



# FIAT Month

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

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

**JUL 2020**

**FCCV 50 years + Club**

**Beeac Run**







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**JUL 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:

Robert Hayden's 2300 S Ghia Coupe  
Photo Robert Hayden  
Story Page 11-13

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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: September 2020  
Deadline: 5 August, 2020

**FIATmonth — July 2020**







2019-20

# THE CLUB COMMITTEE

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### CAMS Delegate

Paul Freame

### Supper Organiser

Paul Pozzobon

### AOMC Delegate

Peter Kerr

### 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



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

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

Jan Coward  
Shirley Clark  
Stephen Mayer\*  
Richard Unkles  
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



This is our second magazine that we have produced whilst under COVID-19 restrictions, although we are now in a better position than during the initial lockdown. We are slowly introducing some events that we are able to run under the current rules and hopefully these will increase as we head further into the year. You can read about those events that we have run before the magazine went to print and what is coming up in the next month. At this stage it is necessary to not plan events too far ahead until we know how restrictions will change and hopefully ease

One of the things that has impressed me during this crisis has been the degree of adaptation that we, as a society, have embraced and the innovation that has resulted from not being able to live the way we have previously. The most obvious example of this is the way we have used technology to find ways to allow us to adapt our lives to this new situation. Working from home has been forced on much of the population but now it seems that many jobs will have an element of this built into them in the future. School students also, have had to use technology to continue their learning in the home schooling situation, I am impressed by the way teachers have set up programs to enable kids to learn but still allow interaction with their teacher and fellow students on-line

Even though we have not been able to organise events that allow

us to physically meet up with other club members we found ways to use our computers, ipads, phones etc to keep connected. The FCCV Facebook site has been an excellent way to stay in touch with fellow members and what is going on in the Fiat world both here, in Australia, and overseas. We have run a few photo competitions on Facebook and have had a good response from members and your Committee have met via Zoom to discuss club business. Sending regular Mailchimp mailouts is a usual practise to get information out to members but has been even more valuable during this period when there has been very little face-to-face communication.

We were also invited to be part of a Virtual Celebration of the 63rd Anniversary of the Fiat 500 by the 500Club in Italy and were asked to submit a short video for the virtual presentation. This will be steamed via social media, their website and on an Italian TV Channel. At the time of writing, we have had our gathering of 500's, filmed it and are working on the video – see page 22 and 23 for a preview of this

We have a number of events coming up in the next weeks that have been carefully planned to conform with the rules as they are at this stage of the emergency. The Beeac Run will be held twice, on different dates, so that we can stay within the 20 diners limit at the lunch venue and with checkers appointed for the start of the event.

## From the Editor...



Prior bookings for each day have been essential. The Test and Tune Motorkhana will be held in 3 stages so there are no more than 8 drivers plus a small number of officials on site at any time and entries, briefings etc will be done online. We are also intending to return to our Caffè di sabatos from August onwards, with the necessary precautions and restrictions.

Allora...it has been a tough 3 months but there is some light at the end of the tunnel!!

*[Signature]*



### EDITOR'S PIC OF THE MONTH

*Whilst tidying the photo draw during lockdown, I had lots of laughs and OMG exclamations. I particularly like this pic of me in my racing days at Mt Leura Hillclimb.*

*We had a tiny trailer to carry the racing wheels for our 128Coupe, threw the 2 kids in the back seat, and off we went. On arrival we unloaded the kids, bolted in the bar on the roll cage, changed the wheels and we were ready to race – great fun!!*



FIAT month

FIAT month — July 2020





# Rapporto del presidente



## Greetings to all

What a remarkable and memorable couple of months we have just experienced. Being completely removed from our normal daily activities is certainly a good way to focus the mind on the things that really matter to us. Family, friends and for a few ..... Fiats! Although I feel the order may be rearranged for some folk.

The green shoots of increasing activity are starting to shine through and by the time you receive this there will have been a few events conducted on our return to normal. Day runs, motorkhanas and the inevitable Coffee gatherings are slowly coming back albeit with modified rules to maintain the social distancing rules that are still keeping the major events from running. I have included a few pics from my place, some visitors and a couple of tasks being undertaken there.

It would be great to hear from members with ideas that they might have to keep us entertained while we are waiting for the restrictions to settle. From what the government is saying it could be many months before we are able to gather as we did all those months ago to chat and enjoy the fruits of each others



John Westcott's 1900 GranLuce visit

automotive endeavours. There was a glimmer of joy when at the end of May I was able to get up to NE Victoria and retrieve my latest addition. The 1400A is often a forgotten though very important piece of Fiat history. The first truly modern Fiat, monocoque construction and innovative suspension with a high revving 1395cc wet sleeve engine. Assistance from the US funded Marshall Plan enabled the installation of the Budd presses to manufacture the body. I hope to bore you about it further once I am driving it to club events.



I am yet to hear from Lyn about the mountain of member written content for the magazine. That is probably because she is so busy writing thank you messages to the various authors. In all seriousness, if you have a favourite model, event or reminiscence don't be shy about jotting down a few lines about it, digging out a picture or three and sending them through to Lyn.

The AGM has been tentatively scheduled however a confirmation will be issued well prior. It is entirely up to the vagaries of government policies and you can rest assured that we would love to get together or even set a date but at the moment it is impossible.

Back onto the tools for a bit longer it would seem

Yours Fiat..hfully




## Pic of the Month The Abarth 500e

A possible addition to the 500 electric range that will be released in 2021. I'll have one of those!! ..... but then, again why would you want an Abarth 500 without the wonderful burble sound when it is idling!!







# CLUB CALENDAR

## JULY 2020 – OCTOBER 2020

Due to current circumstances and in the interests of members and the public, many previously advertised activities have been put on hold or cancelled.

With the easing of restrictions the **Committee has begun to introduce some events that are possible within the present set of COVID-19 restrictions.** We will advertise confirmed events to members via MailChimp and on Facebook.

The **Annual General Meeting**, usually held in June, will now be held as soon as practical to the official guidelines. The decision on the date has not been finalised at this stage.

**COMPETITION EVENTS ARE LISTED on the Competition Report page.**

- **General Club Meetings** are on the second Thursday of each month – we do not know when General Meetings will be able to resume. Information will be sent via Mailchimp as soon as the decision has been made
- The following activities will be taking place within the COVID-19 guidelines
- **Caffe di sabato** coffee mornings on the first Saturday of each month.  
**August 1st** 4 Door Café 28 The Link Mill Park  
Restricted numbers and bookings essential  
**September 5th** Growling Frog Golf Club, 1910 Donnybrook Rd, Yan Yean  
Restricted numbers and bookings essential

Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 522 290

### July

Sun 26

**Run and Treasure Hunt Yarra Valley Details TBA**

Contact Lyn Bartold 0433 034 721

Restricted numbers and bookings essential

### August

Sat 15-Sun 16

**Central Victoria Run and Collection Visit Details TBA**

Contact Roger Beattie 0400 177 278

Restricted numbers and bookings essential

### September

Sun 6

**Harry's Run Details TBA**

Restricted numbers and bookings are essential

Contact Richard Unkles 0411 185 779

Sun 27

**Bay to Birdwood Rally**

At the time of writing (mid June) the decision on whether this event will be held has not been announced.

## 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:  
The July, August and September Meetings

At this stage it is unsure when monthly meeting will resume. You will be advised by Mailchimp and on Facebook when they will return

Find us on  
[www.fiatclub.org.au](http://www.fiatclub.org.au)  
Facebook  
Fiat Car Club of Victoria

Contributions to FIATmonth are always welcome  
Contact Editor  
[editor@fiatclub.org.au](mailto: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  
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MSCA

Compiled by  
Roger Langdon

# Competition Report

Bill Freame, Competition Secretary



Competition Secretary, Bill Freame

Normally this article would be reporting on just completed competition events, plus those events that are just about to happen. Regrettably I cannot say much except that our team would have just returned from the Fiat Nationals, with comments about who individually had been successful and whether our team had successfully defended the challenge of retaining the Fiat of Italy Cup. Then additionally I would also be reporting on results of motorkhanas and hillclimbs that are available to our members who have a competition appetite. Finally, I could report on the result of our members who had competed at Targa Tasmania, a six day, 'full-on' driving challenge on the demanding roads of beautiful Tasmania, especially in late April when the weather can add extra difficulties. However, none of that happened as we endured the most severe restrictions on our personal liberties that we have ever experienced, with (secure?) job losses and (successful) business closures required to restrict the transmission of the pandemic.

I feel like I'm having a bad dream, with no motorsport happening at the time of writing this report. I am certainly having difficulty understanding how there can be horse racing happening, where the heavily sweating jockeys are protected by only wearing silks and an open face helmet. Rugby League has resumed, with three on one tackles continuously throughout the game. So much for 'Social Distancing' in that competition, with regular flesh on flesh contact

in every tackle. However, there is still more than a month before car racing. That's Formula One, Supercars and MotoGP still in lockdown. Admittedly NASCAR has just resumed in the USA, but not much else was allowed.

Seems that despite all race car drivers being dressed in full fire proof suits, gloves, shoes, balaclava and full- face helmet, plus the physical separation of being alone within the race car, still they may acquire the COVID-19 virus, somehow, thus no car racing allowed. Surely the Racehorse (and also Greyhound) racing events have the same problems of ensuring/enforcing protection for officials and strappers/handlers as does any major motorsport event? Yet we couldn't play Golf or go fishing or visit a beach. There is probably more infection danger shopping in Bunnings or Coles, or going on a train, bus or tram trip to and from work? Anyway, I'm hoping somebody is going to wake me up soon and I will find it was just a bad dream.

## COMING EVENTS:

### MSCA EVENTS

FCCV is a member club of MSCA and as such we are invited to enter each motorsport event on their calendar.

Their proposed remaining 2020 calendar is **Sunday 19th July at Sandown, Sunday 30th August at Winton, Saturday 19th September at Phillip Island and Saturday 10th October at Sandown.**

The MSCA are also looking at forming a 'Flag Marshals' team to work at their events. They are looking to have enough 'Flaggies' available that they can have enough accredited to only need to use them only once each year. Until spectators are allowed to

attend events again, track side officials will be the only people seeing the action live. With a flaggies licence you can be part of most major race meetings, including at Sandown, Albert Park and Bathurst! An event like the VHRR Phillip Island Classic requires more than 160 officials to make it happen. FCCV members have displayed our cars at this event so we know how good the racing and the race cars are. Officials licences are free and easy to earn/ acquire, but very necessary at all levels of competition to make sure events are conducted to the rules of the competition.

**Club Challenge , Bryant Park Hillclimb was to be held on Sept 2020 has been postponed to Sept 2021.**



## FCCV ANNUAL GENERAL MEETING 2020

The date for the AGM is still unsure due to COVID-19 restrictions As soon as a meeting date is decided you will be informed by Mailchimp.

All Committee positions are open for nominations and all financial members are eligible to vote at the AGM. Nomination forms will be available as soon as the date for the meeting is announced.

Club membership fees were due on June 30th 2020 for the 2020-2021 year. Membership forms are on the FCCV website and can be sent to Membership Secretary, Robert Judd. Contact Rob on [members@fiatclub.org.au](mailto:members@fiatclub.org.au)



# COMING EVENTS CONT.:

## AROCA 12 HOUR REGULARITY TEAM EVENT

The AROCA 12-hour regularity team event, at Winton will be held in October. Required are a team of three to six drivers, in three to six cars, plus a Team Manager. Cars and drivers must be able to lap the long circuit between 1:40 and 2:10 (100 seconds to 130 seconds) and have sprint experience in the previous 12 months. It would be great to field two

## PAST EVENTS

### METEC SUN JUNE 21ST

Photos Peter Bartold, Paul Freame, Marisa Gangemi

Surprise, surprise, as we awaken from this hibernation, yes there are some events have been held. The club was able to run a restricted motorkhana, within the current limits of attendees imposed by (state) government regulation, within COVID-19 protocols. Paul Freame was instrumental in constructing the paper trail of documentation necessary to apply for a Motorsport Australia permit, within the easing of restrictions to groups of 20 only. Expressions of interest were requested of the membership, sent out via 'Mailchimp'. The event was a Test and Tune motorkhana, limited to three groups of eight drivers

teams this year, a team of modern Fiat's (500, Punto, Ritmo) and an older Fiat team (X1-9, 124 coupe/spider, 131, 127) This may be just a pipe dream of mine, but this is such an excellent event, run by a very competent club, that we could be able to enter two teams. Additionally, any FCCV member, with at least a Level 2S licence and any brand of car is always welcome to be in one of our teams!!!!

in each group. With only limited officials required, including a COVID-19 Checker, we were able to stay within a limit of 20 in attendance.

Each group was limited to an intense two-hour activity, with an advertised arrival time for their session. The first group arrived at the required time, remove any loose items from the vehicle, then got back in and stay in the car for the next two hours, in rotation of tests as indicated and controlled by the officials. At the two-hour limit, they repacked their vehicle and left the venue. The second group arrived at their allotted time and repeated exactly what the first group had done. When they packed up and left, the third group arrived at their allotted time and repeated the activity, just as the previous groups had done.



No passengers, no spectators and no lingering around chatting! Also, no entries on the day! This event was completely electronic, with those who indicated an expression of interest invited to submit an electronic entry, including entry fee payment, by the closing date. This means the organising team of officials had the contact details of everyone in attendance, a list that was forwarded to MA, a requirement of the MA permit. It was anticipated that with each group limited to only eight drivers, for their two hours, they would do 12 to 16 tests, instead of a bigger field that makes it much more time between tests and uses up the whole day. There was no need for meal breaks, as the drivers remained within their cars, thus maintaining 'Social Distancing' at all times. At the completion of their two-hour session, they left the METEC facilities to beyond the boom gate!

The organising committee/ officials were Bill and Paul Freame, Robert and Deb Judd, although most of the preliminary work/ documentation was assembled, constructed and submitted by Paul. The tests selected fitted in the available space and with the base locations chalked, could be quickly converted to the other tests selected, to keep the session moving along with minimal delay. Two tests were set-up side by side, using only one set of electronic timing across both start/finish garages, thus only one car in motion on the field at a time. The day ran smoothly despite a bit of drizzle, with the maximum number of participants and everyone enjoying the opportunity to get their cars out and being part of a well-run day.

Hopefully this will be the gradual start to a return to some competition events





# Membership News

Robert Judd, Membership and Club Permit Secretary

It's been a quiet 2 months since our last magazine, although the membership and permit activity continues. As I am writing this report, I'm pleased to be able to say that we are just getting ready for our first social and driving events after the COVID 19 restrictions start to ease.

During this time I have converted and uploaded the membership data to the new database system we are planning to use. By the time you receive this magazine the system should be completely up and running with all the membership and club permit data on a single database, with many new capabilities including email distribution. This will enable us to cease using Mailchimp, which has been a problem for several of our members.

## WE WELCOME THE FOLLOWING NEW MEMBERS –

**Joel Plueckhahn:** Fiat 126

**Ian Trethewey:** Fiat 503

**Robert Hayden:** Fiat 124CC, Fiat Dino Coupe, 2300S Ghia Coupe and more Italian and other exotica

**David and Megan Tregoweth:** Fiat 124 Spider

**Russell Stuckey (Stuckey Tyre Service):** Fiat 500F

**Michael Ferracane:** son of Tony with a 1978 Commodore

**Sandra Munro:** Nissan Pathfinder

We look forward to seeing you all and your cars at future events in the not too distant future as we start to come out of 'hibernation'. The club membership at the time of writing is now 564.



## FEATURED NEW MEMBER Joel Plueckhahn

I currently own a 1989 FSM Niki 650 (Fiat 126P). I bought the car with the aim of restoring it to it's former glory and so far I have completed a few upgrades to bring it up to an RWC condition. The car is currently in very good condition and needs a few touch ups here and there - this actual Niki is quite rare because it has a full factory sunroof. The Niki will be soon going back onto Club Registration via the Fiat Car Club of Victoria.

I have always been a fan of the Fiat 500, but due to the high costs of buying one the Niki (the Fiat 500's successor car) was an affordable option to get into the classic car game. The Niki's are very quirky, easy to work on and are a lot of fun to drive. I look forward to bringing the car to FCCV events and meeting other members.

*We look forward to welcoming Joel to an event soon* Editor



## MY 1965 FIAT 2300S GHIA COUPE

By Robert Hayden

Custodian 1965 Fiat 2300S Ghia Coupe, Yarra Valley, Victoria

Being an avid Fiat aficionado and wishing to expand my collection, I had been searching the World for nearly 5 years after missing out on a beautiful 2400 Dino coupe, sold out from under me in New Jersey, USA. Finally I managed to locate another suitable car in Brescia, Italy. The purchase was done and as the car required a couple of small service items, it was decided to have these done by a local specialist with readily available Italian parts. I was checking the dealers website a few days later; to ensure my coupe had been removed from the 'For Sale' inventory page; and I stumbled upon the 'sold cars' section. Naturally interested, I trolled down the long and distinguished listing spanning the previous two years of sales. One particular car caught my eye, something I'd never seen before but wore the same grille badge and had similar heritage to my 2400 coupe. What a thing of beauty I thought to myself.

Stunning and totally reminiscent of the class, design and performance that the Europeans; and in particularly the Italians; were designing into their cars in the 50's to mid 60's.

I could imagine the Cannes Film Festival in 1965 and Sophia Loren swinging her shapely legs out of her 2300S Ghia Coupe before strutting the red carpet to accept an award for her latest film. This was the look that the car envisioned. An Italian automotive oggetto d'arte (art object).

Researching the model I came to realise how special and significant the 2300S was for Fiat in the 1960's and that although it has been all but forgotten, it was one of the great Italian GT cars of its time. It was very expensive when new and monetarily on par with offerings from Jaguar and Maserati at the time. The car used a modified platform derived from its 2300 saloon



## MEMBERSHIP & CLUB PERMIT UPDATE

During June you should have received a membership renewal form from us in the mail. Remember that your membership fell due at the end of June. If you haven't already renewed, please send through your form and payment promptly.

Even now as the restrictions ease the best approach to get your permit renewal signed is still via mail direct to me. Therefore please mail your renewal form to me with a return envelope at 5 Glenliss Street, Balwyn 3103. If you sign the form and send a cheque or other payment method for Vicroads, the return envelope can be direct to Vicroads.

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





siblings and shared the 2300's running gear, albeit tweaked by Abarth for stronger performance. Up front the 2300S featured double wishbone front suspension with torsion bars, hydraulic dampers, and an anti-roll bar. The rear comprises a solid rear axle with leaf spring suspension, hydraulic dampening, and an anti-roll bar.

The 2300's two-plus-two cabin is a quality affair more reminiscent of period offerings from Aston Martin, Maserati and Ferrari. From the Nardi wood-rimmed steering wheel to a full complement of instrumentation, the luxurious cockpit features comfortable bucket seats and rich carpeting, while the boot is also shared with the vehicle's battery it remains more than ample for a weekend down along the Amalfi Coast. Sometimes described as a 'poor man's Ferrari', the 2300S remained in production from 1961 until 1968 and roughly 7000 examples were built for a worldwide market.

Fiat called upon Aurelio Lampredi; the former Ferrari engineer who superseded Columbo as the designer of Ferrari's second generation of V12 engines; to create an engine for their new flagship performance model. The engine was further improved by Abarth specifically for the 2300S. The short stroke 2279cc six-cylinder was modified with a more aggressive camshaft profile, 9.3:1 compression ratio and a pair

of twin-choke Weber 38 DCOE carburettors resulting in an impressive output of 136 horsepower. This endows the 2300S with a top speed of around 200 km/h, making it quicker than even a Lancia Flaminia.

Built on the same frame as the Fiat 2300 sedan, the base design of the coupe was penned by Sergio Sartorelli, who was the styling chief at Carrozzeria Ghia at the time. The project then passed to Tom Tjaarda who added the flair and finish and can be attributed with the shape and completed design of the coupe. The distinctive reverse-sloped c-pillars and large wraparound fastback rear window was crisply executed and provided ample interior space for four plus luggage. Tom Tjaarda would go on to contribute his progressive flair in design to such cars as the DeTomaso Pantera, Ferrari 330GT 2+2, Lancia Fulvia 1600 HF, and assisted on projects for Mercedes, Shelby, Aston Martin, and Lamborghini just to name a few. Photo 8831915 The 2300S Coupe at Motor Show 1968

Not only was I excited, I was hooked! This was Fiat's previous flagship performance coupe to the Dino 2400 that I had just procured. I had to have one. During the next phone call to the Brescia dealer I made comment of the previously sold 2300S and was told that they are very rare, even in Italy but he would ask around and maybe one of his friends in the



business may come across one. What more could I ask for?

Meanwhile about 600kms South of Brescia at Ciampino; an outer suburb of Rome on the route of the original Appian Way; the Bianchi twins, brother and sister, stood outside a small car dealership admiring a pair of Fiat 500's parked on the lot. Their Grandfather had recently passed away and left them with his prize possession, his beautiful silver 1965 Mark II 2300S Ghia Coupe.

In 1965 their Grandfather; Signor Bianchi; whilst travelling for his business had attended a regional Auto Show and was mesmerised by this beautiful coupe rotating on the raised platform in the centre of Fiat's stand. He signed up there and then, and the actual motor show car was delivered to his office in Rome the following week. For the rest of his life he cherished this car which became his passion and greatest automotive love.

The grandkids either didn't share a similar passion, or couldn't see an appropriate way to share the vehicle between each other, so they strolled into the Ciampino dealer to see if he was interested in Grandpa's old car! A deal was struck and the kids drove away in their matching 500's leaving the silver beauty to languish in the dealers detailing shed. Unable to contain his excitement at his latest acquisition, the dealer called up his old mate in Brescia to gloat a little. The same dealer who had just sold me the 2400! Shortly thereafter, I received an email from Brescia passing on the Rome dealers details on to me and a lengthy negotiation began to try and prise it from Dario's hands and see the car looking at an Australian road, rather than the cobblestones of the Appian Way!

In the end, a deal was done and the 2300S met the 2400 Dino on the docks of Genoa before being strapped into a container, next stop Melbourne. I had asked Dario if it was possible to maintain the Roma plates, but "no no no, I have to hand them

back when the car is de-registered". Ah well, you have to do what you have to do, but it would have been nice to have them I thought.

The cars arrived and the 2400 came home on the trailer and the 2300S powered out the Eastern Freeway under its own steam. It's Club Permit was issued a few days later and not long after it was seen gracing the lawns at Como Park surrounded by a plethora of Italian cousins at the Ferrari Concorso. A few spirited drives throughout the Yarra Valley showed a few small flaws which resulted in a trip to Aldo Motors for a valve clearance checkup, and a new set of shockers, leads and plugs. A new battery completed the modest restorative process and since then it's been seen out on a few club day drives, Autobella 2017 and 2019 and is often seen wandering the back roads of the Yarra Valley on picnic runs or visiting a winery or three.

Recently I was cleaning out the boot and pulled out the spare to check things over, and low and behold, wedged into the back of the spare wheel was a manila envelope! There was nothing written on it, but it was firmly sealed with tape. Opening it up I was so pleased to see the original Roma number plates issued to the car way back when it was delivered to the original owner. Dario had defied the Italian registration authorities and managed to secrete them away in the car. They have now been re-instated to their original location to maintain the cars true heritage.

It's a very emotive and quite nostalgic car to drive. They are a known to be a little noisy in the engine owing to a different design to the gudgeon pins and oil galleries, but the drive is spirited as they handle well and love to rev. It's also quite special to be only the second registered owner of this lovely example. The 2300S Ghia Coupe is a joy to drive and a pleasure to own. But to look at it! Certainly one of the most beautiful designs of the 60's and could it be the most beautiful Fiat? I'll leave that for you to decide!!





# THE BUCKET LIST

Written by Bill Freame  
Photos by Phil Buggee

Since the movie, 'The Bucket List' was released several years ago, who amongst us hasn't considered listing things we would like to do, before our time is up on this planet? It doesn't need to be a very big list, just a list of important things you would like to do, get around to doing, someday.

Well, last year Phil Buggee got to cross off one more thing he would love to do. He has always wished/wanted to drive at Nurburgring, that historic race-track, in Germany. The opportunity arose when his mother advised that she was wanting to visit Europe before she became too old (her words!) and she wanted Phil to not only plan it with her, but then accompany her on the trip.

With Phil's help(?) it was planned so that they would take in England over several days, visiting the Museums and other places of interest around London, using the public transport system. Then, in a hire car they would travel North to Scotland, a ferry ride across to Holland, squeeze in a visit to the Abarth Works Museum in Belgium, rent a race car from 'Ring Freaks' at the Nurburgring in Germany, have a viewing of the vast Bugatti collection in France, then visit another Abarth Museum while still in France, plus squeeze in driving four laps of the Le Mans circuit (with mum on board) before returning to Britain where they would eventually visit Brooklands. Finally, they'd fly to Singapore for a visit to the war memorials, and have a short stay before the return flight to Australia. A trip to all these countries, carefully planned like



this would also allow Phil to visit several of the business contacts he has on that side of the planet. The trip would be July/ August for four weeks, in the European summer of 2019.

Planning in earnest began late 2018, with the requirement for both Mother and Son to each acquire passports for the first time. Also, both ensured that medically they would be safe, with sufficient medications arranged to more than cover their time away, plus a sensible safety margin. All the accommodations were pre-booked well in advance, just all the usual things a trip of this time and expense requires. Phil was very well helped with the planning by the travel agent available through his business associations.

With the trip through Germany being in the third week, Phil had decided that they could certainly divert slightly to take in the trip to the Nurburgring race circuit. This circuit has been around for more than 80 years, undulating through a forested area, with the nickname of 'The Green Hell'! Each lap comprises of 26km, with more than 180 corners, including the famous 'Carousel' steeply banked hairpin corner. It is still an operating circuit, with quite regular race and endurance race

meetings, plus it's also available to be driven, at race speeds, but certainly he would not be allowed to use the hire car from England that Phil would have with him.

Mother accepted the deviation could happen, by then looking forward to her having a relaxing rest day, while Phil went and 'played' on the race-track. Having seriously researched what track cars were available, he settled on arranging the hire of a BMW ex touring car racer. He also decided he would take a race suit and gloves, but he would have to borrow a helmet at the track. Planning of his visit to this track included watching a few in-car recordings available on the internet.

The trip went well, with many pleasant visits to various parts of Europe that the family had originally descended from. In case you hadn't realised, they were still in a right-hand drive hire car, on left hand drive roads! Eventually the day arrived that they would be at the race -track, for Phil to drive on the track. Several cars were available from the hire company, from very recent paddle shift rocket ships to more realistic vehicles. Phil was happy enough with what he had selected, a two litre BMW ex Touring Car that had

already done many laps of this circuit. Oh, and it was left hand drive, just to add to the challenge, with the gear change lever on his right.

Documentation and many Euro's later, Phil was introduced to the instructor that would drive the first lap, and who would then observe as a passenger while Phil drove the next. That all went well, with neither of them being frightened by the others driving. With a five-speed gear box, the car was just capable of topping out at 205kph, quick enough to do serious damage if you get it all wrong on any of the long straights.

Interestingly, the track is a long way short of modern safety standards. There are severe ripple curbs that you need to stay away from around much of the track, and only one sand trap on the outside of a tricky corner. Modern Armco fencing is present, often less than a metre from the track surface, certainly often less than three metres and usually its grass all the way to the fence. At any time around the track there were very powerful Porsche and Mercedes flying past, what we would call club cars, used only to sprint on this track! The total pit area is huge, with plenty of businesses set up in buildings just to prepare and maintain these rocket-ships. Facilities are as good as at a dealership.

There are also Series One BMW's that have a V-8 (from BMW) squeezed into the engine bay, in place of the puny four-cylinder engine originally fitted in there. Also sharing the track were Ford Focus' and Suzuki Swifts that are chipped to enhance their performance. So, during the many laps Phil did around the track, there were as many faster cars as slower cars, (compared to the BMW he was driving,) sharing the track with him. Plus, there were often tilt tray recoveries of broken or crashed cars taking place on several laps, cautioned by waved yellow flags or yellow lights.

In all, Phil eventually drove the circuit for about twenty one laps, in stints of three or four laps, at all times watching his mirrors and avoiding the careless drivers. That's around 500kms driven, mostly at race

pace on this, his bucket list circuit. Late in his time at the track Phil was approached by a Scot and his son, to have the son driven around the track as a passenger. They started the conversation by asking if he spoke English? "I speak Australian, is that close enough?" They all laughed! First though they were required to fill in a passenger disclaimer document, then they were away. The lad asked if he could record the lap(s) on his mobile phone, which of course he most certainly was. Imagine the bragging rights when he showed what was on his phone, back at school in Scotland? The father and son were very pleased with the opportunity and insisted on paying for some of the fuel used, about their two laps worth.

In France, Phil deliberately avoided Paris, but they visited some of the many art museums and were amazed by the variety of Bugatti in the Schlumph Collection and then diverted to the Chateau de Savigny – Les Beaune where there is an amazing Abarth Museum. Phil was allowed to wander unhindered, where very many photos were taken of some amazing genuine Abarth competition cars, none of them replica's. Also displayed were some very experimental engines that most enthusiasts probably do not know anything about.

The Le Mans race track is actually, mostly, a public road, thus driving it is at public road speed limits for most of the year. However, being in France, who amongst us could ignore the pull of driving the famous circuit at just road speeds, in a normal car? After driving four laps, with mother as passenger, they spent time looking through the very historic pit area and many of the attached workshops.

Eventually, they had to catch the ferry back to England, where they both enjoyed their whole of day visit to Brooklands, with the most amazing museums dedicated to historic race cars, motorbikes and historic aircraft of all sizes. There is even a completely separate London Bus Museum that they also visited. It was an amazing place to visit that was a very fitting end to their 'Bucket List' trip of a lifetime. Brooklands was where many famous aircraft were built, from before the First World War until into the 1980's, keeping the British aircraft industry alive, all that time.

Memento's from the trip include the many photo's that mother and son took at the various locations they visited. Phil also has all the in-car recording from all the laps in the BMW he drove. Who could argue that they certainly chose the right year for their trip, fortunately it wasn't planned and pre-paid for this year of 2020! Same goes for this club's similar trip one month earlier!!



Ex Race BMW, resting between Phil's sessions.



# THE FCCV 50 YEARS + CLUB

By Lyn Bartold  
Photos from a multitude of sources!!

For Peter and I and Bill Freame 2020 is a very special year as we have reached 50 years of continuous membership of FCCV. This milestone has made me reflect on the history of our club and the number of people from the early days who are still involved. There are a number of members who go back to the early 1960's who are still involved, some as Life Members who come along to special events and enjoy keeping their connection through FIATmonth. We have other members who also joined the club in the late 60's or in 1970, as we did, but work or family commitments intervened and they drifted away, only to return later. We also have a group of members who joined later in the 70's who will also be coming up to 50 years of continuous membership in the next few years, so we have an excellent record of longevity in our club.

## VINTAGE & VETERAN FIAT CLUB

We also have some members who belonged to the Vintage and Veteran Club which was amalgamated into the Fiat Club in 2001 – their stories will be told in our September edition of FIATmonth.

## THE 1960'S

There are a number of club members who joined our club in the early 60's who are still members today.

### Val Shephard, wife of Graeme, Life Member No 3

*(Graeme passed away in 2014 and is still sadly missed by members who knew him Ed)*

The Shephards joined the club in 1962 when they bought a 1500 and then had many other Fiat models such as 500, 850 sedan, 850 Sports, 124 AC, 124 Sedan, 124 Sport. Fiat ownership became a family affair with Graeme's sister and father and Val's father buying Fiats and son Greg and daughter Kristine having Fiats as soon as they could drive!

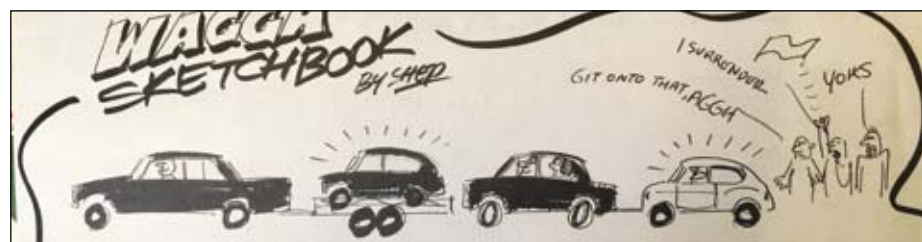
Graeme or Shep as we all knew him, was President, Editor of Fiatmonth and a Committee member at various stages of the 60's and early 70's and he made an enormous contribution to the magazine with his wonderful cartoons that always captured "the moment" of what was happening.

The annual Wagga Motorkhana between Victoria and NSW (the forerunner of our Fiat Nationals) was an important part of Val's memories of the 60's.

Val also has wonderful memories of fellow club members of the time who were always friendly and welcoming. People she remembers are John Cummins, whom she still keeps in touch with, Kevin Maloney, Joe Scilipotti and others who are still members today. She says that the events that were popular and fun at that time were motorkhanas, hill climbs, treasure hunts, economy runs, snow runs etc. . The club was a huge part of the Shephard's lives and they are very special people in our Fiat Club's history.



Graeme in action at Templestowe Hillclimb



Shep cartoon from Wagga

### Richard Carlson, Life Member No 4

Richard joined the club in 1963 as the owner of a Goggomobile and competed very successfully in it, as a Social Member. In 1966 Richard upgraded to a Fiat Abarth (it is currently owned by Jack Waldron) and was unbeatable in it. In 1968 he bought a 125 and continued his motorkhana success, being first outright in the Fiat of Italy Cup an incredible 16 times. Richard was affectionally known as tricky Dicky or the Red Baron (due to his unbeatable red 125. Richard continued to compete and win into the 80's in a 127 and later in a Rail (with a Mini motor) in which he won the Victorian Motorkhana Championship. Richard and his wife Clare (whom he met at the Fiat Club) continue to attend events and were at the last Fiat Nationals in Taillem Bend and had intended to be at this year's event.



Richard in action at Wagga in his Abarth



"Tricky Dicky" eyeing off the opposition at Wagga 1971

### Barry Ellis, Life Member No 5

Barry also joined the Fiat club in 1963, as a 17 year old with an Austin A50 but upgraded to a Fiat 1100 103E. Barry's early memories of the club were of Perc Delmenico and Dave Plummer No's 1 and 2 Life Members. Barry's most active period in the club was from 1965 to the 80's He partnered Mike Daws, David Sutton and later, Bob Durrant in a 600 competition car and was not active in competition for many years until he bought his blue Punto. Barry has been very successful in the Punto in Fuel Economy events. He purchased a white Punto in 2018 and is back into motorkhanas again. Barry has held the position of Club Captain and has been a General Committee member on a number of occasions.

Barry's memories of the social activities that FCCV offered in the 70's were the Dinner Dances at Emu Bottom and the Presentation Dinners held each year at a variety of venues including The Shearing Shed at Sunbury and the Nunawading Hotel. He enjoyed the competition events such as Motorkhanas (his first one was at Hurstbridge in 1963) Hillclimbs at Lakeland, Mt Leura, Templestowe and plenty of ¼ mile Sprints all around Victoria. General Meetings were first held at Devon Motors, then Oakleigh Anglers Club (Perc Delmenico was a member there) The Airforce Club in Queens Rd Albert Park, the Camberwell Theatre and then to our current home, the Veneto Club.

Barry says..."I have enjoyed my time with the club and while I was not active while raising a family, I have remained a member since 1963".



Barry in his 1500



Barry at Wagga 1971



# THE FCCV 50 YEARS + CLUB CONT.

## Mike and Judy Daws

After not taking a great interest in Fiats until 1966 when he saw a dark grey 1500mark 1 for sale, Mike bought it and joined the club. The previous owner, Ian Gunston, was an FCCV member so Mike and Judy joined up, beginning a long association with the club. Mike had a succession of Fiats -Mk 111 1500, 125 and a 600D before buying a new 132GLS which he says was by far the best Fiat they have owned. They dropped out of the club when they bought the Healesville Newsagency in 1980 and re-joined again in 1997 when son Steve joined up.

Mike's memories of other members the early days were of Barry Ellis, Dick Carlson, Frank Stevens and Alf Nantes. He was Treasurer for a few years and was a member of the Fiatmonth sub-committee. Mike said "...Judy typed the stencils on the Gestetner and we all collated, stapled, folded and enveloped them each month.

Memories that Mike has of the early days include non- competitive trips to Wagga and Dubbo ( Fiat of Italy Cup Competition) One year he and Graham Standfield organised the event. Mike describes navigating for Graham in a number of club trials, "I was a lousy navigator but I didn't throw up, so I guess that is why I got the job." He also describes how as an official at a motorkhana, he very nervously

had to "ping" Dick Carlson for a finish line garage infringement !!

Mike and son, Steve, still own a 600 Abarth replica and Mike and Judy own an Alfa Giulia Super which has just had a lot of work done on it so that they can attend some of the mid-week runs the club holds - and then COVID-19 caused lockdown!!

*We look forward to seeing Mike and Judy on a run in the near future – Ed*



Mike doing his Treasurer duties in the early 70's



## Noel Tyzack, Life Member No 6

"I joined the FCCV when my girlfriend ( later wife) Sherry's sister Julie, bought an 850Coupe and joined the club. She was so enthusiastic about it she encouraged me to join with my Wolseley 1500 as a social member. I soon found myself on the committee as the Social Member Representative. When Sherry bought a 600D I became a full member."

Noel has held a number of positions on the committee, including President, over the years and he competed in motorkhanas, teaming up with other members in joint motorkhana cars. In the 70's, night trials were a popular event in our club and Noel, like many of us was out till the early hours of the morning in various parts of Victoria.

Noel and Sherry now live in Rye but still come along to special events and have great memories of friendships made and fun had as members of FCCV.

## Jack Waldron, 1968

Jack's introduction to Fiats was through his father who owned Vance Motors which specialised in Fiat repairs. Jack was active in motorkhanas and other events in the late 60's and early seventies, but as with many others, was not an active member for some years due to work and family commitments.

In 1988 Jack purchased his Fiat Abarth 750, the car that had belonged to Richard Carlson in the 60's, and restored it and got it back on the road in 1992.

He teamed up with Vin Gregory to compete in the inaugural Targa Tasmania Tarmac Rally and they have continued to be extremely successful in this and other Tarmac Rallies, Hillclimbs and other events in this car. Jack now rallies a Sigma with Vin and their support crew is made up of Fiat Club members.



Jack competing at Wagga in 1970

## 1970

A number of current club members joined the club in 1970 but drifted away as work took them to other places and families took priority over car activities.

## Bruce McCann

Bruce joined the club in 1970, at the time owning a very thirsty 1955 Pontiac V8 and decided he needed a small city car for commuting to work so he bought at 1959 Fiat 500 Nuova. Along with his wife, Barbara and 3 kids, the Fiat family swelled in number! These included several twin cylinder 500's, a 500 Giardiniera 850 special, 2300 6cyl sedan and a much loved 132GLS.

Working as a mechanic in England from 1973-4, mostly for a Fiat dealer, he purchased a new RHD Fiat 126L which he imported to Australia when he returned. The car gave him extraordinary good service over the next 20 years and 250,000 kms until Bruce sold it to a mechanic friend.

The change from 40 years of driving 2 cly Fiats came with the purchase of a Fiat 500 Pop 1.3 Turbo diesel, in 2009, which is his current Fiat..Bruce has covered 210,000 in the car and appreciates its amazing diesel fuel economy, comfort and

reliability. Bruce re-joined the club, actively, 15 years ago and is currently our Club Librarian.

Bruce says "I have always enjoyed the long lasting genuine friendships and support with so many club members over the past 50 years. I cannot recommend life within the parameters of this well run club more highly".





# THE FCCV 50 YEARS + CLUB CONT.

## Jenny and the late Harry Baker, Life Member No 23

Jenny and Harry joined the club in 1970 when Harry drove a 125S and Jenny a 500. During this period, the club was very social and there were lots of theme parties that were taken seriously which some very spectacular costumes. Jenny fondly remembers these- some that come to mind were the P party (don't ask what some of the cosies for this were!!) Uniform Party, Bad Taste Party etc. We had some great annual runs, like the Snow Run, Beach Day and Kids Christmas party.

Harry and Jenny, like many other couples with young children drifted away from the club in the 80's but returned in 90's with great enthusiasm. Harry held a number of committee positions during this period and they loved club runs, where-ever they went to. Harry owned a 124BC and later a 124 Spider in this period. That is why it is appropriate that we have Harry's Run each year to honour and remember Harry who passed away in 2007. Jenny is still active in our club and attends meetings and events when she can.



Jenny and Harry after their return to the club in the 90's



## Keith Ellis, Life Member 21

Keith joined the club in 1970, influenced, no doubt by brother Barry. Keith's first Fiat was an 1100 103G and he has great memories of the personalities of those early days, such as Wal Gillespie and his Formula Junior, Rob Webster, Wally Ball, John Commins, Ian Kay, Trevor Smith, Geoff Smith, Alf Nantes and Matt Phillip and his mum, (*whom we only ever called Mrs Phillip – Ed*) who was Editor of many years. Keith also appreciated "Shep" and his wonderful mentoring and his 1500 with knock offs instead of hubcaps. There were plenty of family activities where Greg and Kristine Shephard, along with lots of other junior FCCV "members" were present. These included Hanging Rock kids Christmas parties and the Mt Margaret Snow Runs as well Beach Runs to different destinations.

Other club memories that Keith has going to Wagga with "Dick" Carlson in the Abarth and says "god was it loud" He did Economy Runs with brother Barry and learnt about "angel gear" but his strongest impressions of those times that it was all about the family with plenty of activities to keep members engaged.

Keith held a number of committee positions in the 70's and early 80's – Club Captain and President but family and work have become a priority in recent years. He still has his 128 Coupe as well as a Ritmo and gold Regatta ( his retirement projects!) As a Life Member, Keith is still part of our club and attends special events.

## Peter and Lyn Bartold, Life Members No 7 and 8

Peter and I met as members of the Austin Healey Sprite Drivers Club in 1967; Peter with a Mark 2A and I had a Mark 1 Bugeye, so we were into cars and car clubs from the beginning. Peter had to do 2 years of National Service, most of it was in Townsville and he had swapped the Sprite for a new Fiat 124AC in 1968 and we decided to get married and I spent a year in Townsville. On his "release" from the army we headed back to Melbourne and straight to the Fiat Car Club to join up... and so began our Fiat love affair and 50 years of FCCV membership.

Over the years we have had more Fiats than I could ever remember but I guess our favourites would be our 124AC, the 128 Coupe from the past, and our current cars, the X19 which we have owned since 1984, The Fiat Vignale 124 Eveline which we bought in 1982 in very poor condition and restored, the 500F and our Abarth 500.

Right from the beginning of our FCCV membership we were into competition. Peter and Dennis Patten bought a 500 and hotted up the motor which became the motorkhana special that the 3 of us drove( Tom Gomez replaced Dennis in later years) - we were Bambino Racing!! Peter has always had a Fiat race car, starting with a 128 Coupe turbo ( which I also drove) and now with his X19.

We have been Committee Members, on and off over our 50 years of membership. Peter has been President, Vice President, Secretary, Club Captain and is currently the club's Patron and I have been Assistant Secretary, Social Secretary and Editor in the late 70's/ early 80's and currently from 2015.

Club members that we remember from the 70's were Val and Graeme Shephard, Trevor Nuttall, Graeme Standfield, Dennis Patten, Colin Templer and Tom and Evelyn Gomez, to name a few.

We have been involved in competition events also, from the beginning of our membership. We have both done Motorkhanas, Hillclimbs, ¼ mile Sprints, Lap Dashes and Rallies. We tried rallying together, each of us trying driver and navigator roles but they always ended as screaming matches, so Peter teamed up with Colin Templer in our 128 Coupe road car and I navigated for a number of different drivers. Peter's competition involvement has been consistent over the 50 years, mine a bit patchy and I "retired" a few years ago, deciding that I had driven as fast as I could ever achieve, so I will "rest on my laurels"!!

We have also experienced so many fantastic social events with the Fiat Club, and have been to most Fiat of Italy Cup events from Wagga to the present ones over the years, We have been a part of the three overseas trips that the Club has held, in 1974, 2017 and 2019 and being the organisers of the 2017 and 2019 trips.

I am sure we must sound like Fiat-tragics and I guess we are but we have had so many amazing experiences and made life-long friends from our years of being involved in the Fiat Club.



Cartoon by Shep



Fiatman by Shep



Bambino Racing with Tom Gomez



Our 128 Coupe Turbo Race Car



# THE FCCV 50 YEARS + CLUB CONT.

## Bill Freame, Life Member No 9

Whilst working as an apprentice Bill worked with two older workmates who drove Fiats and the highly recommended the brand to him. When he eventually bought his first car, it was a Fiat 1500 and his friends suggested membership of the Fiat Car Club which they were members of.

Bill says that after he completed his National Service in 1970 he attended the FCCV meeting which was held in the Theatre of the Camberwell Town Hall. He had the pleasure of sitting next to Perc Delmenico, the first President and first Life Member of the club. Perc made him very welcome and from that time on Bill became actively involved in club activities and events.

Over the years Bill has held most committee positions, being President and Vice President twice, Secretary, Editor, Social Secretary and Treasurer, and Competition Secretary several times (his current committee position). He has also been a delegate for the club at CAMs and MSCA and organiser of many different club events. He has also taken on the roles of Steward, Clerk of Course and Team Manager and has contributed to the life of the club in all sorts of ways, over his 50 years of membership.

When asked what his favourite Fiats that he has owned are he lists the grey 850 sedan which was his everyday drive but he also hill climbed, rallied and motorkhana'd it in the 70's. A yellow 128 sedan was the family car for several years and he then had a 124 sedan which he successfully teamed up with other club members to rally (as the navigator). He now drives a turbo diesel Punto with a 6-speed auto box which he describes as an enjoyable and economical daily drive.

Bill describes his competition life with FCCV as being..."great fun, with the distinction of attending

every Dubbo Fiat Nationals and several SA/Vic challenges" The Dubbo competition encouraged him to build several competition specials with a variety of other club members over the years and gaining a lot of success.

Bill's current special is a 127 powered minimalist motorkhana special which he shares with son, Paul. "This, the latest special, is in continuous development as we strive to improve the grip level and acceleration rate by trying all sorts of changes... it is a great father/son project".

Bill's wife Alana, who is also a Life Member, has been very involved behind the scenes for the past 50 years in the Fiat Club. Whilst Bill was editor, Alana would type up the Gestetner sheets for printing the magazine, a very laborious job. She has also been the club Librarian and Supper Provider for the General meetings at different stages of their club membership. Son, Paul, has been a very involved in all aspects of the club from a young age and is a very keen competitor. He has also held a number of committee positions; Social Secretary, Secretary and Competition Secretary and currently the FCCV Motorsport Australia delegate. Paul's wife Ruth and 13year old daughter, Erin, also drive in motorkhana events with great success. with Ruth winning the Ladies Production Car Championship in the 2019 Australian Motorkhana Championship.

So, for the Freame family, the Fiat Car Club is a very important part of their lives.

Bill says "I have made some very good and lasting friendships in this club, but also with many of the newer members who participate in some of the club's events. It is a fun club and I am still enjoying membership in it".



Bill Freame and Noel Tyzack



Dubbo 1982 L to R Noel Tyzack 3rd, Bill Freame 2nd, Richard Carlson 1st Greg Shephard 5th Ross Shepherd



Saturday Night Rally Mike Carey-Driver, Bill Freame -Navigator



The motorkhana special



This front cover of the 1971 Fiatmonth lists the committee of that year, 6 of whom are current members of the club in 2020.

Assistant Secretary – Lyn Bartold

Treasurer – Mike Daws,

Club Captain – Peter Bartold

Committee Members – Barry Ellis and Bill Freame,

Social Member Rep – Noel Tyzack

Not a bad longevity rate !!



By Peter and Lyn Bartold  
Photos Peter Bartold , Françoise Mullen-Robbie



Melbourne Skyline

The Fiat 500 Club of Italy's planned 63rd Birthday Celebration for the 500 had to be cancelled due to COVID-19 restrictions so they decided to do a Virtual celebration instead. They sent invitations to Fiat and 500 Clubs around the world, including to us, inviting a contribution of a video ( 2-3 minutes) to be used in their presentation to be streamed on social media and on an Italian TV station.

We decided to call a "pop-up" event:- a gathering of as many 500's as we could get (we included Topolino's and some modern 500's and a 126 to complete the history of the model.) We met at The Boulevard, Studley Park on a sunny Sunday morning in June to make a "drive by" video to send to our Italian friends.



Driving the loop

We had 17 cars which were led by 2 Topolinos and tail-ended by 2 modern 500. Ross King was the driver of the first Topolino which he said was fitting because his car was the oldest in attendance (1950) and he was the oldest driver present on the day!!

Vicki Lemm was our video operator for the day with video contributions from Françoise Mullen-Robbie



Photos by Françoise Mullen-Robbie



and Peter Bartold and many members also took photos to supplement the video ,some of which you see on these pages. Well done to Damon Earwaker who managed to get his 2 500's and the Zagame 500 to the event by co-opting Ian Payne and Bruce McCann as drivers. We began the video with the wonderful Melbourne skyline as the backdrop to where we were parked, drove a short loop of the Boulevard, to return to our starting position.

It was a great morning, with a group of like-minded Fiatisti, giving us the opportunity to get out our cars

and meet for a chat. It will be interesting to see if the 500 Club Italia use any of our video but the day will be something for us to remember anyway, and a testament to what you can do with very little notice, when we finally move out of this COVID -19 era. Of course, we observed social distancing and the allowed numbers attending an outdoor gathering!! Thanks to everyone present for making this a fun day.



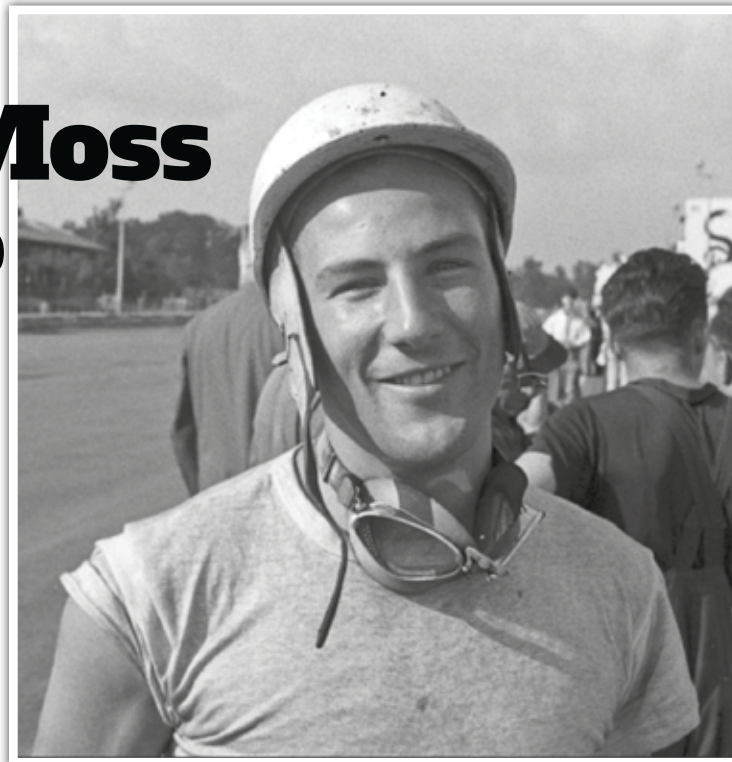


# Tribute to Sir Stirling Moss

17.9.1929 – 12.4.2020

Taken from articles of Top Gear, Autitalia  
Collated by Lyn Bartold

*I am sure we were all saddened to hear that Sir Stirling Moss had passed away earlier this year. There have been some excellent articles paying homage to the great man. I have a few to summarize his achievements, particularly his Milla Miglia win in 1955* Editor



Sir Stirling Moss, one of the all-time British sporting greats, died at the age of 90. His wife, Lady Susie Moss, told the Daily Mail in the early hours of Easter Morning, "He died as he lived, looking wonderful. He simply tired in the end and he just closed his beautiful eyes and that was that".

For many, he was the greatest British racing driver of them all, blessed with superhuman skills behind the wheel and a figure who cut a rakish dash out of the cockpit, despite having never actually won the Formula 1 World Championship. Fangio rated him as the best he ever raced against, and Enzo Ferrari, who was ready to hire him for the Scuderia, agreed.

He began his career as an amateur and shortly before his 21st birthday, Moss won his first major race, driving a borrowed Jaguar XK120 in the 1950 RAC TT in Ireland and then moved on to race a Maserati 250F in the 1954 Formula One season.



Promoted to the works Mercedes team in 1955, he scored his first world championship win in the British Grand Prix at Aintree in July 1955. That same year he won the Mille Miglia in a Mercedes 300 SLR, covering those sainted miles in that eternally impressive time of 10 hours seven minutes and 48 seconds, averaging almost 99mph. The greatest ever competitive drive in a racing car? Many believe this to be the case.

He went on to race for Maserati, Vanwall, and Rob Walker in Formula One, four-times a runner-up, three times finishing in third place. The statistics show that he won 16 of the 66 Grands Prix he competed in, but more impressive even than that was his immense versatility. He won a total of 212 out of the 529 races he started, in 85 different classes. In his Fifties heyday, sports car endurance racing was equally as thrilling – and important – as F1, and Moss was untouchable. He was also one of those priceless drivers who could out-perform the machinery: he cites his win in the 1961 Monaco GP, during which he held off three hard-charging and superior Ferrari 156s in his uncompetitive Lotus 18, as his greatest ever. It really is worth looking up the list of races he won; it will take you some time to read through them all.

Moss's glory years coincided with the sport's most dangerous times and his competitive career was cut short when a suspected defective throttle led to a violent crash during the Glover Trophy at Goodwood, on Easter Monday 1962. He was in a coma for a month, paralysed down his left side for six months, and knew instinctively that the game was up when he got back into a Lotus 19 and simply didn't feel as fast.



His retirement robbed the sport of the tantalising union between its best driver and its most storied team: Moss was in talks to drive for – or more accurately with – Ferrari, and the Old Man had even agreed to let him race in a car painted blue.

"That wouldn't happen today, and couldn't happen today," Sir Stirling explained. "Different times, different beliefs. Everyone talks now in the context of a World Championship and it really spoils racing. I remember watching a driver a few years ago only trying to finish fourth because that gave him the title. I drove 52 races in one year, we'd race sports cars, all sorts of things. At Le Mans, Rouen, wherever, in sports cars or whatever, it didn't make any difference."

## The Italian Connection

Although early in his career he drove a variety of cars he also raced and won in Maseratis and Ferraris. He drove in the Australian Grand Prix at Albert Park in 1956, and won the race in a Maserati 250F. During 1959 – 1961 he drove Maserati Birdcages, loving them and achieving great success. He also drove a Ferrari 250 GT SWB with which he won the Goodwood TT. He was so impressed with its successor the 250 GTO that he made a deal with Ferrari to run a Sharknose GP car under a private banner but did not get a chance to race it due to his accident.

## Stirling Moss in the Milla Miglia 1955

Blessed with a car that was the class of the field, Sir Stirling Moss and co-driver Denis Jenkinson won the race by an incredible margin of more than 30 minutes ahead of more experienced Juan Manuel Fangio, the then current Formula 1 Champion. Moss and his Mercedes-Benz 300SLR were a perfect match, but just how much of an achievement was it to conquer a race like the Mille Miglia?

The Milla Miglia, was first held in 1927 on a course stretching 1,000 miles (1600km) from Brescia to Rome and back, a big ring that circled across some of the most challenging roads in Italy. The magic of seeing the worlds most powerful machines whizz through small villages and town squares captivated

the Italian public, and despite huge dangers for everyone involved, hundreds of thousands of people turn out to watch each year.

## The Race

Numbered based on start time, Moss and Jenkinson's Mercedes wore number 722 for their 7.22am start. Among the 534 starters in 12 classes, Moss was one of the fastest cars to start, but victory was not assured. The factory teams from Maserati, Aston Martin and Ferrari had all entered their best drivers to face off against the Mercedes. Ferrari drivers Eugenio Castellotti and Piero Taruffi were setting record times, faster than Moss but during the pit stops the Mercedes made up time.

Another advantage that Moss had was his co-driver, Jenkinson's meticulous pace notes that enables Moss to attach the course with confidence. Other competitors found that Moss was at his best and he began to carve unbelievable amounts of time from his rivals.

In the end Moss and Jenkinson crossed the finish line in 10hrs and 7 minutes – a record that stands as the fastest any driver will travel on those roads " ... Moss performed a feat of driving skill that is scarcely believable, even today and to go faster than Stirling Moss on May 1st 1955 you'd need wings".

## Vale Sir Stirling Moss

To quote Peter Collins writing in Autitalia magazine "... He was a very attractive mixture of hard-headed and ruthless: a racing driver, businessman and bloody good bloke."





# FCA HERITAGE HUB

Roger Beattie...on the search for the grail.



The story and photos below come at the end of a long and tiring chain of events starting back in April 2019. The FCA Heritage Hub was introduced to the automotive press at that time and with our club trip only a couple of months away I started trying to find a way for us to visit. A series of emails prior to our departure in early June proved fruitless but while there in advance of the club trips arrival I persisted, even visiting the actual site in Turin, one of the Mirafiori Sud plants, and with my best non-existent Italian and club paraphernalia tried to wheedle an invite for the group. The dearth of coverage in subsequent months illustrates my lack of success.

Fast forward a few weeks to the Vernasca Silver Flag Hillclimb. Not only was the event a visual and aural feast for any admirer of classic cars but I was afforded a little time with Irina from FCA Heritage who despite the short notice committed to trying to get us access in the following days. Again, the thrill of the hunt was

the only joy on offer as the Hub remained unvisited and we eventually made our way home. I was a little heartened by the fact that on our wonderful visit to Alessandro Sannia's publishing office, birthplace of many Fiat history titles, I learned that he similarly had been unable to secure a visit despite his proximity in historical and the physical sense.

Late in September 2019 while visiting Adelaide for the Bay to Birdwood I learned that Warren Buckingham, convenor of the 2300 registro and 1900 Grandluce owner, was going to be in Italy with his wife Laurel during October and had not toured there before. I saw a chance to try to arrange something to season his trip after the Padua Auto d'Epoca and another flurry of emails garnered timings for a hub visit. It was great to be able to include Alessandro Sannia on the invite thus the visit described below originated. I just need to find a way to get our club members there next time we tour.



# MY FCA HERITAGE HUB VISIT

Warren Buckingham



The 2300 arrives at its new home

Last year on the 21st October 2019 thanks to the kindness of a fellow Fiat enthusiast who had arranged for us to visit the FCA Heritage Hub in Turin. We were asked to be at Gate 31 at 2:00pm and so we duly arrived to be met by an officious security guard who was not having a bar of us. Luckily for us, Alessandro Sannia, the author of many historic books on Italian cars, showed up and sorted the problem out. Our guide for the day was Raffaele Consoli. Raffaele picked us up from the gatehouse in a Fiat 500 Abarth which the four of us squeezed into and drove us down to the Hub, a big impressive building.

The Hub is every bit as good as the articles I have read describe it. I am not sure how many cars there are on display but 400 at least would not be far off the mark, covering Alfa, Fiat and Lancia. From early to late models all in restored or good original condition. Alessandro who accompanied us certainly knows his cars and their background. Raffaele told us they have people checking out old factories and garages for further additions to the display. The FCA Hub loans out a lot of their cars to various museums around the country. I think the Hub is still a work in progress and it will be a while before it is open to the public.





## MID-WEEK RUN TO BEEAC

By Lyn Bartold,  
Photos Peter Bartold, Kevin Lemm



For our first club run since the COVID-19 restrictions have eased a little we decided to do a run to Beeac and to accommodate numbers expected to be more than the 20 in the dining room, we offered 2 runs to the same destinations on 2 different days. Beeac has been a popular destination for mid-week runs over the last few years so a Wednesday Run and a Saturday one were offered. Richard and Elsa Unkles organised the route and bookings at the Beeac Hotel, owned by club members Ean and Dorothy McDowell, and they were in charge of the Wednesday event which this report covers.

After meeting in Rockbank we followed the route set by Richard which took us along back roads through Anakie, Steiglitz to Meredith for a coffee stop and onto Beeac. The Beeac Hotel is a beautiful old building with plenty of space to accommodate our group of 20 in a separate dining room. As always, the food was wonderful and it was a great chance for our group to catch up and talk Fiats, something we have not done in a long time. The other thing that we were able to do was to take a photo of club members around a 500 (Lawrie Hocking's Abarth replica) to be added to our 500's 63rd Birthday Celebration video that we sent to Italy for the celebration of this event ( see Page 24,25 of this magazine)

On the road to Beeac  
Photo Kevin Lemm



Beeac Hotel  
Photo Kevin Lemm



Lawrie Hocking's 500 at Beeac  
Photo Peter Bartold

After lunch we had a guided tour, by Ean, of his collection of cars which are housed in a garage behind the pub, in the former Bus Depot which Ean now owns and with a few cars at Ean and Dorothy's latest acquisition, Rosebank, a beautifully restored 1860's Homestead. With at least 40 cars in Ean's collection, we saw not just Fiats but also other marques with some very rare and interesting cars; some fully restored and others in the process, it was a great afternoon.

With the addition of the wonderful Homestead viewing, the day was made even more memorable. It was a day of fantastic roads, great food, an astonishing collection of cars for us to wander around and with Ean on hand to reveal the wonders of his collection and answer any questions. We thank Ean and Dorothy for a great day and for allowing us to

offer the event on 2 separate days so that we could accommodate all members who wanted to attend. I am sure that the Beeac Run will remain as an annual run on our club calendar in the future.

This was all repeated for the Saturday group, of 10 members, who enjoyed their day as much as we did. Thanks to Richard and Elsa for organising what has been our first full day event since the COVID-19 crisis began.

1. Ean with the group in the behind the pub collection
2. Moretti Special
3. Ferrari, Stanguellini Junior Photos Peter Bartold
4. Inside the Former Bus Depot Photos Peter Bartold
5. Rosebank Homestead Photo Peter Bartold
6. Work in progress in the shed at Rosebank Photo Kevin Lemm



1



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# RENDEVOUS AT BEEAC – SATURDAY RUN

Words and Photos by Roger Langdon



Following the successful Run to Beeac on Wednesday 17th a second group of FCCV members converged on the Farmer's Arms Hotel on Saturday 20th for the Rendezvous in Beeac. Despite the threat of rain we all arrived in sunshine. Barry Ellis and Wendy arrived from Melbourne in their Punto, David and Brenda Ayers in their Mazda SUV on route to Port Fairy, Terry and Jill Poole in their Fiat 1500 Mk3 from Ocean Grove and Richard and Lucy Brewster in their 124CC and Roger and Lesley Langdon in their CS Spider from Aireys Inlet, to be hosted by Dorothy and Ean McDowell. We were joined by Angelo Monteleone, who was on a successful quest for Lancia parts.

This is my fourth trip to Beeac and I am always impressed by the warmth and generosity shown by Dorothy and Ean, stretching as far as a guided tour by Ean through their lovely bluestone homestead "Rosebank" which, of course, has plenty of storage sheds for Ean's treasures. A welcome break after easing of travel restrictions.



# 2020 FCCV Photographic Competition



Some of last year's entries

## LAST CHANCE TO ENTER OUR PHOTO COMPETITION – CLOSING DATE JULY 31ST

### ~ CATEGORIES ~

#### • Fiat the Car • Fiat in Action • People's Choice

- Our judges will select the best 12 photos and members can vote for their favourite
- These 12 photos will be published in September FIATmonth and will be on the club's Facebook page from August 5th
- Vote by Mail – email your choice to Peter Bartold [vignale124@gmail.com](mailto:vignale124@gmail.com) or text 0414 867 280

### ~ RESULTS AND PRESENTATIONS ~

The results will be announced and prizes presented at the October General Meeting. 12 Photos from this competition, not necessarily the 12 finalists, will be selected for our annual Desk Calendars which are distributed to members each year

CONTACT PETER BARTOLD FOR FURTHER INFORMATION.



## PORSCHEs - NOT FIATS

By Bob Durrant

Bob is a long-time Fiat Club member who has owned a number of Fiats – 125S, X19 and his current Abarth 595 Competizione. Ed

Someone (who shall remain nameless!) suggested that I write an article for FIATmonth. A technical article would be good, they said....maybe about Porsches!

An interesting suggestion as I have only been involved in 2 Porsches in my life; they were of the 956/962 type. The first sheet aluminium constructed monocoque race cars produced by Porsche as until then racing Porsches used tubular space frame construction, generally of aluminium

The 956/962's came in three variants-

956 (1983) was built to compete in the World Endurance Championship (W.E.C) Group C, using a 2.6 litre flat six engine originally designed for use in Indy racing. It featured four valves per cylinder, water cooled cylinder heads, air cooled barrels and twin turbo charges, one in each bank. The cylinder heads were welded to the barrel which alleviated head gasket problems.

962 (1984) was pretty much a 956, but built to meet North American (MSA) rules, ie longer wheel base to keep the driver's feet behind the front wheel

centreline and a steel roll bar for safety. The engine was a production based 2.9 or 3.2 litre flat 6 with single turbo charger. A larger fuel tank was also fitted.

**926c** (1986) essentially a 956 with a 962 wheelbase and a smaller fuel tank (Group C following IMSA rules re driver protection)

### MY FIRST INVOLVEMENT

956 (chassis number 956007) ex works car used by Rothmans as a camera car.

I was asked by my ex Richmond TAFE student, Michael Neglinr to assist him in looking after the car at the 1983 Sandown WEC Race with Jack Brabham and Johnny Dumfries as drivers. The Rothman's plan was to run the first and last hour, but we convinced them to do the full 1,000kms. In the end, we did not complete the full 1,000kms as a nudge in the rear wheel by another competitor broke the rear upper arm clevis mounting stud. The time taken to drill out the titanium stude and replace it meant that although still running at the end, we didn't complete the minimum distance and were unclassified.



Bare Tub – start of build



Heading for the track

### MY SECOND INVOLVEMENT

962C (chassis number 962003)

In 1987 Mike involved me in the rebuild of this car following a collision with its sister car at Nurburgring. After the crash the remains were purchased by Vern Schuppan who planned to run it under Rothman's sponsorship in the Japanese domestic championship.

The rebuild took place in England over a period of months. The task started with a bare tub, which was repaired by Thompson Prototypes. It was done from

scratch, so to speak, giving me an in depth look at the car's construction. It was obvious the important design objective was that it lasted a full 24 hours plus.

After the two odd months building the car in England, I attended two 1,000km races in Japan at Mt Fuji.

September 1987, drivers Derek Bell and Geoff Brabham placed 6th

May 1988 Drivers, Aje Elgh and Maurizio Sandro Sala placed 5th



LH Front corner – note slots in upright for airflow to disc and Titanium hub and wheel drive pegs



Detail of RH rear upright and brake cooling

### CAR CONSTRUCTION

**Brake System** - large diameter ventilated discs, two 4 piston callipers per wheel, air feed through ducts in the body work into hollow suspension uprights to the centre of the disc, then pumped by fans on the outer wheel face.

**Engine Cooling** – one large water radiator, together with a large oil cooler (which I feel did the majority of the cooling particularly on the 2.6 litre engine used in the 956) per bank, set in a duct on each side of the cockpit.

Also in these ducts were induction intercoolers, one per engine bank. These were combined air to water and air to air,

**Materials Used.** To save weight, most alloy components were magnesium. Other parts, normally made of steel, were made of titanium – springs. Spherical rod ends, roll bars, master cylinder pistons, even the 6mm bolts holding the side pods on.

Brake and clutch pedals were floor mounted and constructed like a pantograph to give a linear path of the pedal travel.

Although the chassis body was built with the mandatory flat floor section, the 956 and 962 were designed with aerodynamic principles. The underside of the front nose section was curved to attain some down force, whilst tunnels extended from the rear of the flat surface to the tall extremity – obstructed only by the drive shaft and oval lower control arms.





# ISO PHOTO COMPETITION

The third of you Facebook photo competitions during the COVID-19 Isolation period. had the themes – Raduno dal passato Past Runs and Past Displays Popular Choice (most likes and comments).

This competition had members delving into their old photos (printed) and past digital photos and produced some great memories.

Thanks to everyone who entered – hope you had as much fun looking back at old photos as I did.

Thanks to David Olle, our judge, who was in Iso in Forrest instead of leading bike tours in Europe as he usually is at this time of the year!!

## THE RESULTS

Past Run: Vicki Lemm 1

Past Display: Mario Di Censo 2

Popular Choice: Anthony Cementon 3





# Coming Events



## Caffe di sabato

**Saturday 1st August**

4 Doors Café, Mill Park – 9.00am  
28 The Link, Mill Park  
Numbers limited so bookings only

**Saturday 5th September**

Growling Frog Golf Course – 9.00am  
1910 Donnybrook Rd, Yan Yean  
Numbers limited so bookings only

Call **Mario Di Censo 0419 171 661**  
**Paul Pozzobon 0418 552 290**



## Run and Treasure Hunt Yarra Valley

**Sunday 26th July**

Join us for a Run in the beautiful Yarra Valley where we will test your observation skills. Easy navigation but with a few questions along the way and some prizes for the most observant.

There will be a coffee along the way, finishing with a lunch stop.

**Due to COVID-19 restrictions, numbers are limited so bookings are essential.**  
Call Lyn Bartold 0433 034 7212



## Central Victoria Run

**Saturday 15th August**  
with the option of an overnight stay and Sunday Run

We will meet at the BP Calder Park, outbound roadhouse, Keilor for a run to Central Victoria and a visit to a Car Collection.

This can be a one day event with return to Melbourne on Saturday Afternoon OR a Weekend with overnight stay and further run on Sunday 16th

**Numbers are limited so booking for the Saturday only or the weekend are essential**

Contact Roger Beattie 0400 177 278

## COMPETITION EVENTS

With the easing of restrictions it has been possible for a number of events to be returned to the calendar

### MSCA

Sun 19th July – Sandown

Sun 30th August – Winton

Sat 19th Sept – Phillip Island

Sat 10th October – Sandown

### AROCA

**12 Hour Regularity Team event**  
October

See Competition Report for details

Contact Bill Freame 0412 814 855



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



## Targa Florio Australian Tribute 2020

### Thurs 26th – Sun 29th November

2020 Highlights include:



### ENTRY CATEGORIES

- **Classica Trofeo:** Cars constructed between 1906 and 1976
- **Legend Trophy:** Cars constructed between 1977 and 2020  
900kms of the best roads Victoria has to offer

### 3 LEVELS OF ENTRY

1. **Club Package:** Book own accommodation \$ 4000 + gst  
All meals except Breakfast included
2. **Targa Package:** Standard Accommodation \$ 5000 + gst  
All meals included
3. **Gold Package:** Premium Accommodation \$6000 + gst  
All meals included

**Team Entry:** Enter a team of 3 cars and each car receives a bonus \$500 off

A number of FCCV members have entered in the event over the past 3 years it has been operating and have absolutely loved it. It is a competition with on-road and off-road time trials, however you can be as serious or casual as you wish to be and still enjoy the most fabulous 4 days. We would love to get at least one FCCV team of 3, and possible more in the 2020 TFAT

**CONTACT LYN BARTOLD [EDITOR@FIATCLUB.ORG.AU](mailto:EDITOR@FIATCLUB.ORG.AU)  
OR GO TO TFAT WEBSITE [TARGAFLORIOAUST.COM](http://TARGAFLORIOAUST.COM)**



FCCV Members in 2019 TFAT





# **HARRY'S RUN**

## **SUNDAY 6TH SEPTEMBER**



### **JOIN US ON OUR ANNUAL RUN TO REMEMBER LIFE MEMBER, HARRY BAKER**

**The run will consist of a guided route to a morning tea stop and then onto lunch. Although we do not know what restrictions will be for group gatherings by that date, the run will be organised to ensure we are within the rules.**

**Full details of location, meeting point and time will be available in early August.**

**Keep this date free for what is always a great day!**



**2019 Harry's Run Mont De Lancey Homestead and Coldstream Brewery**