCT

### Sat 5

Caffe di sabato  
9.00am Ivanhoe Golf Club,  
The Boulevard. Ivanhoe  
Contact Mario Di Censo, 0419 171 661  
or Paul Pozzobon, 0418 552 290

### Fri 4-Sat 5

2019 Australian Motorkhana Championship  
Bendigo Contact Bill Freame 0412 814 855

### Fri 11-Sun 13

Alfa 12 hr Regularity Teams Event, Winton.  
Contact Bill Freame 0412 814 855  
Motorclassica  
Royal Exhibition Buildings, Carlton  
Club Sandwich Display, Sun 13th  
Contact Lyn Bartold, 0433 034 721

### Sat 12

MSCA Round 9 Sprint, Sandown  
Contact Bill Freame 0412 814 855

### Sun 13

VKC Round 5 Dirt Khanacross, Pakenham.  
Contact Bill Freame 0412 814 855

### Sun 20

VMC Round 8, Parwan  
Contact Bill Freame 0412 814 855  
Lancia Club Display at Castlemaine  
FCCV invited

### Fri 25-Sun 27

Historic Sandown, Sandown Racecourse  
Contact Joe Sammut 0412 221 581

### Sat 26

VKC Rnd 6/Grp 5 Rnd 9, Parwan dirt Night  
Khanacross  
Contact Bill Freame 0412 814 855

### Sun 27

Lygon Street Festa Italia. Club Display  
Argyle Place Carlton  
Contact Joe Sammut 0412 221 581

# NOV

### Sat 2

Caffe di sabato  
9am. Beasley's Nursery, Warrandyte Rd  
Doncaster East  
Contact Mario Di Censo, 0419 171 661  
or Paul Pozzobon, 0418 552 290

### Sun 3

MSCA Rnd 10 Sprint, Winton  
Contact Bill Freame, 0412 814 855

### Thurs 7-Sun 10

Targa High Country.  
Mansfield area  
Contact Bill Freame, 0412 814 855

### Thur 14 - Sun 17

Targa Florio Australian Tribute

## 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, 12th Sept 2019
- Thursday, 10th Oct 2019
- Thursday, 7th Nov 2019





# Membership News

Robert Judd, Membership and Club Permit Secretary

*After being away on the Fiat Italy trip for 5 weeks during June & July, I've returned to Melbourne and been busy processing membership renewals.*

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

## Welcome the following new members

**Jannik de Silva:** 124 Abarth

**Geoff & Carolyn Vernon:** recently upgraded from a modern Fiat 500 to an Abarth 595

**Trudie Bertazzo:** Modern Fiat 500

**Cameron Cremasco:** Lorenzo Cremasco's son

**Arianna Launech:** Anthony Launech's wife

**Sophie Alexander:** Lancia Beta Coupe

## Featured New Member: Harvey Richards

My son & I bought a Fiat 124 Sports, AC in June 2009, with the intent of tarding it up and getting it back on the road, which turned out to be a total rebuild.

I bought my son's share as we had very different ideas of what we were trying to achieve, and as he was a student & I was financing it, I figured I really wanted to end up with what I wanted.

Very soon after purchasing the car, James & I joined the FCCV, to get to know people of like mind, help make contacts for the rebuild and generally be part of an association in which to help enjoy having an historic car.

I started going to various club events and after three years when the car was finally on the road I took it to Autobella, and was pretty chuffed when it won best Coupe.

More recently I picked up a Fiat 850 Sedan from Tasmania, the Ugly Duckling of the Fiat 850's. I love it and

get great pleasure out of driving it . I've been pulled over at least twice by enthusiastic previous Fiat 850 owners, who want to have a look and a chat.

After joining the club I was very impressed how it was run, the commitment of the Committee, and the friendliness & helpfulness of the members. I am not surprised that the club has grown rapidly to the 550 plus membership it now boasts.

So after a couple of years as a member I indicated that I would be happy eventually get involved in the committee, but as I travelled a lot for work I felt it was inappropriate to take a role until I felt I could do it justice.

At a recent Café di Sabato, I indicated that I was retiring in September 2019 and would be interested in getting involved with the committee.

The next thing I know I'm nominating for the position of Vice President, and narrowly won the ballot over 2 very worthwhile nominees.



Harvey's 124AC

I thank the club for its support and I will do my best to make sure your happy with the decision.

I am looking forward to working with Roger Beattie (President), the Committee and Club members to continue the success and growth of the club.



Harvey, suitably dressed with his 850

## MEMBERSHIP & CLUB PERMIT UPDATE

As I sit here writing my article, there are only 216 members whose renewals have been processed. In the system (payments being processed etc.) there is about another 100 memberships. This leaves more than 200 whose forms haven't been received yet! Don't forget. You've had an extra 2 months to fill out the form.

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

FIAT month — September 2019



# Competition Report

Danny Petterlin, Competition Secretary

Welcome to Bill Freame who was elected to the position of Competition Secretary at the AGM. Bill is returning to the Committee after some years absence but brings with him a wealth of knowledge about the club and about the competition side of club activities. Bill will present his first Competition Report in the next FIATmonth.

## Ricciardo Racers Junior Drive Day

Paul Freame

Ricciardo Racers Junior Drive Day is a CAMS program designed for 12-17 year old's to learn driving skills in a road car. Coaching from professional driving instructors with three levels of instruction and skills, from basic car control, skid control up to circuit lapping.

The latest Level 1 course was conducted at Sandown 13th July, one of the coldest and wettest days in Melbourne this year. Fine for the kids as they were in the cars, the parents were shivering in the cold, huddling under umbrellas, battling horizontal rain and hail. The Level 1 course is supposed to be conducted on dry skidpan!

Erin Freame (age 12) has done a few motorkhanas in her Grandpa's Grande Punto, but always with an instructor. The smile on her face when she realized that she was going to be driving solo never left all day. First lesson of driving position, seat, steering wheel and pedals reach was very informative for the parents too. The instruction



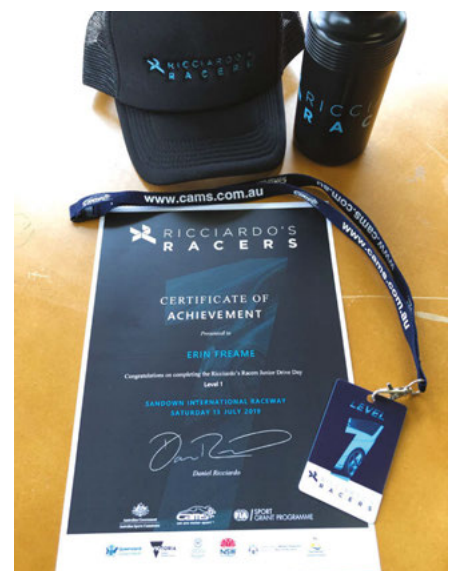
Erin with "her" car

was primarily being delivered by Cody Crocker (former Australian Rally Champion) and Elliot Barbour (GT racer) with his foot in a moon boot (wet sock).

As the morning progressed, further skills were developed, from a slalom, a swerve to stop and finished with a course combined of all skills learnt, tested against the clock, to add a competitive element.

As Grandpa's Punto now has a Ricciardo Racers windscreen banner sticker, Erin is claiming the car as hers.

Contact details for Ricciardo's Racers Program  
CAMS 039593 7751 [development@cams.com.au](mailto:development@cams.com.au) or  
[cams.com.au/ricciadosracers](http://cams.com.au/ricciadosracers)



Presentation and certificate



# 2019 PHOTO COMPETITION

*Peter Bartold*

This is our second year of holding a photo competition where members can submit photos of Fiats ( or parts of) to be judged in 2 categories and with a People's Choice award. Once again club member, Marissa Gangemi, was our judge and we had some excellent photos submitted. The two judging categories were Fiat and Car and Fiat in Action and by far the most popular category was Fiat the Car.

Marisa selected 12 finalists over the two categories and members were given the opportunity to select their favourite photo, either online or at the July GM. for the Peoples Choice Award.

Presentations to the winners in each category were made at the August GM and the prize of \$100 including a king-size cheque( thanks Roger Beattie for organising these ) was presented to the three winners.

## RESULTS

Winner of the Fiat the Car section was Felipe Cestari de Paoli, a relatively new member, with his photo of his 2 126's .

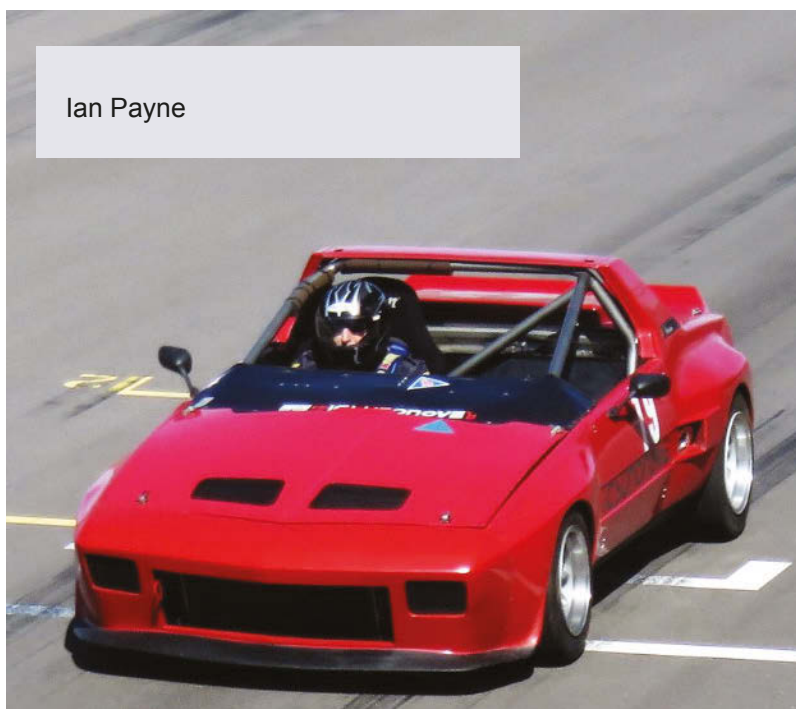
Winner of Fiat in Action was Ian Payne for with his photo of Peter Bartold in his X19 racing at Tailm Bend at the Nationals ( Ian was an official at the sprints and had the perfect position for a shot being stationed on the gantry over the track)

The People's Choice went to Judith Odgers with a shot of il presidente, Roger Beattie, in his 1200 Cabriolet - this month's FIATmonth Front Cover.

Congratulations to all contestants and remember to start snapping now for the 2020 competition.



Felipe Cestari de Paoli



Ian Payne



People's Choice: Judith Odgers  
(accepted by Roger Beattie)

# 2019 BOI Performance EcoDrive

By Bill Freame

Photos: Peter Bartold, Bill Freame

The lead up weather to the 11th BOI Performance EcoDrive had seen plenty of rain in the couple of weeks before the event, plus only a week before we had a few days of very strong winds, I was quite concerned that we could have a few trees down blocking some of the roads. Fortunately the last few days were calm and dry, so I was confident that all would be well and all the roads would be open.

Concerned that there may be some road issues, I had my final drive of the selected course on the Friday morning just prior to the event. This also enabled me to confirm that the directions were accurate for both distances and turn directions. As with most previous EcoDrives, the instructions are now available in either kilometres or miles, as may be needed by the age of the vehicle participating and the requirements of the crew.

With the blessing of the committee to continue to run the event, plus a suitable date of the last Sunday of July, I was confident that the EcoDrive would be ably supported by the invited clubs, but more importantly, well supported by FCCV members and the vast range of Fiat group cars. I'm very pleased to report that there were 15 cars entered from the membership of this club, even if not all were in Fiats.

The start location was again from the Hungry Jacks at Knox City Shopping Centre, allowing the instructions available for early plotting in the restaurant, rather than on the run in a moving vehicle. The requirement was to arrive at the start with a full tank or battery, however not everyone did that. Damon and Sam Earwaker made use of the newly installed battery charging station at the Knox Council offices, to top up the battery in their Fiat 500e, the only RHD electric 500 in the world, while they filled in the paperwork at Hungry Jacks.

After a crew briefing advising of the usual important things, the crews were on their way, heading to Pakenham eventually, to refill tanks and then lunch at La Porchetta. The course required the cars to travel to Montrose, then up the Mt Dandenong Tourist Road to Olinda, across to Monbulk, out to Yellingbo, back to Monbulk again, then Emerald, Cockatoo and finally Pakenham. That is a total of 116kms and about two hours driving time, with careful and economical driving of the course. For those that have need of occasional stopping, there were also four public toilets along the course.

I was able to short cut to near Monbulk, to take a few photos of cars and crews I could recognize were involved in this event. Then I drove across to Emerald to collect Eric Buggee, Phil's father, to join us for dinner at Pakenham. Eric enjoyed seeing the variety of cars at the BP servo, as they were all being carefully filled.

I collected all the fuel dockets, so I could compare fuel efficiencies at lunch ready for the big reveal.

Damon and Sam again took the opportunity to top up the 500e battery, this time at the rear carpark of La Porchetta, on an electrical lead plugged in somewhere inside the restaurant. Paul and Damon had already had their heads together, calculating the amount of electrical current (capacity?) that had been consumed. This worked out to be \$3:17/ 100km over a very challenging course. However, the 500e was recharging on La Porchetta electricity, read that as 'Free Recharge Electricity'!

Barry Ellis, with two passengers in the Punto Sport (petrol) used only 3.07 litres, an incredible result. I have the feeling he sometimes makes the passengers push it up the hills!





- 1,2 Cars awaiting the start at Hungry Jacks
- 3 Coffee and briefing at start of EcoDrive
- 4 Bill Freame conducting briefing
- 5 Lunch at La Porchettas

He did admit that the tyres were pumped up very hard and he also frequently uses the 'angel gear' in his five-speed gearbox.

Three X1-9's battled for best result, with Gary and Julie Spencer at 8 litres neat, just edging out Ian Maud on 8.46L who just edged out the Bartolds on 8.51L, so very close! Bruce McCann was driving with Bob Durrant, in Bob's 500 Abarth. They did it on only 6.8L.

Peter Kerr achieved 7L neat in his Peugeot 407, just edged out by another PCCV member, Ian Benier, at 6.16L in his 406 HDI Pug, both are diesels. However, the best diesel result was the Richard and Elsa Unkles Golf, on only 5.34L.

The Judd brothers were in David's Mercedes 560SL and they were driving it with the roof off. Excellent result of 10.53L shows that with careful driving, a V8 engine can be very economical.

Fortunately for all of us, the upsurge in petrol pricing took place in the following week, with rises of about \$0.30/ litre. Thank goodness it didn't happen a week earlier. However, diesel fuels remained about the same as usual.

Thank you to Hungry Jacks and La Porchetta for their involvement with this event. Also, thank you to the members who supported the 2019 BOI Performance EcoDrive. A very special thanks for the continued support of BOI Performance and Phil Buggee, who was unable to attend as he was in Germany. Although Phil was not there, his wife, Deb, participated in her 500x and Phil's father, Eric also attended



3



4



5



# Vita Sociale



**CAFFE DI SABATO**



## Melissa's Cakes, Templestowe

July 6, 2019

By Mario Di Censo

Melissa's Cake's is a regular venue for our coffee mornings and it never fails us. The range of food on offer is excellent and there is always enough parking for us to display the range of cars that turn up. Another great turn up this month.







## 4 Door Cafe, Mill Park

August 3, 2019

By Mario Di Censo

Another great coffee morning with a turn up of around 30 with a wide range of Fiats and otherwise in attendance





# MALING ROAD AUTO CLASSICO

By Roger Langdon Photos Roger Langdon, Peter Bartold



Fiats at Auto Classico

The array of cafes and old world streetscape ambience makes Maling Road, Canterbury a favourite destination for Sunday morning coffee – and the perfect setting for a display of classic cars and bikes.

This year's Maling Road Auto Classico, on Sunday 18th August was the fourth time the event has been held and, judging by the large turnout of magnificent vehicles – said to be around 160 – it looks set to continue for many years. The focus was on classic and modern sports and collectibles with a mix of European, UK, American and Australian vehicles – including of course a large contingent of Italian marques.

Under beautiful sunny skies on this late winter morning, our 23 FIATS were manoeuvred into position by Rob Judd and Joe "just straighten up a bit" Sammut. Aldo Ciccone's lovely 1800 sedan shopping trolley was exiled to the supermarket carpark until he found a private carpark (see photo) behind Rob Poynter's yellow 501 and the Unkles 501 taxi.

## Captions

- 1 Aldo Ciccone's 1800 Sedan
- 2 Richard Unkles 501 Taxi, Rob Poynter's 501
- 3 500's, 500 Abarths, 126's



In true Fiatisti style, much coffee was consumed – for some, a necessary aperitif after the previous evening's Serata di festa. During a chat over coffee Peter Bartold explained the link between the FCCV and Maling Road. Apparently, a previous Fiat Month editor, Kevin Maloney, worked at the IGA grocery store and used to post the magazine at the corner post office. Another club stalwart, Sebastian Bongiorno, also loves the Maling Road event because for him it is just a stroll down the hill from home to his local shops, where he joined us mid-morning.

This year's theme was Zagato and Abarth. We had to go a bit off marque but Augustine Banko displayed his magnificent 6C 1500 SS Zagato and Stephen Judd his Maserati Bi Turbo Spider. Our "mini car" display included two 500 Abarths (Sandro Cesario and Roberto Bruno), two 500s (Peter Westcott and Lyn/Peter Bartold) and the three 126s of Julian Di Battista, Franklin Sponda and Luigi Giacomantonio. In the general display, there were two modern 124 Abarths of Ralph di Censo and Michael Jordan – and Rob Judd's very original patinated OT1000.





David Judd with Trophy

Joe Cipolla's lovely 130 coupe attracted much attention as did Roger Beattie's very original sky blue 1200 spider. Despite the late night at the Serata di festa, Mario Di Censo still turned up in his gold X19 to round out the range of Fiats.

David Judd was invited to display his classic Abarth 124 Spider with the Duttons Display of exotic cars, such as the "Best Original" trophy winning gull wing Mercedes. This was a good omen because David's vehicle was awarded "Best Restored Classic" and was a worthy representative of 70 years of Abarth.

The Fiat 124 marque was further represented by the two CC coupes of Anthony Cementon and Roger Langdon and Terry Brook's AC coupe, as well as Joe Sammut's and John Del Campo's Spiders.

Typical of Melbourne's "four seasons in one day" reputation, by 2pm the weather had changed to its cold winter face. Owners hurriedly fitted soft tops and then headed home as the icy blast arrived. Continued next page

Everyone had a great day and thank you to organisers Peter Barclay and Peter Camm for a fine event –also to Rob Judd for organising our Fiat display.



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#### Captions

4 Augustine Banko's Alfa 6C

5 Roger Beattie's 1200Cabriolet and Rob Judd's 850 Spider

6 124's Coupes and Spiders





# Serata di festa

Boys having fun!

By Ian Payne

Photos by Joe Sammut, Peter Bartold

This was the 3rd time that FCCV had attended Firenze Receptions for our annual celebration, but this time we shared the 'big room' with other groups to save costs! That's not to say we'd gone bargain-basement, far from it with a 4-course meal, wine, beer and soft drinks plus coffee and a band!

As Peter Bartold and myself were 'single' that night (our wives had other commitments!) I chauffeured Peter over to Fawknar for the festivities and what a great turnout! Mario informed us that ninety people comprised the Fiat group, so after renewing acquaintances we settled in for a night of food, dancing, speeches and good times.



1



Amongst the other groups were those celebrating children's confirmations, birthdays and anniversaries all of which made for interesting acceptance speeches! Even the Fiat Club was called upon, so 'unaccustomed' as he is, President Beattie got up to say a few words!

According to our organisers, Mario and Paul the assessment of a good dining experience is the quality and QUANTITY of food offered! Hence the reason why we continue to frequent Firenze. The 1st course of antipasto was huge and for most people was a meal on its own ..... but another 3 courses beckoned. Of which we struggled through, washed down by copious amounts of alcohol!

To help digest all this food the band ensured that we did some dancing by playing the usual medley of crowd-pleasing party songs. One number involved a group of our men folk in a Village People style rendition of 'YMCA' complete with funny hats! It also transpired that the female singer in the band was Fiat Club member, Joe Chipola's daughter!

All too soon the night came to a close, as most Fiat members attending had to be up early to prepare for Maling Road car display. It had been another great night with the only negative being the music was too loud as most of us really only wanted to converse with each other!

Credit due to Mario and Paul for organising another great social night out.



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#### Caption for pics 1, 2, 3, 4, 5

FCCV members and friends enjoying a great Serata di festa at Firenze Receptions



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# FCCV 2019 Europe and UK Trip

By Lyn and Peter Bartold

## Italia Section

After our very successful 2017 FCCV Italian Trip, it was suggested that we should hold another trip in 2019 that would not just be confined to Italia but to visit other parts of Europe and the UK. Two major events became features around which the trip would be based - Vernasca Silver Flag Hillclimb, near Piacenza, Italia and Goodwood Festival of Speed in the south of England.

And so the journey began... I came to think of the trip as the "hop on, hop off" tour with the 27 participants choosing to join us, leave us and even return to us at various times. This enabled group members to pick and chose what they wanted to do, and for some, to fit parts of our trip around other plans they had.

The official meeting place was Milano on June 21st and the end of the trip was in London on July 10th, with a group of 9



The group at race track on roof of the old Lingotto Factory

doing an optional extra section that took us to Brussels, Paris and Stuttgart to finish on July 17th. You will read lots about the trip in this and coming FIATmonths, with contributions from many group members. We have selected only a few of the museums and events we visited to feature in this and following magazines

## Visit to Berni Motori

A detour on our trip from Milano to Modena took us to the see Abarth specialist Tony Berni. Peter and I visited Tony on a previous trip some years ago and knew that there would be some trip members who would be keen to look at Tony's workshop and cars. The amazing display of Abarths that Tony owns were parked outside for us to look at, listen to and photograph before we were invited into the work shop to see where the action happens.

Tony, who English, described the restorations he was working on and his involvement with Abarth racing. He is also a distributor of Abarth parts and has a big range if stickers, badges ... for sale so it was a great opportunity to meet him and see his workshop. Most of the group left with some Abarth goodies to decorate cars and clothing and with big smiles.



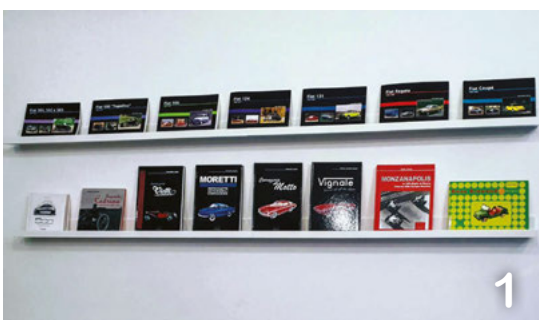


# Visit to Alessandro Sannia

By Roger Beattie



Alessandro Sannia in his office



## Captions

- 1 Books for sale
- 2 Alessandro's model collection
- 3 Alessandro autographing books
- 4 Models he has designed

Nearly every Club Member who has had an interest in knowing more about their car, or a need to research the history of Fiat, will be familiar with the books of Alessandro Sannia. Alessandro is a well-regarded authority on the history of Fiat, their vehicles and the Italian motoring industry in general. He has produced dozens of books over a period of many years and is an avid collector and preserver of Fiat cars himself. His latest venture is the production of a new range of miniature Fiat models to accompany his already vast collection.

In discussions prior to our recent Club Tour, Alessandro extended an offer for the Club to visit his office in Turin. An offer too good to refuse as far as I was concerned, and on a rather warm Sunday about half the group took a short train ride from our Lingotto Hotel to his office.

On arrival we were made welcome with introductions and typical Italian refreshments. His office was small and our group well and truly filled it. But what an Aladdin's Cave! As well as his entire range of books for our perusal, another of Alessandro's passions, hundreds of models of Fiat cars were safely displayed behind glass. Probably just as well as there was more than one toy collector within our group! Additionally, Fiat memorabilia including a complete Topolino engine filled every shelf and corner of the room.

After several hours our smiling group departed, many with arms full of autographed reference books. Two happy fellas also walked away with pre-production Topolino models as well. Thank you Alessandro for a wonderful afternoon.....

Footnote: Until recently Alessandro was Senior Product Manager LCV Conversions and Special Projects with Fiat Chrysler Automobiles. He currently works for Fiat's biggest customer as Technical Supplier Head, Erwin Hymer Group, a company that manufactures campervans for a wide range of the US/European market.





# Stanguellini Museum Visit

*By Lyn and Peter Bartold  
Photos Peter Bartold*

Peter had visited the Stanguellini Workshop / Museum some years ago and was determined to include it in this year's trip as it was being renovated when the 2017 group visited Modena, so we did not get to go there. It is a by booking only visit and after a number of tries with no response we put Tony Romeo on the job to make contact in Italian and immediately we had the booking!

The Stanguellini family established an engineering company in 1879 and by the time Vittorio Stanguellini took over in 1929, the family business included a Fiat agency. Vittorio's father had owned the first car registered in Modena and a similar car is on display there, with a 1 MO number plate. Vittorio formed Squadra Corsa Stanguellini in 1938 and had cars competing in countless sports car racing events, modifying Maseratis, Alfas and Fiats. Vittorio based his small racers on Fiat components, focusing on the 750 and 1100cc classes. They were most active between 1946-1960 and continued to produce competition cars until 1981 when Vittorio died. Stanguellini were best known for their Formula Junior monoposto cars. One of our members, Ean McDowell has a Stanguellini Junior Racer which some of us saw during the year on our Mid-week run to Ean's pub in Beac.

We had a private guided visit to the Museum and met Francesca Stanguellini who is the granddaughter of Vittorio and who is now the Director of the Museum. The tour was a close up inspection of a fabulous range of cars, some of the racing cars the company produced as well as cars from the family's own collection. The range of cars that we saw included magnificent Alfas, Jaguars, Ferraris, Lancias, Fiats, Maseratis and many other marques. There is also a wonderful collection of classic memorabilia and enamel signs and there is a workshop set up showing some of the machines they used including an engine dyno that they had developed and sold to many other companies.

The Stanguellini visit was certainly a highlight of our time in Modena.



Vittorio Stanguellini



First car registered in Modena owned by Stanguellini family



Memorabilia





Race cars



Some of the wonderful family collection of classic cars



# Vernasca Silver Flag Hillclimb

By Lyn and Peter Bartold  
Photos Peter Bartold

## Piacenza

Peter and I went to Vernasca Silver Flag Hillclimb, near Piacenza, after the end of the FCCV Trip in 2017 and we were completely blown away by the number and quality of cars at the event. When planning the 2019 Trip we knew that it was an essential event to include in the program

It is not a competition and no times are taken so there are those drivers who take a passenger and cruise up the 8.5km climb, waving to the crowds as they go and those who treat it as a serious time trial( without times)The event could be categorised as a dynamic Concorso, such is the quality of cars on display. For the fastest cars it is possible to reach 250kp/h on the longest straight.

The theme in 2017 was Abarth race cars and there were 34 Abarths present as part of the field of more than 200 cars. This year the theme was La Fiat va di corsa (Fiat race cars), so again, very close to our hearts, with every possible Fiat race car in attendance. Our group enjoyed the opportunity to wander around the “pits” parking area and being able to get “up close and personal” with cars and drivers. We watched from the start of the hill climb at Castell’Arquato, a beautiful, ancient town, from where the cars drive up the hill to Vernasca, an equally attractive town at the top. After one run the cars return for a lunch break before the 2nd run of the day.

Peter reports ....there was one major crash while we were there when a Lotus 23 had throttle problem and he cleaned up the chicane before turn , lost it big time and ended up backwards against a brick wall. He hit 2 spectators who were taken off in the ambulance while he was walking around as if nothing had happened. Tony Romeo and I were having a beer and talking to the driver we noticed that the bar we were in sold marijuana along with the beer!!

I spotted a group of Abarths and was chatting to the owner, Engelbert Moll, who had an Abarth 027, one of only 3 of this model made by Abarth.



Hillclimb Start at Castell'Arquato



Fiats at Silver Flag

It turns out he drove for Abarth in the 1960's and had a bad accident and damaged his legs badly and still uses crutches to this day. He has a big collection of Abarths and still does some driving"

This event is well known and loved in the area but remains a little below the radar elsewhere which is great for the spectators who can move around freely without huge crowds. Petrolicious.com describes it as “aside from being one of the most important events to attend in the racing calendar, there is a symphony of rare cars being used properly on one of the most amazing roads in Italy”

So certainly our group can tick this one off our bucket lists!!





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### Captions

- 1& 2 Fiats racers La Fiat va di corsa
- 3. Abarth 1000SP
- 4. Abarth SP 2000 SEO19 passing the wrecked Lotus 23
- 5. Team FCCV cheering on competitors!
- 6. Abarth Transport
- 7. Fiat bodied 8V in FCA Heritage Display



# ECCV Trip Pininfarina Visit

*By Lyn Bartold  
Photos Peter Bartold*

## Torino

Twenty of our group opted to join our guided tour of the Pininfarina Headquarters, on our recommendation from a visit we made there some years ago. Carrozzeria Pininfarina was founded by Battista "Pinin" Farina in 1930 and is a car designer and coach builder based on the outskirts of Torino. One of Pinin's valued employees in those early days was Alfredo Vignale who also went on the great things. Pininfarina has long been employed by a wide range of car manufacturers to design vehicles for them. Long established customers include Fiat, Ferrari, Alfa Romeo, Lancia, Maserati, Peugeot, GM and now by emerging Asian car manufacturing companies.

We were greeted by our guide, Francesca and taken to the theatre and introduced to Maurizio Corbi a vehicle designer for Pininfarina. After giving us a wonderful commentary on the company, past and present, with lots of "sound and light" experiences to entertain us, Maurizio offered to draw a design for us. The finished design he called "Ferrari Melbourne" and presented it to us - a very special experience! Photo 0886 Maurizio's sketch - Ferrari Melbourne

We then spent time in the small but beautifully set out display space where we saw a collection of Pininfarina's classics, a fabulous photo and memorabilia display, and information boards telling the story of the company. We had ample opportunity to wander around the cars, chat to Francesca, buy some memorabilia and enjoy a very stylish tribute to a much loved icon in car design

We were each given a Pininfarina pin to remember our visit and headed back to Torino with big smiles and feeling well satisfied by the experience.

I have a special love for the designs as 2 of my much loved cars we have owned and I drove, the Alfa Romeo 164 and the Peugeot 306 Cabriolet are Pininfarina designs.

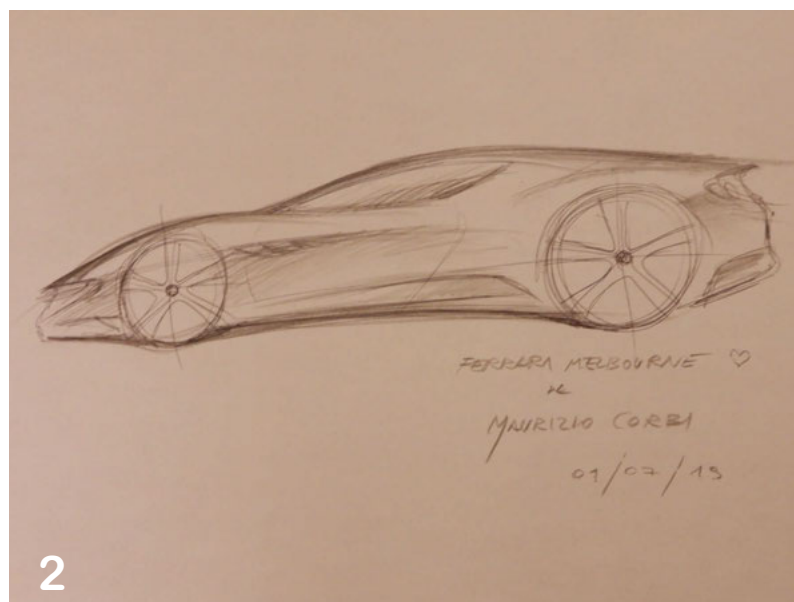
Pininfarina Headquarters







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### Captions

1 Pininfarina designed Fiat 124Spider  
2 The Ferrari Melbourne sketch  
3,4 Some of the Pininfarina Collection

5 Designer, Maurizio Corbi, at work  
6 Memorabilia and Merchandise



# Grand Prix Bordino, Alessandria

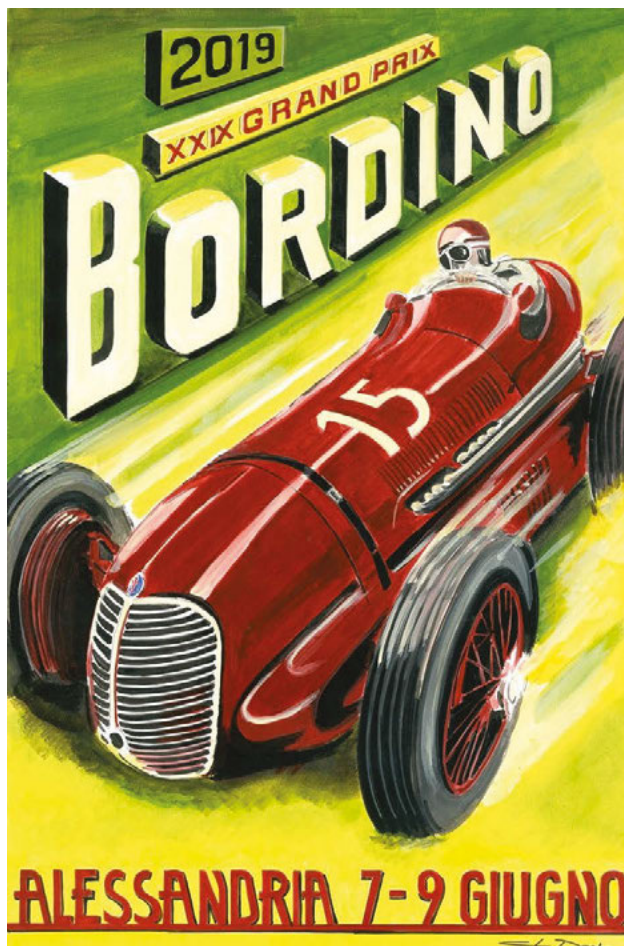
## June 7-9 2019

By Roger Beattie

Pietro Bordino, the Red Devil, is recognised as one of the best Fiat racing drivers of all time. Born in Turin in 22 September 1887, his father worked as a caretaker for Fiat. By 1904, at the age of 17, his mechanical talents were recognised with him becoming a racing mechanic to Fiat works drivers, Vincenzo Lancia and Felice Nazzaro. By 1908 Bordino was driving cars for Fiat and he won at his first event, the Chateau Thierry hill-climb in France.

Bordino's talents as a racing driver continued with significant wins both in Europe and the USA but his results never matched his abilities. His failure to win races usually came about from mechanical failures rather than lack of talent or tenacity. H.O.D. Segrave is said to have described Bordino as "the finest road race driver in the world". On April 15 1928, while practicing for the Targa Florio in Alessandria, Bordino's Bugatti T35C hit a dog, jamming his steering and causing him to crash into a river and drown. One of the world's best drivers was dead at the age of 40.

The Veteran Car Club P. Bordino conducts an event in Alessandria in June to commemorate this famous racing driver. The first two days are taken up with touring stages while the Sunday is a display and 'race' through the streets of Alessandria. After comparing notes with Vicki and Kev Lemm about their Italy trip it didn't take long to decide we should join forces prior to meeting the group in Milan. Kevin was already looking at visiting Alessandria for the Bordino GP and I wanted to visit Vigevano just south of Milan, and so our plan began.



Vigevano is a small town with a history of shoe manufacture. We stayed there for three nights and it offered us a good base for sightseeing in the region. The town seemed free of tourism and the town square was alive every night. Of course, Kev was delighted to find a very nice Topolino in the square Saturday night.

So, Sunday it was into the hire car and off to Alessandria for the Bordino GP. The re-enactment involved a non-timed event around the city square and seemed open to any car (Italian or otherwise) with a racing or historic connection. Thankfully this was pre heatwave so the weather on the day was perfect for the event and typically, the 60 or so cars were all on display in the Square and accessible to the public. It was no surprise

to see the Lemms make a beeline for the Topolino Specials and 508s and I managed time questioning owners of later models Fiats as well. On the way back to Vigevano we stopped to find a coffee and stumbled across the most surprising Fashion Museum in a castle in Sartirana Lomellina.

All in all, a very nice day at the Bordino GP, Alessandria and one I would be tempted to attend again on a future visit if the timing suited. Of course there are other similar events that might distract me, more on them later.

### Captions

1 Line up in piazza

2, 3, 4 Competitors

5 Roger and Kevin at start of Grand Prix Bordino

6 Santirana Fashion Museum









# Resto Talk with Jules

## DANNY PETTERLIN

*By Julian Di Battista*

Danny Petterlin, Competition Secretary, runs his own painting business 'Splash Coat Painting'. Even working 6 and sometimes 7 days a week, he still finds time for his love of cars.

Danny recalls his first Fiat 32 years ago, a 124cc coupe, fully restored in custom pearl micra, it was a hot 2lt. He has been a club member ever since.

Over the years, he has built many cars, from his earlier days driving and racing a gun metal grey Special T 1600 with a 2 litre worked motor, to his 850T van that had a warm 903 coupe motor which he used for work for several years.

Danny's passion has always been to have a quick street car.

His passion came about when he built a 124 AC coupe. This was no ordinary car, with its alloy roll cage, 131 gear box and a worked 2 litre turbo motor (currently for sale today).



124 AC



124 BC



Special T 1600

He later went on to build a Red 124 BC coupe, 2.0-litre 4-cylinder, Lancia Delta Integrale, 16 valve head. This was one tough street car. It featured in several magazines here in Australia and overseas. He then later sold it to another club member.

His new project is a 1978 series one X1/9.

Purchased in Tasmania with a 2lt twin cam running twin weber 44offs and a set of custom made extractors into a 2 muffler exhaust. After driving it home, via Spirit of Tasmania, his intention was to refresh the motor and give the body a coat of paint.

Initially, a Dallara full fiberglass body was purchased from fellow club member John Black. This changed it to an Abarth style prototipo which he fitted a few months later. This included fiberglass bonnet, roof, engine cover and boot. Custom fiberglass doors were made and the rear of the car was extensively cut out concentrating on making it as light as possible.

The complete interior was removed minus the carbon fibre seat.





Danny's current project , 1978 series 1 X19

All the engine vitals are read through a race dash sitting approximately just above the normal dash area.

The twin cam 8 valve was initially getting a stroker crank long rod, super short slipper piston with a monster port head running 48.5mm inlets and a 40mm exhausts.

This then changed to the same bottom end but with an Avanti Motorsport stage 2 16valve up top. After fitting this at the X1/9 shop, 3 days later the decision was made that there was too much weight towards the rear of the car which would be difficult to rebalance, compared to the weight of an original engine and gearbox.

One option was to buy the original engine and gearbox from Johns X1/9, which at this stage was in Queensland. After securing the motor, he found some dubious mods to the 1500, which includes a standard bottom end, ultra light flywheel, tilton clutch, big valve head, aliquati cam and original motec throttle bodies.



The gearbox runs Regatta internals with a bacci 4.8 crown wheel and pinion. Sergio Brovedani custom built the roll cage, and Frank Campisi at Avanti Auto Electrics did all the custom wiring loom harness.

The suspension currently sits on Johns Blacks old Koni/spring combo with no sway bars.

Custom made, 8 and 10 inch deep dished wheels were purchased to fill out the flares, with Avon ZZZ tyres all round.

After 7 years in the making , hopefully, the car might be ready to test later this year.





JAROSLAV'S FIAT TRUCK



## The News Stand

RICHARD UNKLES

Now finally back from the FCCV European Trip, recovery is the name of game. Over 5 weeks of trying to fit in as much as possible is enough for the memory bank. Maybe that is why cameras were invented.

At the end of the trip Elsa and I were hosted Jaroslav Exner in Hradec Kralove in the Czech Republic. By day he is a senior engineer with Rotax, a manufacturer of engines for micro light aircraft. Away from work he would be the country's keenest member of the vintage and veteran Fiat community. He is close to finishing his 1914 Fiat TER 15 truck. Previously Australia has

provided the head and carburettor for his 510 restoration but the really interesting recent acquisition is his 1927 Fiat 503S. Most likely the only survivor, he requested Centro Storico for information. The reply was that Fiat never was responsible for the version. The tune changed when he sent them copies of original Fiat literature on the model. The photo shows it in its current form, having been re-bodied in the past as a limousine and the roof cut off since. He is already drawing up the replacement body from original data obtained. No problem, as he had to

build his 510 body from scratch, having acquired the chassis and mechanicals only. Its history was that the body was scrapped and the mechanicals used to train German mechanics in WWII.

David Stott has used the old Vicroads records now with the AOMC to trace early history of his Itala. It turns out the car is older than thought and is a late 1921 manufacture, being sold here in April 1922 to the West family at Mt Noorat, near Terang. Obviously a family with money to buy a car for £825. David then tried a long shot and wrote to a "West" still in the area. Luck has it that he found the original owner's daughter, who was born a decade after the car was acquired but had clear memories of it. Her father died of exhaustion from fighting the 1939 bush fires. The car was rolled out of the shed for a money raising parade through Terang in 1940. Eventually it was sold by auction to raise money for charity in the early 1950's. David is planning to drive the car down to show the elderly lady once he has it sorted and running reliably. She remembers it from when it was originally cream with black mudguards, though now it has been hand painted blue circa 1960.

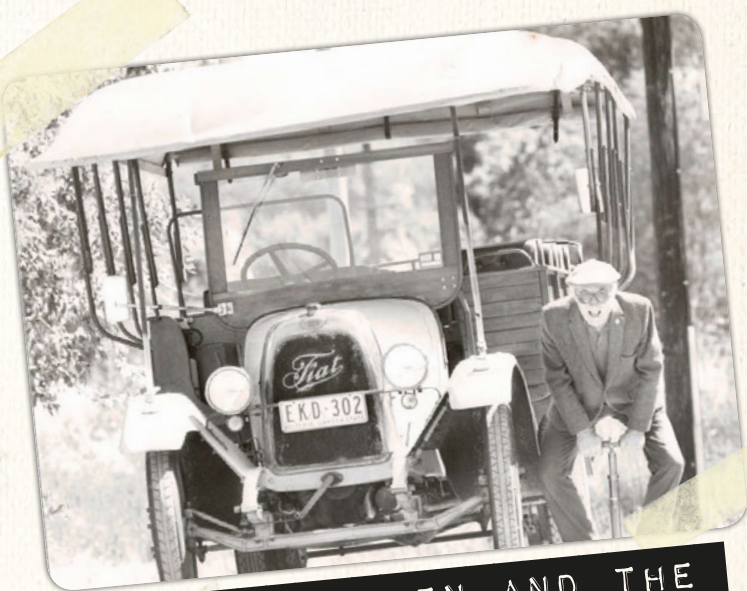


JAROSLAV'S RARE FIAT 503S





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



DAVID HOLDEN AND THE CHARABANC.

## VALE David Holden

David was recently buried at Wangaratta. He was never a member of the VVFC or the FCCV but was very helpful to both clubs, as he was to many others, especially those who wanted to plan rallies in the north east, such as the VVFC Rally to Bright in 1996.

We first met him nearly 30 years ago and he would at times look after the Fiat 505 charabanc for us. He used it for the enjoyment of many locals and visitors. I once observed his brother-in-law driving it. He was a coach driver and was as happy as the proverbial pig back to a crash box and a RH gear change.

David's first restoration was a 1923 Itala tourer and he recently assisted David Stott with numerous details of David's and Vin Scavo's Italas. His interests varied from Veteran to Classic when in his Packard phase. His final ride was to his grave in the Wangaratta Cemetery in his serious pride and joy, his 1912 Napier.



CASKET ON THE 1912 NAPIER

## AHMC National Motoring Festival to Albury/Wodonga 28th March to 3rd April 2020

Australian Historic Motoring Federation Inc. (AHMF) is the national peak body for all historic motoring in Australia and so represents well in excess of 1,000 historic motoring clubs and in the vicinity of 100,000 motoring enthusiasts across Australia.

This festival is open to all historic vehicles, 25 years and older, but is not designed for highly modified vehicles. This is an international event. Most of us have friends overseas involved in the old car movement. Tell them about the Festival. Convince them to come along. Make it easy for them; lend them one of your spare vehicles.

It already has attendees from Singapore and New Zealand. It will be great to welcome entrants from several other countries also.

There certainly will be entrants from the FCCV. Jump on the website [ahmf.org.au/2020Tour](http://ahmf.org.au/2020Tour) and check it out. It promises to be an excellent event and the first local International one since Shannons in 2001.

## Insurance for Club Permitted Vehicles

Your Federation has obtained clarification regarding the wording for Club Permitted Insurance Policies. The wording of all current policies excludes driving your car to work. Occasionally driving your collector car to work is actually promoting the movement and the number of available days is limited regardless. In your scribe's case the

124 spider is garaged across the road from work, so after a Sunday run it has been driven to work on Mondays. The Insurance Council has agreed that they will fully carry the insurance on your car when driven to work, provided it is done in the legally specified manner of the Club Permit. Remember that log book!

## Learn a word a day.

In the Czech Republic we learned that "Defenestration" is still technically legal there. Apparently last used in the 17th century, the relevant window still exists in the huge castle in Prague. The law has never been repealed. It is the practice of throwing the rulers out of a window if they are not up to the job. Certainly saves time voting them out.



# Coming Events



## Caffe di sabato

*Saturday 7th September*

9.00am Studley Park Boathouse, Studley Park

*Saturday 5th October*

9.00am Ivanhoe Golf Club, The Boulevard Ivanhoe

*Saturday 2nd November*

Beasley's Nursery, Warrandyte Rd, Doncaster East

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

## Competition Events July–September 2019

### September

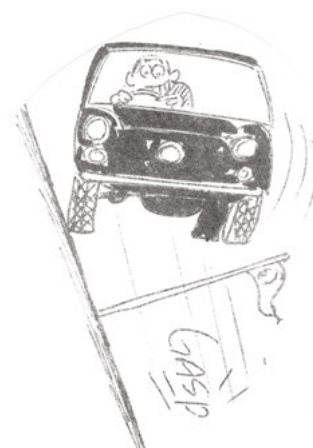
Sun 15	Group 5, Round 7 Dirt Khanacross	Avalon
Sat 21	MSCA Round 8 Sprint	Phillip Island
Sun 22	CAMS Club Challenge	Haunted Hills
Frid 27	Motorkhana/ Come & Try Bayswater	METEC

### October

Fri 4 - Sat 5	Aust Motorkhana Champs	Bendigo
Fri 11- Sun 13	AROCA 12hr Regularity	Winton
Sat 12	MSCA Round 9 Sprint	Sandown
Sun 13	VKC Round 5 Dirt Khanacross	Pakenham
Sun 20	VMC Round 8	Parwan
Sat 26	VKC Rnd 6/Grp 5 Rnd 9 Dirt Night Khanacross	Parwan

### November

Sun 3	MSCA Rnd 10 Sprint	Winton
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Contact Bill Freame for  
details of any of these events  
0412 814 855





## Flat v Alfa Bocce Challenge

*Saturday 14th September  
Furlan Club, Matisi St, Thornbury.*

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

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

5.45pm start, \$30 per head. Bookings essential.

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

10TH ANNIVERSARY



# MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

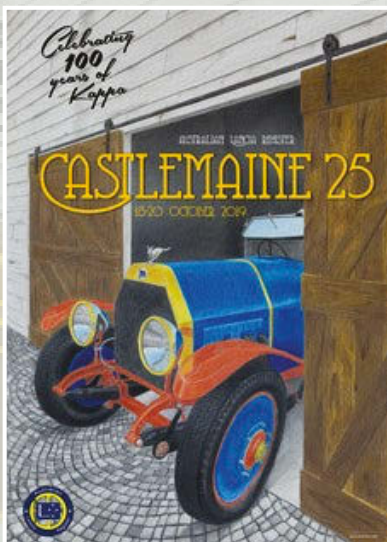
**11-13 OCTOBER 2019**

## Come and visit us at the FCCV Club Sandwich Display

*Sunday 13th October  
at the Exhibition Buildings*

Club Discount Tickets available

Contact Lyn Bartold for code to buy tickets online  
0433 03 721



## Australian Lancia Register Castlemaine Tour 2019

*18-20th October*

FCCV Members have been invited to join the Lancia Club in Castlemaine

Go to Australian Lancia Register [alr.org.au](http://alr.org.au)  
for details

**carlton**  
**italian festa**



## Carlton Italian Festa

*Sunday 27 October  
Lygon Street, Carlton*

We will have an FCCV Display if you would like to have your car in the display please contact

Mario Di Censo, 0419 171 661





# Motorkhana and Come and Try

**METEC**

**112 Colchester Rd Bayswater**

**Friday 27 September ( Public Holiday)**

**Great chance to Come and Try**

*or*

**Improve your skills**

*or*

**Gain accreditation as an official**

Arrive at 9.00am to help set up ~ Events begin at 10am

BYO Food

**Cost \$20 Adult ~ \$10 Child (Minimum age 12 )**

A CAMS licence is required - if you don't have one you can purchase a  
Come and Try Licence for \$25

This amount will be subtracted from your licence if you decide to take out  
one for future events

**Contact Bill Freame 0412 814 855 for details**







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ALFA ROMEO



FIAT



LANCIA



MASERATI

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- R.W.C
- FUEL INJECTION CLEANING
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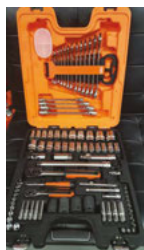


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**FIAT** month — September 2019





# BAY TO BIRDWOOD

## SEPTEMBER 29TH

The Bay to Birdwood event is the largest, continually held event of veteran, vintage and classic vehicles held anywhere in the world.

This year it is the Classic year, cars between 1956 and 1986 and we are planning to have a group from FCCV attend.

In addition to the cars there is a Fashions on the Field competition for all – the dress up tragics.

Vehicle entries are now open so go to [baytobirdwood.com.au/the-event.com](http://baytobirdwood.com.au/the-event.com) to enter.

Contact Roger Beattie for details of FCCV group heading to the event

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**Friday 22nd - Sunday 24th November**

**Held on Geelong's beautiful waterfront**

**ACTION PACKED EVENT**

- Sprint - Watch over 400 Classic and Exotic cars and motorcycles
  - Visit the pits to get a close up look at competing
  - Shannons Classic Car Show - Saturday and Sunday

**FCCV main display Saturday but also club display on Sunday**

**You must enter as an individual by going to website, Shannon's Classic Car Show and specify your club and day you are entering.**

- Classic Caravans and Boats Displays
- National Vintage Fashion Competition on Saturday and Sunday

Go to Geelong Revival Motoring Festival

For details and entries and click on Shannons Classic Car Show. You must enter as an individual but specify club and day. Entry is free

We want to make this our biggest ever display at this great event

**Contact Lyn Bartold for details ~ 0433 034 721**

