



FIAT Month

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

www.fiatclub.org.au

JAN 2020

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JAN 2020



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:

Autobella 2020 Poster

Poster by sponsor Go to Wo

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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: March, 2020

Deadline: 5 February, 2020

FIAT month — January 2020





2019-20

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Jonathan Crellin
M: 0419 300 068

NON-COMMITTEE POSITIONS 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



Life Member and Patron — Peter Bartold

| | | | |
|------------------|----------------|----------------|---------------------|
| Perc Delmenico* | Lyn Bartold | Jan Coward | Alana Freame |
| David Plummer* | William Freame | Shirley Clark | Harry Baker* |
| Graeme Shephard* | Colin Templer | Stephen Mayer* | David Judd |
| Richard Carlson | Jon Carroll | Richard Unkles | Sebastian Bongiorno |
| Barry Ellis | Robert Judd | Ian Payne | |
| Noel Tyzack | Debra Judd | David Hughes | |
| Peter Bartold | Phillip Buggee | Keith Ellis | *deceased |

SERVICE AWARD MEMBERS

| | | | |
|------------------|-----------------|------------|-----------------|
| Sandro Cesario | Paul Freame | Mark Rae | Gary Spencer |
| Jonathan Crellin | Stuart Granger | Tony Romeo | Shayne Williams |
| Bob Durrant | Bruce McCann | Joe Sammut | |
| Frank Fazio | Danny Petterlin | | |



Most of us, I am sure have entered a competition with no expectation of ever winning and forgetting all about it, so it was with great surprise that I received a phone call a week before the start of the Targa Florio Australian Tribute, TFAT, to be told I had won an entry into the event worth \$6500! The club had planned and advertised a display at Festa di via Verde in Healesville, which also featured the arrival of the TFAT at the end of day 3 of the event and the viewing of one of their PC's (timetrials).

To be part of the display we had to register on line prior to the event and as part of the registration there was a box to fill in in no more than 25 word why you would like to win an entry into TFAT. We had decided to display our 500F and our X19 and I filled in the entries for both cars. I came up with 2 twenty-five "compelling reasons" why I should win the prize and then forgot all about it, until the phone call. My excitement at being told I had won quickly turned to concern when I realised that the entry that won was the one attached to the 500. When I explained to Simon, from Yarra Ranges Tourism, who had sponsored the prize, that there was no way that the 500 could do the 1200km in the 4 days allowed, considering the type of terrain to be covered (I can just imagine the disruption and holdups caused by the 500 trying to chug up hills like the Skenes Creek to Forrest road, to name just one!) so I thought that was the end of our fabulous

From the Editor...



Team Bartold representing Yarra Valley Tourism ciaoyarravalleyciaio

opportunity. Simon rang back after conferring with his fellow judges and said we could drive the X19 as we had also entered it and we were in!!

Fortunately, we were able to drop everything and get ourselves prepared for TFAT and be at Torquay 6 days later. The event which is based on the famous Targa Florio which has been held in Sicily since 1906 and Victoria was the first place outside Italy to win the right to run the Tribute event, in 2017. This year had a new team of organisers led by Andrew, Linda and Paul Lawson and a field of forty or so cars (read the article later in this magazine for a full description of this year's event.)

For Peter and I it was an amazing experience, nothing like any other motoring event we have participated in before. In our early days in the club we did many night rally's (not together after our first couple of attempts which tested even the happiest of relationships, so I navigated for

a number of other club members and Peter drove. mostly with Colin Templer navigating!!) We both drove in Hillclimbs, Sprints and Motorkhanas, all which required fastest times so to be in an event where Regularity was required, it was a new learning experience.

Because of our late entry into the event we were not at all prepared and had to learn as we went along and had not even really got the hang of what was required by the end. However, you could choose to be super competitive or very relaxed and still have an amazing experience in TFAT. Our fellow competitors were a great group of people, there were wonderful cars to be in the midst of, great accommodation and food and a fun atmosphere to be part of so it was an outstanding experience. It certainly inspired me to try it again but with lots more preparation and practise beforehand.

Rapporto del presidente



We have reached the end of another fun year of Fiat events. It seems some time back that we were at the beach at San Remo feeding the rays and pelicans but a lot has happened and much of it to be proud of. One rare occurrence was my managing NOT to buy an 1100T I went to look at in Echuca. Some would call that a black swan event!

All of our annual events ran smoothly and have been well attended. Organising the Nationals in Tailem Bend, the conduct of the weekend and retaining the Fiat of Italy Cup certainly ranks among the highlights. Personally, I was happy to see a couple of 501s make it for their Centenary and take part in the events of the weekend. We have a weekend in Goulburn to look forward to in a few months to both enjoy socially defend our title. If you have not been to a Nationals you will find Goulburn a good opportunity. Not too far but an interesting drive, there will be alternate events for those who are not i

While on the subject of other clubs I attended the NSW club Concorso in early November. It was interesting to see the way it was co-located with the Alfa concourse and the combined events certainly drew quite a crowd to Tempe. It is always good to catch up with members from other States and fly the flag for our club.



Despite its obvious appeal this 1100T was left with the owner

It's not only interstate that we get the opportunity to represent the club. I would like to thank everyone who has organised our club's attendance at many displays, events and shows throughout the year. Joe Sammut, Rob Judd and the Bartolds are always on hand to help out and it would be great in the new year to think a few members stepped up and introduced themselves to the joys of event coordination. We are very lucky to have a sizeable number of members willing to participate in display events across the state. Plans are afoot to conduct a few more runs over the next year and we hope to see you at them too.



We won our 3rd consecutive display award at Motorclassica this year

Variety is the spice of life they say so it is great to see something of a resurgence in our motorsport and competition areas. Some more members have decided to 'Go modern' and are now driving Abarths and Puntos in events where they represent the club. I was taken with the large number of modern cars at the Alfa Spettacolo and am keen to try to find a way to engage with a broader cross section of the Fiat driving community – any ideas gratefully received.

Lastly, I would like to thank all the members who attend so many of the events their club conducts. It is a joy to be involved with a



A lovely row of Lancia Lambdas at Castlemaine

committee that wants to find ways to engage the broader membership. If there are things you would like to see us do please get in touch and let us know. Let's enjoy.

See you on the road.



PHOTO OF THE MONTH

Roger Beattie and Kevin Lemm (or is it Bill & Ben the Flowerpot men!!) who drove in the final day of Targa Florio Australian Tribute in Roger's 1200 cabriolet and their "much loved" FCCV hats.



At Gough Whitlam Park, Tempe enjoying the NSW club Concorso



CLUB CALENDAR

JANUARY 2020 – MARCH 2020

For Competition Calendar see Competition Report on Page 8

JANUARY

Sun 12 **Run to the Surf Coast and Summer Picnic at Casa Langdon, Aireys Inlet**

Contact Roger Langdon 0402 409 758 (venue) or Joe Sammut 0412 221 581 (Run)

Sun 19 **X19 Raduno**
Contact Peter Bartold 0414 867 280

FEBRUARY

Sat 1 **Caffe di sabato at Studley Grounds Eatery, Cnr Studley Park Rd and Walmer Rd, Kew. 9.00am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290

Sun 2 **Toscana's Tomato Day at Casa di Bartold, Wonga Park. 10.00am**
Contact Lyn Bartold 0433 034 721

Sun 9 **FCCV Run to Mirboo North Italian Festa**
Contact Lyn Bartold 0433 034 721

Sun 9 **Picnic at Hanging Rock**
Contact Roger Beattie 0400 177 278

Sun 16 **Daylesford Motorfest**
Contact Joe Sammut 0412 221 581

Sun 23 **Autobella at Deaf Children Australia, 597 St Kilda Rd, Melbourne.**
Contact Sebastian Bongiorno 0419 536 876

MARCH

Sun 1 **Italian Icons, Lygon St, Carlton**
Contact Joe Sammut 0412 221 581

Fri 6 – Sun 8 **Festival of Speed Classic Motor Sport at Phillip Island**
Sat 7 **Caffe di sabato at Bosses Boots Cafe, 1 East Ridge Drive, Chirnside Park. 9.00am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290

Sun 8 **FCCV Run and Shannon's Walk Display**
Contact Joe Sammut 0412 221 581

Fri 13 – Sun 15 **2020 Australian F1 GP.**
Contact Joe Sammut 0412 221 581

Sun 22 **AOMC 64th Kalorama Rally. Featuring V and V cars**
Contact Richard Unkles 0411 185 779

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, 13th Feb 2020
• Thursday, 12th Mar 2020
• Thursday, 9th Apr 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
MSCA

**Compiled by
Roger Langdon**

Membership News

Robert Judd, Membership and Club Permit Secretary

There's still a few member renewals outstanding, but we continue to grow with members with both new cars and classic cars. We welcome the following new members –

John, Lily, Alesia & Claudia Cendo: Fiat 600 Multipla and Fiat 500F

John Ray: Fiat 501

Peter Humphries: Fiat 124 Spider

Wayne Hughes: Modern Fiat 500 Abarth

Rajesh Sharan: BMW 3 series

Paolo Micheli: Fiat 850 Sport Coupe

Brenton & Sally Hale: Fiat 124 Spider

David & Jetson Cairns: Fiat X1/9

Steven Barello: Fiat 124 Spider

Aaron Tomaselli: Fiat 500 Giardinera

Ross McGown: Fiat 501 & 500 Topolino

Peter, Silvi, Matt & Lisa Giordano: Lancia Fulvia, Lancia Fulvia Zagato & Lancia Beta

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

FEATURED NEW MEMBER:

John Cendo, 500D and 600 Multipla

John has given us two wonderful stories about his cars, too much to include on this page, so I will be talking to John about his cars and the interview will appear in next FIATmonth. Here is a brief summary to introduce and welcome him and his family to the club. Ed

500D “The Fiat 500D was my first purchase in 1990. Having a dad who was a motor mechanic, I thought it would be a good father and son project but I had not realised dad did not like working on European cars.....(to be continued) Deciding on a number plate took as long as the restoration! Something red, small and squarish (REDHEAD MATCH BOX PACKET) Hence the plate MTCHBX “

600 Multipla “ Passionate about Fiats I wanted something very different and rare. So why not look at a car voted in the top 10 ugliest cars (FIAT MULTIPLA) As I wanted a RHD car, I discovered that Fiat Italia only exported RHD Multiplas to UK and South Africa. I found one, under restoration in South Africa and it finally arrived here in August 2018 and was registered in December 2018.”...and the numberplate on the MultiplaCOOLBX”

Thanks John, we look forward to hearing more Ed



John's Fiat 500D



John's Fiat 600 Multipla

MEMBERSHIP & CLUB PERMIT UPDATE

The issue we had with the permit scheme signatures was resolved promptly and caused minimum fuss for our members. I have advised Vicroads of the members with permit cars who had not renewed as of late November. This totalled approx. 20 members and some late renewals have been received since with other permits being cancelled.

Remember it is your responsibility to maintain your membership to keep your permit valid. The club sends our reminders and prints reminders in the magazine to help.As

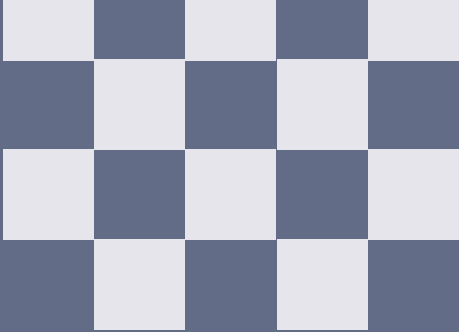
I'm writing this article early December we have 527 members, which compares favourably to just over 500 which we had at the end of the last club financial year.

| 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



As the 2019 year wound down there were still opportunities to compete at various venues and at different levels, depending on your competition licence level. Come 2020, we get to start all over again, with a new competition year beginning, with all point scores level at zero. What I find a little frustrating is the quantity of competition prepared Fiats that are doing nothing, except taking up garage space while being inactive. There are motorkhana prepped specials, circuit prepped cars for sprints and Hillclimb's, even a dirt rally car or two. Perhaps if some of them were offered up for sale, they might become active again?

We have a big enough membership to have over 100 members enter into some of the Fiat Nationals events in 2020, surely? That event is for club members who are keen and willing to represent the club in a national competition weekend. Perhaps if some of those inactive clubs' cars became available to purchase, possibly in a partnership of like-minded members, who knows what pleasures they could discover, enjoy and give me more members to report on?

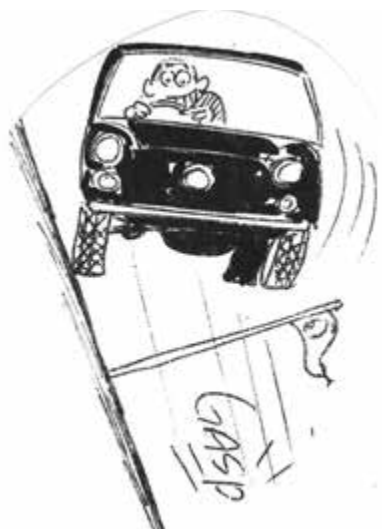


Competition Secretary Bill Freame

COMPETITION EVENTS JANUARY TO MARCH 2020

| | | |
|------------------------|--|----------------|
| January | | |
| Sun 19th | MSCA Hillclimb, run by MG Club Rob Roy | |
| February | | |
| Sat 22nd | AROCA Sprint | Sandown |
| Sun 23rd | MSCA Sprint | Sandown |
| March | | |
| Sat 15th or | FCCV Motorkhana | METEC |
| Sun 16th | Practice for Nationals | Bayswater |
| To be Confirmed | | |
| Sat 15th | MSCA Sprint | Phillip Island |

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



PAST EVENTS

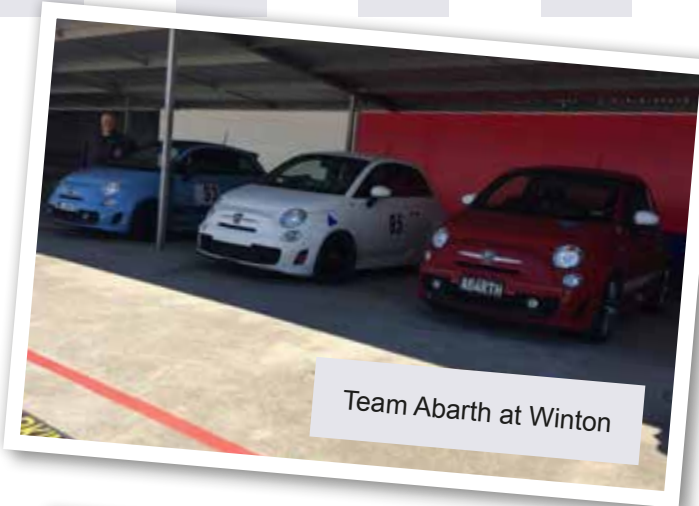
**TARGA HIGH COUNTRY 8TH - 10TH
NOVEMBER** - see my report on Page 11-13

**THE 50TH HAC INTERCLUB MOTORKHANA
WAS AT PAKENHAM ON THE 24TH
NOVEMBER**, where only Marisa Gangemi, in her Alfa-Sud and Tony Russell, in his Panda, represented the club.

Report from Marisa on the Huntingdale Auto Club event

On Sunday 24th November the Huntingdale Auto Club held the 50th Annual Interclub Motorkhana at Pakenham which was a group 5 Event. We had two FCCV competitors with Tony Russell in his Panda and me in my Alfa 33 1.7IE. It was a fun event to compete in with 9 tests, some of which were A and B tests (Gate Slalom, Plum Crazy and Diamond Slalom) giving everyone the chance to improve their times. Tony did an awesome job in the Panda, finishing in 2nd place and in the A2 Class, I finished 3rd in the lady's class, one better than my 4th place last year and we received 9 points for the club. It was a successful day all around, special thanks to Huntingdale Auto Club for organising the event.

On the same weekend there was the Geelong Revival Motoring Festival, with the competition cars sprinting along the foreshore with one FCCV member, Steve Schmidt, competing in his Mini Marco.



FIAT NATIONALS 2020

We need a strong representation at the **Fiat Nationals, 3rd-5th April**. As the defending champions of the Fiat of Italy Cup, I am hoping we can be successful yet again. However, the weekend is so much more than the Sprint, Motorkhana and Show & Shine events.

There is the camaraderie of the more active members of each of the clubs, with new friendships made and old friendships reinforced from involvement over several years. Imagine if we could encourage over 100 members, with their partners, from this club, with full fields at each of the events. Wakefield Park Raceway is an excellent race track for our size and performance Fiats, with plenty of safe corners if you get it wrong. The motorkhana is in the Sutton Road Driver Centre, in Canberra, and finally the Show & Shine is in the heart of Goulburn.

Additionally, there are gatherings each night, with finally the Presentation Dinner on the Sunday night. This is a big event for each Fiat Club, 'The Fiat Nationals'. Will you be there? If you are planning on being involved, get your accommodation booked now! All those details are on the inside back cover of this FIATmonth.

2020 will be another busy year for those members who want to participate. There will be plenty of opportunities to exercise your car(s) in all types of events. Our calendar still has the AROCA Sprints, Motorkhana and Khanacross dates yet to be added.

Beasley's Nursery Cafe

2 November 2019

By Mario Di Censo

Beasley's has become a regular coffee morning venue and once again drew a crowd of around 40 members despite the cool temperatures and drizzle. It was great to welcome UK resident member Howard Smith and his wife Tina.



Pop-up Movie Night By Lyn Bartold

27 November 2019

Movie : Ford V Ferrari

Waverley Cinema

A very last minute suggestion by Bill Freame to throw in a mid-week movie night was successful, with 16 club members and friends turning up to see Ford V Ferrari. It was highly rated by all in attendance and the mid-week price of on \$7 a head was a bonus. There was talk about organising some more mid-week movie events- hopefully with more notice next time



CAFFE DI SABATO

2019 TARGA HIGH COUNTRY

By Bill Freame.

Photos by Angryman Photography

As part of the promotional advertising of this, the 10th Targa High Country, the Targa office had promised to provide a very memorable event, one to be long remembered. This promise was certainly fulfilled, and then some, with the weather conditions of snow, rain and fog throwing up extremely challenging conditions for every crew entered and the service crews giving them support. Of the 20 stages for the event, 17 were progressively classified as wet, certainly not the best road conditions for 'R spec', semi slick tyres that most competing cars were on.

There were three Fiats entered and they all survived the extreme conditions, plus each finished well. Nik Prieston from NSW and Stephanie Esterbauer were in his Gp4 Abarth 131 Stradale and finished in 1st place in the Classic Handicap Competition, while chasing hard was the 4door 131 of Phil Buggee and Paul Freame who were placed equal second at the start of the final stage with a Healey 3000. That final stage is more than 16km, mostly uphill to the finish, from the start at Sawmill Settlement. Then the final 6km were in serious fog, with visibility at times less than 100 metres. At least there was one constant, the drops off the side of the road remained the same! At the finish line, the elapsed time was in favour of the Yellow 131.

The 3rd Fiat was a 124AC, from SA, running in Thoroughbred Trophy and they finished in 3rd place. Winners of that competition was the Sigma crewed by FCCV members, Jack Waldron and Vin Gregory, who finished an incredible almost 15 minutes in front of 2nd place. Also competing from FCCV was Greg



Williams, navigating for Jeffrey Wilson in a Subaru, in his first event. The service crew for the Sigma were Peter Kerr and John Wicking (down from Townsville, where it doesn't snow). I was paired with Shayne Williams on the Saturday and Sunday. Fortunately, Shayne brought his Toyota 4wd up to Buller, after work on Friday, a vehicle which proved extremely useful in the Buller village, at times.

Pre event, the scrutiny was all handled in Mansfield on Wednesday and Thursday morning, while the Freame and Kerr service personal made their own way to Mt Buller Thursday afternoon, even purchasing some extra tarps in Mansfield on the way. There was a light dusting of snow falling on to the road as we approached the Mt Buller village. These were driving conditions we had never previously experienced for Targa High Country competitions, and there was more snow, with below freezing temperatures forecast overnight.



Driving to the start'

FIAT month — January 2020

Friday morning revealed about 150mm of snow on everything, with all service crews needing to be off towards Mansfield before the road is closed. Fortunately, all the roads were graded before we left at 6:30am, however there was some rain before the rally crews left, two hours later, and that turned into black ice, preventing the Sigma, or 131 from driving up the slope to the exit road. Despite much wheelspin and many pushers, they both needed to be towed to the Fire Station, from where it is mostly downhill from there. Even so, there was little grip, with Phil sliding for many metres and Jack having to dive 'off road' to avoid an MX-5 stopped in the middle of the road. Result, one damaged Sigma tail light! On each morning the cars do a 7km competitive, downhill on the twisty bits, to Mirimbah, and Friday morning there was snow, water and black ice to consider and test your courage.

Jack and Vin struggled to get the Sigma to the start, slipping and sliding all over the road, just trying to get to the start. They then found that they had just missed their run group by about two minutes. While still in the event, they had to wait till the very end, after all the other cars had left. They were not alone, and were all parked off to one side, but they were then only a few cars in front of the sweep, the vehicle they must stay ahead of to stay in the competition. Fortunately, they were permitted to leapfrog the field to their correct run group, at lunch time. As service crews, all we could see on the 'Rally-Safe' app was that the Sigma was still at the start for a very long time, and we wondered what they had broken, or had they crashed? Very concerning for us all.

The lunch stop is at Eildon, but the rally cars get there via Howqua and Jamieson, over those very demanding roads, then after lunch, the roads are traversed again, but in the opposite direction. The service crews have to travel on the main roads through Bonnie Doon, Merton and Yarck, to get to wherever they are servicing. As prearranged, we were servicing at the clearing we always use, which is near Alexandra, with only two more stages to their lunch break. We only needed to add fuel, about 20 litres, into the 131, while Jack took none, not stopping the Sigma as he decided he still had just enough to get him into the lunch control.

Pleasingly, the Sigma was in the correct run group and gave us a wave-by as their afternoon stages were attempted. With a wave-by also from the 131, I quickly packed up and headed back to the road near Mansfield Airfield, where I would add more fuel and follow up to Mt Buller village, but only after filling

the Territory with diesel fuel, and an alpine additive. However, Targa decided that the final stage of 16kms, from Sawmill Settlement would be cancelled, with the road conditions too dangerous for competition. Instead, all the cars were parked about 5kms, and more, below the village, with overnight guards to protect them. Buses were hired to transport everyone to the village. Peter and I left the service vehicles there also, rather than risking being trapped up in the village.

Shayne, arriving late Friday night, drove his 4WD up to our accommodation, undaunted by the snow and fog. This gave us mobility to get back to the vehicles next morning, including Jack who wanted to make sure the Sigma would start while he had a service crew nearby. They were pleased when it fired up, however, they were both parked in by an Alfa, so Peter and John were trapped for a while. Shayne elected to park his truck where the Territory had been overnight, we would collect it that night, after the Mansfield street stage and party.

Saturday is a shorter day, but no less challenging. Apart from the initial downhill stage, there were three stages on the Mansfield to Whitfield Road, lunch at a winery, then return to Mansfield (via 3 stages) for the 6km street stage through Mansfield, finishing with a display of all the cars in the main street. Again, as previously, we serviced the Sigma and 131 (fuel only) at Whitfield, with Shayne meeting the other service crews. Fuel added to the two cars, we packed and headed off to return to Mansfield. We always cross back via Moyhu and Tatong, joining the main road at Swanpool, and we then headed south. At Mansfield we set up for a quick safety check and for the crews to change out of their driving suits, again in the middle of the road car park. Then the cars were driven into the main street display, in light rain.



Jack and Vin on the road in the Sigma



The fog was shared with everyone'

We service crews headed back early, first to the BP servo, to fill the fuel churns ready for Sunday. We swapped the Territory for the 4WD at the bus turntable, then pulled the Sigma trailer out of a snow drift at the accommodation and took it down to where the Territory was holding a trailer spot. That would be very handy for Jack and Vin for packing up on Monday morning, well below (almost) the snow line. All the competition cars were encouraged to park up at the village again, but only on the downhill roads, so they could possibly exit the village in the morning.

Sunday morning was another early start, with Jack starting the Sigma before his service crew left the mountain, Phil did likewise with the 131, just to be sure. The Sigma was leading Thoroughbred Trophy by several minutes, the 131 was in 4th and chasing the Stradale hard. This final day was another drive to Eildon, but the Skyline Road stages were not being done again. We added fuel on the road side, just before the main road entry into Eildon. With both cars fuelled and away to their lunch, we packed and returned to the Mansfield Airport for the final service for this event. Shayne had parked his 4WD there in the morning, on our way to Eildon. He was already packed for returning home, leaving as soon as we had finished refuelling the cars. We also collected the Subaru crew who had retired in the morning with a cracked brake rotor. From the Airport to the Buller village, they were in with me, in the Territory. Ah, fresh ears for all my stories!

The weather on Sunday had been the best we'd had all weekend, so the final stage from Sawmill Settlement to the Mt Buller Alpine Village was finally being run. The Sigma was clearly dominating its category and the 131 was in equal 2nd with a very quick Healey 3000, in Classic Handicap, so Phil and Paul were keen to give it a red hot go on this final stage. Despite the fog and very wet road up top, the 131 was the victor, taking a very well earned 2nd placing. The 131 had been doing dry road times all



Captions
1 Jack and Vin 1st in Thoroughbred Class
2. 9576 Phil and Paul 2nd in Classic Handicap Class

weekend, and had been the quickest Classic on the (downhill) first stage, each day!

Peter and I returned home that night, just as we usually do. The others returned on Monday, with the wounded Subaru on the Sigma trailer, and Jack driving the Sigma all the way home. Pleasingly, all Fiats finished despite the challenging weather conditions.

It was a Targa High Country we will all remember, just as was promised!

TARGA FLORIO AUSTRALIAN TRIBUTE IN A FIAT X19

By Lyn Bartold Photos by Peter Bartold

This is the third year that Targa Florio Australian Tribute, TFAT, has operated in Australia. The Australian Tribute is the first “franchise” of the oldest road event, Targa Florio, which was first run in 1906 in Sicily and we have it here in Victoria.

This year there were 2 FCCV cars in the event with Peter and I as first timers driving our X19 and Frank and Cathy Marinelli in their Fiat Dino Spider, returning for a second year. There was also a lot of other FCCV involvement at various stages of the event as you will see later in this article

TFAT is a Regularity event (see my Editorial in this magazine) requiring accurate timing with a loss of points for both early and late arrival as well as not achieving specified times in off-road and on-road time trails. With a field of 40 cars there was a wide variety of cars entered. The total distance for the 4 days was 1200kms, on some of the finest roads Victoria has to offer. We assembled in Torquay the afternoon prior to the event for a briefing, scrutineering, and distribution of numbers and Road Book etc before a Welcome Cocktail Party. We even had the Blues Brothers in the event and they certainly kept us all laughing through the whole 4 days

DAY 1 Torquay to Flinders 236.55 kms Start Point Danger, Torquay

Our initiation into PC's came 1 km from the start, at the Torquay Football Oval. These are off-road time trails that have 4-5 consecutive sections (anywhere between 40 and 100 metres in each) where you are given the time you must cover each section in, not any easy task with very basic equipment and no practice! There are 4- 5 of these PC's each day, as well as 2 PM's (on road time trials) of around 7kms where you have to maintain the given average speed. Added to this are around 30 pages of tulip chart navigation per day so there is no rest for the navigator or driver.

Our Day 1 drive took us along the Great Ocean Road, up through Forrest where club member David Ollie was there with his Top Bike signed Fiat 124's to cheer us on and then to Queenscliff for the ferry crossing to Sorrento. We had a fabulous drive up Arthurs Seat then onto Flinders for our first night. It was great to be met by a crowd of locals with a wonderful collection of veteran, vintage and classic cars. We enjoyed a Gala Dinner with plenty of opportunities to chat with our fellow entrants, then fell into bed totally exhausted but happy.



Start Point Danger, Torquay



Marinelli's at Flinders



Andrew and Linda Lawson at Flinders finish



Start at Flinders

DAY 2 Flinders to Cowes 236 kms

More PC's and we were on our way through Hastings where we took a few detours to pass Primary Schools and be waved to by the children. A great feature of this year's TFAT was that the local communities were engaged and enthusiastic. We drove on through the Strzelecki Ranges on some excellent X19 roads before we headed to Ripplebrook Winery of lunch. Club member Steve Schmidt was there to greet us (in his Bug-eye Sprite!!)

After lunch we had some drizzle but not enough to put the Targa top back on the X19 (you can drive comfortably in the X if drizzle is light and not get wet) However, as we approached Korumburra we

were getting wet so made a quick stop, roof on and proceeded to the next PC which was outside another Primary School where we received a bag of local goodies.

From there we headed off to Cowes. Our PM that afternoon was on the old AGP circuit (1928 – 1935) although there is little resemblance to a race circuit now, and then into Cowes to be greeted by Rob and Deb Judd and Jan Fry who were assisting with parking arrangements. We enjoyed an excellent dinner at Pino's Trattoria then on to Silverwater Resort for a well earned rest.

DAY 3 San Remo, via Haunted Hills to Healesville 273 kms

When we arrived at the waterfront in San Remo for our Day 3 departure we were greeted by a mini FCCV display (see Rob Judd's article that follows) It was great to have a cheer squad supporting us on our drive that was to take us through Mirboo North, Haunted Hills , Noojee to Healesville. We were greeted by a big crowd and some classic cars at Mirboo North where we were given a bag of delicious treats and information about the area. This community engagement certainly added to the enjoyment of arriving in towns along the way.

We encountered more PC's and PM's along the way to Haunted Hills including what would have to be Peter's favourite road of the 4 days. It was very narrow and very windy and we were in an E Type Jag/Porsche sandwich which really put the X19 through its paces and it did very well!!! Haunted Hills (Bryant Park) which was both a lunch stop and time

trial on part of the Hillclimb track. This trial required a maintained average speed of 50kpm which was very difficult on the very tight bends and steep climbs in a car like an X19 – lots of fun though! Club member, Ian Maud was here to wish us well.

The day finished in Healesville at the Festa di via Verde which is a big Italian themed festa in the Yarra Valley. There was a group of FCCV members with their cars on display as part of the Festa, so plenty of support when we arrived. The Festa is run by Yarra Valley Tourism who were the ones who sponsored our entry into TFAT by running the competition with entry into TFAT as the prize which I won. It was great to meet up with the organisers, to thank them and to receive our ciaoyarravalleycio stickers for our car. It was a short drive to the Heritage Resort for the overnight stay at the end of an excellent day.



Frank's Mechanic skills were in high demand



View from the X19 back window



Alfa at Haunted Hills



PC at Healesville

DAY 4 Heritage to Woodend to Carlton – finish of TFAT 2019

For the final day of TFAT we had Roger Beattie and Kevin Lemm join us for the day, driving Roger's 1200 Cabriolet. We left Chirnside Park and headed to Kinglake in wet conditions, calling for caution on the windy roads up through the mountains. We continued on through Flowerdale, Kynton and to Woodend for lunch completing more PC's and PM's along the way.

After lunch we climbed Mt Macedon to the Memorial Cross and wonderful views then headed back to Melbourne, finishing at the Melbourne Italian Festa in Carlton. It was an excellent finish point with 1000's of people in attendance to enjoy the great range of cars from TFAT as well as a display from the Italian car clubs. FCCV had a big display, parked adjacent to the TFAT cars so there were plenty of people to enjoy the finish with. Presentations were held on the stage with a very big crowd watching, bringing the four intense days to a fitting end.

For us, TFAT was a fabulous experience with the opportunity to drive on some of Victoria's best roads, through spectacular scenery and to enjoy the wonderful camaraderie of fellow drivers. The

emphasis on involving communities along the way made sure that the event did not run in isolation to the places and people we saw during our journey.

Of course events such as this do not happen without a huge amount of organisation and planning. Congratulations to Andrew, Linda and Paul Lawson for their first TFAT as Event Directors and to Race Director, Ian Swan for an amazing event that Victoria should be very proud of. Thanks also to the wonderful patient and always smiling officials who worked so hard to make a complex event spread over a huge area and over 4 days, work so well. Would we do it again? Certainly would and it would be great to recruit some more FCCV members into the 2020 event.

The 2020 event will run from Thursday 26th November afternoon to Sunday 28th November and is offering a number of Entry Package Options and there are discounts for Team (3 cars) Entry. It would be great to have a number of Fiats in next year's event so check out the website for details. See page 34 for information



PC near Woodend



Roger's 1200 with Ferrari at Mt Macedon



Team Fiat at finish at Melbourne Italian Festa, Carlton



Winners at Presentation

FCCV AND TARGA FLORIO AUSTRALIAN TRIBUTE

By Deb and Rob Judd

Photos by Peter Bartold, Roger Beattie, Joe Sammut

Fiat Car Club was lucky enough to be involved in the Targa Florio Australian Tribute Rally this year (Nov 14-17). We were involved in displays over 3 locations which were designed to increase the community involvement in the Targa Florio.

The first of these was a 'Pop up' display on the foreshore of the San Remo township early Saturday morning. This was organised alongside the Targa cars which were assembled there before the start of their day. We invited many of our Gippsland members to take part and ended up with 4 members taking part. Thanks to Sam Mazzeo, Dallas Benbow (X1/9) and local member Frank Coletta (124 BC) joining Deb & I (131) for an interesting and social morning. (The day before Deb, Rob and Jan Fry gave a helping hand in Cowes setting up in Thompson Avenue for the arrival of the Targa cars – Thanks Jan , we could not have done it without you).



Fiats at San Remo start

The Targa cars then travelled through Gippsland to Healesville, where another display was organised in the afternoon. The Yarra Valley community holds an annual event, the Healesville Festa di via Verde, and the arrival of the Targa Florio rally became part of the excitement for the day.



Fiat Display at Festa di via Verde, Healesville



Fiats on display at Melbourne Italian Festa, Carlton

On Sunday, as part of the Melbourne Italian Festa in Lygon Street, we had the opportunity to have quite a large display of cars. The area for display had been increased from the previous years and I'm particularly pleased that we were able to get 22 cars along- a great turnout especially considering we had supported the Healesville display the day before.

Our attendees on Sunday were Domenic Tatangelo (124 AC), Ralph Di Censo (124 Abarth), Paul Pozzobon (X1/9), David Stott (501), Sandro Cesario (124 Sedan), Frank Newton (500 Abarth), Joe Sammut (124 CC), Rodger Langdon (124 CC), Luigi Manzo (500), Robert Brunno (500 Abarth), Mandy Thompson (124 Abarth), Frank Caia (124 Abarth Replica), Lou Giacomantonio (126), Pat Giavanucci (124 Spider), Tony Sanfilippo (500), Bruno Tonizzo (124 Spider), Anthony Cementon (124 CC), Rob Judd (131) with Domenic Greco (Lancia Delta), Mario Di Censo (Maserati GT) and late arrivals Alex Braic (500) and Angelo Monteleone (Lancia Fulvia Zagato).

After a cool start to the day the weather improved and the afternoon was very pleasant. There were plenty of activities and food/coffee available from the various restaurants along Lygon Street and plenty of other car club displays to see as well as our own. Our members were kept pretty busy throughout the day answering questions from the many people enjoying the Festa and cars displayed.

At about 3:30pm the Targa Florio cars started to arrive and were parked on Lygon Street. opposite where we were displayed. The Targa group of cars contained some pretty unique vehicles. Two FCCV couples participated in and thoroughly enjoyed all 4 days of the rally - Cathy & Frank Marinelli in their Fiat Dino Spider and Lyn & Peter Bartold in their grey X1/9. And Roger Beattie with Kevin Lemm as navigator joined the event for the last day in Rogers 1200 cabriolet. Those of us who had been in San Remo, Cowes or Healesville even started to feel a part of the rally event on seeing all of them again. (And being opposite the FCCV display provided a great focus for our cars!).



Il Giro della Luna Piena di Carlo

By Trevor Prasad

FULL MOON DRIVE, DINE, WINE, TO CELEBRATE A LEGEND

On a full moon night in this 70th celebratory year of Abarth, it occurred to me that Friday 15th November was a rather auspicious date – a future automotive designer and legendary racer was born.

In speaking with Roger we couldn't let this date slip by. In true testimony for how vibrant and active our club is, with a 24 hour notice (amidst the four days of the Targa Florio Australian Tribute), we were able to pull together a 'pop-up' event involving a full moon drive, dine, and wine to celebrate the legendary Carlo Abarth with 12 members attending.

Special thanks to Damon of Zagame's for providing Lina and myself with a loan of an Abarth 124 Spider as the lead vehicle.

Departing from the Eltham Community Centre car park, we headed out to St Andrews for a brief photo stop in front of the historic St Andrews Hotel. We then traversed the length of Buttermans track (bitumen sealed in 2016), that leads to magnificent views of the Yarra Valley at the intersection of an aptly named Skyline Road.

A certain 1200 cabriolet 1962 'Vetture Special' driven spiritedly continues to surprise many, with a very trusting passenger 'enjoying the 'virtual reality' experience from the right-hand side.

Our destination for a sunset dinner with views to the city was at Massaro's Vineyard and Restaurant in Kangaroo-Ground where we enjoyed gourmet wood-fired pizza and wine .

The format of the evening and concept of a 'Full Moon' drive, dine, and wine proved to be huge success and provided an entrée intro into what can be extend for next year.



A perennial conundrum - Automatic versus Manual.

A quick note on the awesome Abarth 124 Spider's Automatic. As manufacturers depart from manual transmissions in favour of direct-shift 'gearboxes', or snappy automatics with Active Adaptive Shift (as per our loan vehicle), I'm at a personal quandary as to which to go for. The purist in me says manual every time, but when the Spider is put into 'Sport' mode, everything stiffens up and the auto becomes very responsive. Around town it provides for more relaxed driving, and up though the twisties and elevation changes of Buttermans Track, I was impressed with the responsiveness and control, (something that was not truly apparent during my initial test drive through the back streets of Richmond).

Regardless of final choice of transmission, I'm continually impressed with the total driving experience of the 124 Spider. The pose of the Bilstein suspension through our back country roads, the confidence inspiring Brembos, the traction provided by the mechanical limited slip diff, the intoxicating sound of the Record Monza exhaust matted to the spirited MultiAir Turbo engine - this little sports car gem showcases the true Italian design and performance heritage of Abarth, for which Carlo would be mightily proud of.

Special thanks to attendees for a wonderfully social pop-up event: Roger Beattie, Judith Odgers, Kevin & Vicki Lemm, Tina & Howard Smith, Vin & Merrill Gregory, Ian Payne & Kerry Gooding, Lina Romero and myself.



FCCV FESTA

By Lyn Bartold
Photos by Peter Bartold, Roger Beattie,
Paul Pozzobon, Kevin Lemm

Drone Shot of Festa, Kevin
Lemm

Once again our annual Fiat Club Festa was a great success with more than 170 members, family and friends attending. As usual we held the event at La Baracca, the outdoor entertainment area at the rear of the Veneto Club. With its BBQs, kitchen and covered space for tables and chairs and plenty of room for the display of our Fiats and other Italian marques. This year a very special part of the display was the 5 501's that attended to celebrate the 100th Anniversary of the model.

As usual Santa arrived to bring gifts for the children who were there, this time arriving in a 500D There was a crowd of children who were gathered around Santa, lapping up the atmosphere and enjoying the gifts they received Thanks, once again, to John Westcott for his Santa impersonation and for those involved in organising this part of the day that gives such joy to our young Fiat enthusiasts. With live music from the Long Gone Daddies, plenty of wonderful food and the opportunity to catch up with fellow club members in a relaxed atmosphere again made this great finish to what has been a very busy and successful year.

As at past Festas, our Event Co-ordinators, Mario Di Censo and Paul Pozzobon were responsible for organising this event and they are to be congratulated on the wonderful job they do each year. We also thank the big team of helpers , without whom the event could not take place. Special thanks to the large group of ladies working in the kitchen, preparing

the food, and to the chefs, who toiled over the hot plates all day, cooking the eggs and bacon from early on to the wide range of BBQ goodies all provided by club member Frank Russo from Rainbow Meats.. Thanks also to the sweets servers, including the Toni and Tony Romeo who brought along their fabulous ice cream from Yumbo's, their shop in Carlton North. There were also many others who played a part in making this event such a success each year.

Thanks to everyone who came along to make it another wonderful finish to our club year.

Food crew at work



1



2



3



4



5



6

- 1 Santa arrives in the 500
- 2 Santa with helpers and kids
- 3 Great turn out of X19's
- 4 124's and others on display
- 5 500's and 126
- 6 The 501's celebrating 100 years
- 7 Wonderful display of Vintage and Veterans
- 8 850 Spider and 128Coupe
- 9,10 Members enjoying the day



7



8



9



10

Geelong Revival Motoring Festival

By Roger Langdon
Photos by Joe Sammut, Roger Beattie, Roberto Bruno

DAY 1 SATURDAY 23RD

In what is becoming a regular event for the FCCV, after an early start on the Saturday of the Geelong revival weekend, members and their cars converged on Rippleside Park in Geelong North from Ballarat, the Bellarine Peninsula, the Surf Coast and Melbourne. From our staging point we followed il presidente Roger Beattie in his blue Fiat 1200 Cabriolet down the Esplanade and past some of Geelong’s finest real estate for our display in Steampacket Gardens. This year we were parked in front of a wonderful backdrop of palm trees, Cunningham Pier and Corio Bay – and Geelong’s trademark giant floating Christmas tree. Idyllic stuff for Fiatisti, including mild weather and a coffee stall metres away. Nearby were cafes with Ferraris and Maseratis and other exotics parked in front. Visions of the Amalfi Coast? Lygon St with a water backdrop, perhaps? There were also plenty of venues for lunch and Christmas shopping.

Our display area featured a wide range of vehicles including Holdens and, of course, Fords (where else but Geelong). In a city brought up on Aussie cars, our Fiats were a popular attraction and gained a lot of avid attention throughout the day.

Much of the day was about all things “vintage” – vintage caravans, vintage boats, a vintage fashion parade and across the road a large display of motorbikes in the “Motorcycle Mecca”. Further up the hill, in the “Big Wheels” section, were monster tractor pull machines and the truck from “Mad Max”. Adrenaline junkies also could purchase a ride in a very loud Nissan driftmobile and have some fun on the skidpan. It was fun watching as the cars just missed the barriers. Obviously, highly skilled drivers!

The main event of course is the quarter mile speed trials for cars and motorbikes and there was lots of action down the Ritchie Boulevard track.

Saturday display participants:

Roger Beattie 1200 Cabriolet; Paul Pozzobon X19; Joe Sammut 124 Spider; James Woodburn 124 Spider; Roger and Lesley Langdon 124 Spider; Richard and Lucy Brewster 124 CC; Harvey Richards 124AC, Lawrie and Vergie Hocking Abarth 500 Replica. Diane and Frank Newton Abarth 500 (New), Vicki and Kevin Lemm



DAY 2 SUNDAY 24TH

By Bruno Tonizzo

Leaving home at 6:00AM on a cold Sunday morning doesn’t sound like fun unless you are lucky enough to be driving a classic Fiat 124 Spider to the Geelong Revival. Yes, I drove to Eastern Beach Geelong with the roof up and the heater on to keep warm and smiled and waved to the other classic cars that passed me on the way to Geelong. Arriving at Rippleside Park nice and early, I put on my Citroen Car Club hat and made sure everyone from the Citroen Club was sorted out and was aware of the correct parking zone that they needed to park in for the annual French Car Festival. It turned out to be at the far end of Eastern Beach, as far away from where the Shannons Show and Shine parking was! My feet reminded me of how far the walk was and complained by the end of the day.

When it was time for the Fiats (me) to drive to our parking area I made sure that the top was down to enjoy the morning sun. I parked near the metallic green Fiat 500 Abarth belonging to Roberto Brunno , which already had a crowd of admirers gathered around it, and the crowds were there admiring it all day long. While walking from one end of Eastern Beach to the other, I was able to stop and take in the sights, sounds and smells of all the motoring events that were going on. The drifting cars were making a huge racket as they drifted around witch’s hats on both wet and dry road surfaces. Meanwhile the cars and motorbikes racing down the strip sounded fantastic as they revved out in each gear trying to set the fastest time in their class.

Back at the Fiat display, I met up with Lyn Bartold and Debbie Judd and they invited me to come and watch the fashion parade outside the Yacht Club. While we were chatting, we met up with a long lost FCCV member from the ‘70s, Les Kirki , one of Noel

Tyzack’s colleagues from ABC Channel 2 days. Les is now living in Daylesford enjoying his retirement, but drove a red 124 BC in the old days. I headed off to the fashion parade and met up with the team which now included Peter Bartold in his Slazenger outfit complete with vintage tennis racket and alignment frame. Luckily the bar was open and as the day had warmed up considerably, the temptation of downing an ice cold beer was too great to pass up. Peter got chatting to a gentleman who, as it turned out, had a Grandfather that worked for Alfredo Vignale in Italy, which was of great interest to the Bartolds, being owners of a Fiat Vignale. What a small world! Lyn won a prize for her stunning outfit while Alice (in wonderland) and a rabbit, from the Variety Club, took out the best couple’s prize. In fact, all contestants looked very glamorous on the day and I would consider them all to be winners.

After more walking and taking in the sights, it was 4:30 and time to get comfy behind the wheel of the Spider and tackle to peak hour traffic through the city and the long trip home.

The Geelong Revival, the Fashion Show and the French Car Festival, together made a very enjoyable day out for me and the thousands of people that attended this great event.



FCCV arriving at and set up for display



NATIONAL VINTAGE FASHION AWARDS
AT GEELONG REVIVAL

By Lyn Bartold

From the beginning of the Geelong Revival Motoring Festival in 2012, the National Vintage Fashion Awards have been part of the event, in an effort to replicate Goodwood Revival. As a vintage fashion tragic, it is an event I look forward to each year and usually manage to get Peter to also dress up, when he is not competing in the Sprint. Over those 8 years the event has evolved into a well judged competition with worthy winners. The Awards are now divided into True Vintage and Retro Reproduction sections and I have managed to take home a few prizes over the years. This year Deb Judd and I got serious and entered for both days and went to Geelong without Rob and Peter who were doing the Great Vic Bike Ride and racing at Winton, respectively (Peter did join us on Sunday and was persuaded to dress up!)

On Saturday we also had Judith Odgers and James Woodburn as part of Team FCCV with James taking out the Best Male prize. On Sunday Deb, Peter and I were the Fiat representatives and I won the Retro section, but probably the biggest bonus was that we got to spend time trackside in the Members enclosure after the event, with full catering and drinks provided. There were some excellent outfits this year on both days, and win or lose, it was lots of fun and a special part of the Motoring Festival and it was great to see some new FCCV faces amongst the competitors



TIPO TORQUE

The News Stand

RICHARD UNKLES

SEASONAL SALUTATIONS TO ALL.

Having been absent from the scene for most of the last 2 months your scribe is providing an abbreviated Tipo Torque.

A hearty welcome back to Ross McGown in Brisbane. Ross was a stalwart of the VVFC and will be our northern correspondent again. Besides his Jowett Javelin sports car he has a 1938 Fiat 500A Topolino with an open tourer body (James Flood?) and is yet to finish his 501 tourer with a Tasmanian body. Ross' father worked in the body building industry in Tasmania, hence his interest in owning a Tasmanian one. Body is different from John Ray's car in Hobart. Completion of the restoration is close enough to order a new 4.6:1 set. Ross supplied the header photo of the work of a Tasmanian Body Building firm. The centre 2 cars are Fiats Tipo 501 and a 505.

Kevin Lemm has found another 500C Topolino irresistible. Facebook users will be already aware that he has fallen for a really cute, if not perfect, ute. Kevin's careful study of the car is the result of some interesting car surgery. Whilst some might think this is a form of hot rodding, the car is thought to have been carved out of a panel van. Kevin's research is that there were a few panel vans made in Brisbane. Clearly, they could travel as he found his in Tailem Bend. (he must have had his eyes shut during The Nationals). The main problem was that the chap would not split his collection of 4 Fiat 500C Topos or the small mountain of spares. Anyone want to buy a Topolino to restore?

Kevin has also found the photo below of Gladys Moncrief in a Fiat 501 with an Italian body and dated 1922. Photo was taken in Kings Park, Sydney. The car looks very shiny and brand new. The bumper bars would be fitted locally. The front one seems to be set at an odd height. Gladys was an Australian soprano who got her first break singing Gilbert & Sullivan comic opera in 1914. She was born in 1892 and died in 1976. Known for her lovely voice she went to London in the 20's and returned to critical acclaim. She entertained troops here in WWII and in 1951 repeated the entertainment in Korea and Japan.

SPARES

The FCCV project of making new crown wheels and pinions is very viable. At the time of writing the order looks like a minimum of 20 sets in the improved ratio of 4.6:1 which is similar to the 501S ratio. Going like hot cakes. So far 10 ordered by Australians and 10 from several countries overseas.

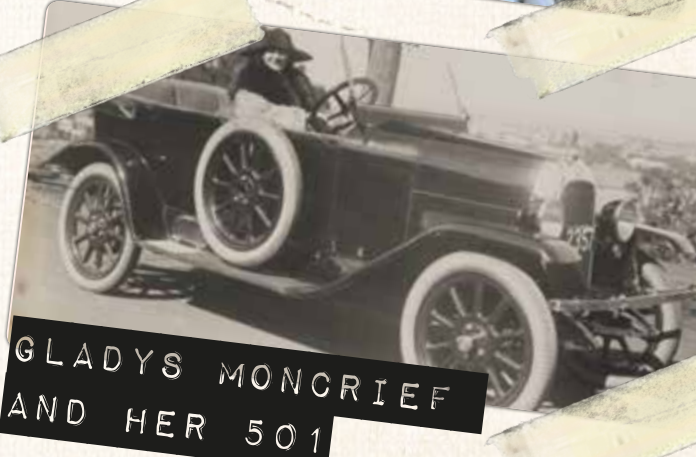
The next project may be to make Fiat 503 oil pumps. These can be fitted to Tipo 501 and have a 25% increase in capacity.



ROSS' 1938 TOPOLINO



KEVIN'S UTE AND SPARES



GLADYS MONCRIEF
AND HER 501

One Born Every Minute OR India Coast to Coast (Part 1)

By Richard Unkles
Words and Photos

Elsa calls driving across India mild adventure for the middle aged, and she is probably right. Having driven India including Kerala and the Himalayas with Great Road Journeys (free plug), we were not daunted by driving a modern Maruti Suzuki Vitara from Chennai on the east coast to Cochi, a major port on the west coast. Accommodation is usually 4 star or close and reflects everything from modern city hotels to environmental resorts.

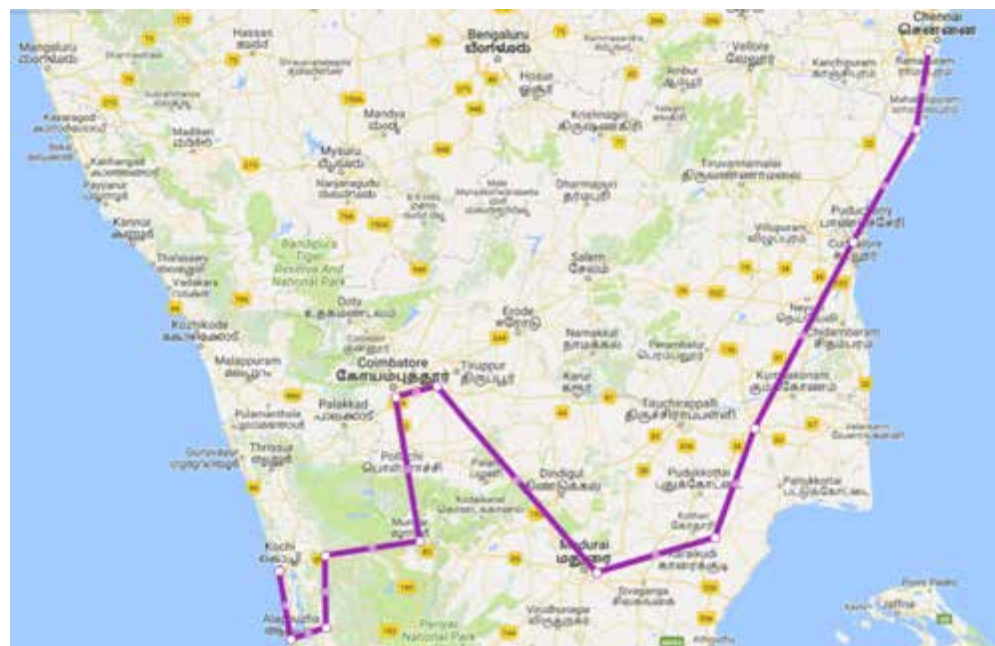
Most of the participants are English, with the occasional representative of other countries. This is our sixth driving tour with this small crew, after Kerala and the Himalayas in India, then Peru, Vietnam (in old US army jeeps) and Namibia. So far, very good.

Before being handed any keys a serious briefing is essential. The last thing management wants is an accident. First cultural matters were discussed then it changed to driving related. Here is a sample of instructions over 75 minutes of briefing including use of tulip diagrams.

- 1) Drive at own speed – enjoy the journey.
- 2) Drive with much widened vision than at home. Pedestrians can pop up anywhere.
- 3) Speed limits are 30kph for schools, 50 for built up areas, 70 for most rural roads and 80 for National Highways.
- 4) Police – rarely ask for documents or check for speeding.
- 5) Horn use is essential to signal your presence to visible and not visible vehicles. Locals rarely use their mirrors.
- 6) Truck drivers will listen for your horn and wave you through when safe.
- 7) Buses are a major danger. Most have no working brake lights. You must give way, might is right.



- 8) When on coming buses etc flash their lights this means they are coming through and will leave you just enough space to escape on one side of the road. They mean it.
- 9) Drive behind pedestrians and cows. Be aware that a cow may have a calf following out of sight.
- 10) If your nose is in front of normal traffic you have right of way. An inch is enough. Locals will respect that.
- 11) Buses must be given right of way. Do not complain if they scrape your car. Local buses are beaten up and do not care about your shiny car.
- 12) Driver and navigator must respect each others warnings.
- 13) There is almost no road rage in India but they do see western films and TV and can learn bad habits.



DAY 1

The first day on the road, we left from the resort south of Chennai after a Buddhist blessing of the cars which included putting a lime under each wheel and squashing as we drove off. We were soon among lots of rice growing fields and eventually we arrived at the site of the Gingee Fort. It is virtually impregnable because it is so high up on a large rocky outcrop. The British called it "The Troy of the East". There are plenty of lovely trees like Morton Bay Figs providing massive shade.



The Massive Gingee Fort

We then headed on to Pondicherry. It is the only French influenced city in India which is obvious in the old city from the architecture and the street signs. French is still understood here. We were given a tour by bicycle rickshaw in the old city, ending near the waterfront and the inevitable statue of Mahatma Gandhi. Every city has an MG Road in his honour.

We missed a great photo chance. We saw an older guy riding his heavy Indian bicycle with 2 heavy pots hanging from it. What was unusual was that he was cleaning his teeth whilst pedalling!

DAY 2.

We headed off, mostly on secondary roads and passed through an area of huts/houses of brick or concrete walls but thatched roofs. Some with plastic sheeting over to improve the thatch. This is a general rice growing and either some sugar or maize is also growing. It looks very fertile.

We undertook serious penance at a major old Buddhist Temple. No shoes were allowed, so bare foot which seems fair enough if Christian churches want men to remove hats. The stone paths were so incredibly hot you had to cool your feet with your drinking water. Management realized that in future they will have to provide temple socks. We moved on to a traditional Thali lunch eating with your fingers off banana leaves.



Local bus with "dings"

To be continued.....

AROCA Spettacolo

Peter Bartold
Words and Photos

Alfa Spettacolo 2019 was a big display of red!! Alfas from vintage to the latest model Stelvios and Giulias were on display at Wesley College, Glen Waverley for the AROCA annual Spettacolo. This year's event was showcasing Zagato and the oval was full of every model Alfa you could think of.

There were six cars entered in the Concorso (which is judged prior to the day) – a late fifties Giulietta sedan, three 105 GTV's, a 2000 Spider and a very original Alfa 90.

Concorso Results . Equal 1st Marie Sharp Giulietta Ti and Richard East Giulia GTA.

Full marks to Marie as she can always be seen at displays in her Vintage 50's outfits to match her car – hopefully she will come to costumid'epoca@autobella in February Ed.



Editors pick – I still miss my 164



Marie's Giulietta Sedan

One car that caught my eye was a 60's Giulia Super race car, painted in a striking dark navy with yellow front and stripes.



Giulia Super Race Car

It seems that the weather is quite often an issue for the Alfa Club, with some previous events experiencing extreme heat or a wash out, but this year, although rain was forecast, it held off till after Spettacolo was finished.



Spettacolo at Wesley Glen Waverley



Fiat on display

FCCV had around 25 cars on display including new 124 Abarth Spiders, 124 Sedan, 131's, 500F, and 1500. It was good to see an excellent roll up of FCCV members



The last Fiat to race in the Bathurst 1000. Part 2

By Gordon Michell

Thanks to Gordon for sharing this story with us. Ed

From last FIATmonth after finally getting the car and team to Bathurst and on the track for the first practice session, a mystery electronic problem arose,

Crucially when the car stopped in the cutting and I tried to restart it I didn't for some reason, turn the ignition completely on off before trying to restart unsuccessfully. So imagine my surprise when, at the end of the session, I got in the car and just thought I would try it one more time and amazingly it restarted and I could drive it back to the pits under its own steam and it felt completely normal again and wasn't missing or anything.

Frank Cecchele checked everything he could think of and could find no explanation for the sudden stop and the car restarted every time we tried it. As a result, all we could do was to go out again in the next practice session and soldier on. Unfortunately that session was wet with torrential rain falling and definitely not involving much in the way of full throttle running and it completed as much running as we were prepared to do as we only had 1 set of wet tyres and thought we had better conserve them in case the race was wet. So, no cutting out in the wet session at all.

However. Surprise! Surprise! The next session the next day was dry and off I set hoping for a trouble free run but it was not to be as this time, at full noise down Conrod Straight, the engine cut out completely again and this time I was able roll all the way back to the pits and, again nothing could be found to explain the problem. The car started again and ran



Gordon and his X19 at the National 2019

normally again so you can imagine the frustrations Frank and all the team were feeling as nothing seemed to explain the issue we were having. After checking everything we could, out I went again only to suffer the same cut out down through the Dipper and for some reason, this time I turned the ignition completely off and then restarted the engine again and continued on normally. So, by accident I had discovered that if I turned the ignition off and back on again, restart happened and on I could go. And so it went on for the whole of the rest of our weekend, we drove at race speed with our hand not too far from the ignition switch as, like computers do, the engine management computer would reset itself, like the "old turn it off and turn it back on again" trick that we still are told to use on many of today's computers, including the Foxtel IQ4, whenever they "freeze" or stop working for some reason.

With the troubles we experienced during practice and qualifying we qualified right towards the rear of the nearly 60 car field, but thankfully at least we got to start in the big race that we had come so far to compete in. Other than the unpredictable cutting out of the engine which we learnt to quickly restart by the above method without hardly affecting our lap times, the first half of the race progressed well, with a scheduled stop for fuel happening without any dramas and I stayed in the car until approximately the halfway point when on another scheduled refueling stop we changed drivers and Allan McCarthy took over. By this time we had worked our way up to

as high as 17th outright I believe, partly due to the attrition of quite a few cars, the worst of which was the fatal crash involving the Mike Burgman driven Holden Commodore which managed to collide with the concrete base of the big tyre shaped bridge just over the rise near the end of Conrod Straight. I came across the accident scene only 15 or 20 seconds after the impact and I can remember that I had to suddenly navigate through the crash debris strewn over the track and there was still dust and debris filling the air as I approached. It was pretty shocking for everyone there and a real wake up call for us all to somehow try and stay safe for the rest of the event. I can remember clearly feeling a sort of sense of relief that my body was still intact as I was taking a shower in our motor home after the driver change.

Unfortunately, I had only just got out the shower and was heading back to our pit as Allan brought the Uno slowly into the pits with a CV joint gone on the right side front.

Thinking quickly as he did, Frank immediately despatch a couple of the crew to extract the RHS drive shaft complete out of the spare Uno we had taken with us for spares. Within 20 minutes or so the boys had replaced the damaged RHS driveshaft with the one from the spare car and Allan was back on the track, albeit now a long way back in the field.

Worse was to happen about another half hour later as Allan again limped the Uno into the pits with the replacement driveshaft CV joint now gone. With the benefit of the earlier experience the boys changed over the drive shaft with the one from the other side of the donor car and we were back on the track again. I think we deduced that it must have had something to do with the line or technique Allan was using hammering down through the Dipper as it was the same RHS outer CV joint that had blown. Realising we were now well behind the other cars having lost the best part of an hour on the 2 driveshaft changeovers, we suggested to Allan that he perhaps change his line a bit down through the Dipper and we hope not to have any more delays and at least get to the chequered flag, which we did in the end.

Now by way of explanation we established after we got back home to Perth that the cause of the mysterious engine cutting out so frequently on the track was that in his thorough preparation of the car for Bathurst, Frank had replaced the factory spark plug leads with some better quality "racing" leads but with the advent of EFI and engine management computers it wasn't realised that the system constantly monitors the running of the engine through sensors and other means and in doing so it somehow could tell that the resistance of the new spark plug

leads was different from the original ones and once it detected the difference it automatically shut down the engine in case it was going to suffer harm from the difference it was detecting. That is why the old "turn it off and turn it on again" reset the engine management computer and away it would go again until it sensed that something was different again as we went along.

Naturally I don't blame the late Frank Cecchele for the problem we had as it was very early days in the use of engine management computers and Frank was not obviously aware of the difference that the new spark plug leads would be good make as it was only after the engine was running at race speed for a while that the engine management computer sensed that there was a different resistance in the spark plug leads and that lead to it shutting down the engine whenever it sensed that.

As it turns out we didn't even solve the problem over that weekend at any stage and we went on to race at the Australian Grand Prix Adelaide in the Support races a couple of weeks later and even there the problem persisted.

We even took it to a chassis dyno in Adelaide and ran it with the help of the dyno tuner guy and even then we didn't solve the problem. It wasn't until a long time after we got back to Perth that somebody eventually cottoned onto the problem.

Some might say it was an unsuccessful event for us as the official records will show, but in spite of the disappointment of the car being hobbled twice by CV joint failures, it was still an amazing and unforgettable experience that I will treasure in my memory for the rest of my days.

In closing I would like to acknowledge the efforts of the late Frank Cecchele in providing and preparing the Uno for me to race at Bathurst, my co driver Allan McCarthy and my pitcrew, Alan Richards, Rob Mitchell, Rob Janney, Dirk Mitchell and many others who helped making this all possible. I would also like to pay tribute to the might Fiat Uno Turbo ie that provided the thrills that were obviously involved in the whole adventure. They were and are a fantastic little car!



The Uno on track at Bathurst



The Uno Turbo with trophies

Coming Events



Caffe di sabato

Saturday 1st February at 9.00am
 Studley Grounds Eatery
 Cnr Studley Park Rd & Walmer Rd, Kew

Saturday 7th March at 9.00am
 Bosses Boots Café
 East Ridge Rd, Chirnside Park
 Contact Mario Di Censo 0419 171 661
 Paul Pozzobon 0418 552 290



Beach Run & Summer Picnic

Sunday 12th January
 At Casa Langdon, Airey's Inlet

Meet at either

Todd Rd Service Centre (outbound) at 8.00am
 or
 Little River Service Centre, Geelong Rd
 at 8.30am

Bring food for BBQ or Picnic, Drinks, Chairs

Contact Roger Langdon 0402 409 758
 Joe Sammut 0412 221 581



Mirboo North Italian Festa

Sun 9th February

Italian car display, great food,
 all day entertainment
 and much more

Meet at the
 Start BP Service Centre, Officer
 at 7.45am

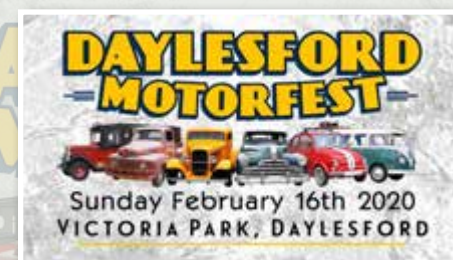
for our run to the Festa

Contact Lyn Bartold 0433 034 721



Picnic at Hanging Rock Classic Car Show

Sunday 9th February



Daylesford Motorfest

Sunday 16th February



X19 Raduno

Sun 19th January

Put your X19's, other Fiats and other cars through
 their paces on some wonderful driver's roads

Meeting time and place to be advised

Morning Tea stop and a casual lunch with plenty
 of time to chat with fellow Fiatisti

Contact Peter Bartold 0414 867 280



Toscano's Big Tomato Day

Sun February 2nd
 Casa di Bartold, Wonga Park

Come and help produce our 2020 Vintage
 Tomato Sauce

Bring your cars for our display

Enjoy a pasta lunch, using sauce we have made
 Take home some sauce at special price for the
 makers

BYO bowl, drinks and nibbles to share

Contact Lyn Bartold 0433 034 721



Italian Auto Icons

Sunday 1st March
 Lygon St Carlton

Italian Car Display

Contact Rob Judd 0438 871 044
 if you would like to display your car



Phillip Island Festival of Motorsport

Fri 6 – Sun 8 March

FCCV Run and Shannon's Walk Display

Meet at Tooradin 7.30am

Contact Joe Sammut 0412 221 581

Coming Events



Targa Florio Australian Tribute

2020 Entries now open
Dates Thurs 26th – Sun 29th November

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 - 2. Targa Package** (Standard Accommodation)
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 - 3. Gold Package** (Premium Accommodation)
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- Team Entry** – Enter a team of 3 cars and each car receives a bonus \$500 off.



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.

Follow us to keep up to date for event information

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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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 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

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- 11.00am Judging commences
- 12.00pm Costumi d'epoca Parade
- 1.00pm Costumi d'epoca Judging
- 1.30pm Completion of judging of cars
- 2.00pm Announcement of results
and Presentation of trophies
- Presentation of Certificates of
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- 3.00pm Event completed

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