



FIAT Month

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

www.fiatclub.org.au

MAR 2020

Autobella

X19 Raduno





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M/A/R 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:

John Westcott's beautiful
1954 1900A Granluce at Autobella
Photo Peter Bartold

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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

12th of the month prior to publications.
Next issue: May 2020
Deadline: 5 April, 2020



2019-20

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Jonathan Crellin
M: 0419 300 068



With all the disasters we have been faced with in the last few months, the bushfires around Australia and the Coronavirus in China and many other countries world wide, I have been reflecting on how the easy access we have to anything in the world through the internet and the ease of international travel has its good and bad sides.

Nothing about the devastating fires can be seen as good except for the outpouring of support from around the world. Firefighters from other countries have arrived to assist and sports stars and celebrities such as Nicole Kidman and Keith Urban, comedien, Celeste Barber, Sir Elton John, and cricketers and tennis players and many others have raised or donated significant amounts of money to the relief appeal. All of this support will be used in rebuilding property but it will take much more than material support to rebuild lives and overcome the trauma that people directly affected are and will continue to experience.

We have held a number of small fundraisers at club events to put towards these funds and I am sure individual club members have donated to the cause. As Roger has mentioned in his Report, we have plans to organise a weekend tour in the near future, to an area that would benefit from tourists visiting so keep an eye out for information on this.

From the Editor...

The ease of international and within borders travel that we now take for granted also has its downside as we have seen with the spread of the Coronavirus and the devastation that it has brought. The flow on effect of this, has been on our tourist industry with huge drop in the number of Chinese tourists in areas like the Great Ocean Rd and until a vaccine has been developed, we will continue to struggle with these worldwide problems.

From the classic car perspective the internet has opened up the possibilities of access to cars and parts from all over the world and many of our members have purchased parts and even cars from Italy and other countries. Our Abarth mag wheels that we have on our 500F came from Germany and arrived just over a week after ordering them. Online shopping has opened up so many possibilities for car enthusiasts, world wide, so that is an enormous plus. As I said in the beginning, there are good and bad sides of the ways we operate in this day and age.

.Allora.....

Did you know that it was Palindrome Day on 02/02/20. It was the 1st Palindrone Day in 909 years

The next one will be in 101years on 12/12/2121

02/20/2020 was also the 33rd day of 2020 with 333 days to go!!



Another fantastic costumid'epoca@autobella with me in Vintage 50's outfit in appropriate car of the era, Kevin Lemm's Topolino

NON-COMMITTEE POSITIONS 2019-20

MSCA Delegate

Mark Rae

CAMS Delegate

Paul Freame

Supper Organiser

Paul Pozzobon

Raffle

Simon Crellin

Property Officer

David Judd

Library

Bruce McCann

^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



FIAT month

FIAT month — March 2020



Rapporto del presidente



Firstly, as a Victorian Club our thoughts must be extended to those who have suffered in the fires over Summer. We will be conducting a run to a fire affected area later in the year to help boost the regional economies. There is not a lot we can do to connect with the broader community as a car club, but to drive to somewhere different and explore for a couple of days is definitely one of them. Keep an eye out for the details of this run as we shall be inviting other marque clubs along

to try and make a weekend away that is not event based just relaxing and exploring. Any suggestions of a destination with a bit of accommodation, a pub or two and other eating establishments are welcome.



Bushfire Damaged cars

I did not have as much success in the last couple of months as I had previously in not buying the uncovered Fiat in the bush. My newest addition is a 1400A which will hopefully fill a gap in the model range at displays and on long LEISURELY drives in the country. For those not familiar with the 1400 it was Fiats first all new post WW11 design. After collaboration with and receipt of new presses from Budd in the US as part of the Marshall Plan to rebuild European industries the 1400 took shape as a robust monocoque construction with a highly oversquare (82 x 66mm) engine. My ongoing interest in the history and development of the Fiat brand over time is certainly rewarded as I investigate models from different decades.

While on the history end of things, anyone who has a keen interest in a particular Fiat model is invited to write a one page summary of what it is about that car that interests, excites, infuriates or just interests you. Make sure to provide a few pics from both publicity and your own use if possible to enliven the story and keep it connected to the club. Many of our longer serving members will have great stories to tell about Topolinos, 1100 and 1500s as they were campaigned through the 1960s and 70s. Keep it to a sensible



Fiat 1400, 50's Glamour



The Presidents 1200 and Kevin Lemm's 2300 near Mirboo



page, try not go on and on like I do and think about the space for the photos or the editor will have to do just that.....edit.

By the time you see this Autobella will have been hailed a great success and we shall be gearing up for the Nationals. The competition run there will be in the form of a friendly rivalry as the opportunity to get together and chat is always well received. There may be a few extras in town this year as the Nationals in coinciding with the 2300 register run (owners of the great attached logo). While not unknown to us in Victoria there seem to be a lot more active register members in NSW and Queensland but we are glad to have them and their cars along particularly for the display day in Goulburn. As they encompass the

engine type rather than the model they include 1500, 1800, 2100 and 2300 so a number of our members could also list on the register. They are conducting a social run on the Saturday for anyone not attending the motorkhana. That saves me from scaring people on a bus trip.

It is with some delight that I am looking forward to seeing some more member driven content in the magazine. Your editor should be editing not writing all the stories.

See you all on the road

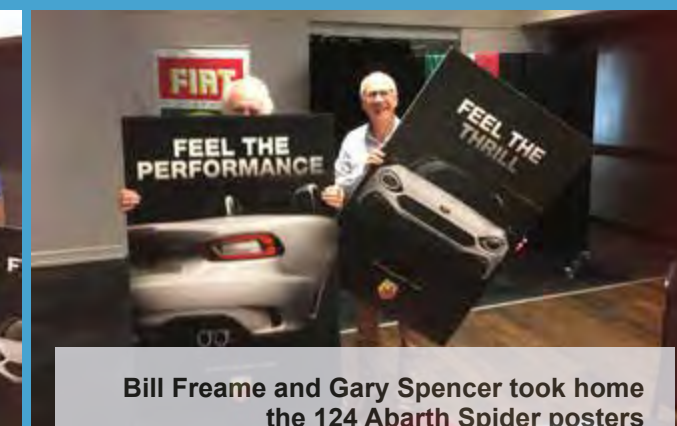
PHOTOS OF THE MONTH

Happy winners of the auction of club flags(circa 2000) and dealers 124 Abarth Spider posters at the February General Meeting.

Comment from Peter Bartold Unbelievable auction of our old club flags. The enthusiasm to get them meant a very good financial result for the club. Auctioneer, Dave Judd even tried to convince us they were made of silk!!



Happy winners of the flags - Max Gioia Tony Sanfilippo, Jono Crellin, Paul Pozzobon, with auctioneer David Judd and President Roger Beattie



Bill Freame and Gary Spencer took home the 124 Abarth Spider posters



CLUB CALENDAR

MARCH 2020 – MAY 2020

For Competition Calendar see Competition Report on Page 8

MARCH

- Fri 6 – Sun 8** Festival of Speed Classic Motor Sport at Phillip Island
Sat 7 Caffè di sabato at Bosses Boots Café,
 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 to Phillip Island and Shannon's Walk
 Display Contact Joe Sammut 0412 221 581
- Fri 13 – Sun 15** 2020 Australian F1 GP.
 Contact Sandro Cesario, Anthony Cementon or Joe Sammut 0412 221 581
- Sun 22** AOMC 64th Kalorama Rally. Featuring V and V cars
 Contact Richard Unkles 0411 185 779
- Sun 29** Federation Scoresby Picnic.
 Vehicles 25 years and older. At National Steam
 Centre, 1200 Ferntree Gully Rd, Scoresby 10am
- Sun 29** Rotary Club of Shepparton Motor Show
 and Market Day.
- Sun 29** Auto Italia Canberra

APRIL

- Sat 4** Caffè di sabato.
 There will be no Caffè di sabato this month
 due to the Nationals
- Fri 3- Sun 5** Fiat Nationals in Goulburn Contact Bill Freame 0412 814 855

MAY

- Sat 2** Caffè di sabato.
 That's Amore Cheese 66 Latitude Blv, Thomastown
 Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
- Sat 16** La Fiera, Myrtleford Italian Festival
www.lafiera.com
- Sat 16** Florence Thomson Tour Celebrating Women
 in Motoring RACV Torquay Resort
 Contact Lyn Bartold 0433 034 721
- Fri 29- Sun 31** Historic Winton (conducted by Austin 7 Club)
 Winton Gates open to public 8am
 Contact Joe Sammut 0412 221 581

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, 9th Apr 2020
 • Thursday, 14th May 2020
 • Thursday, 11th Jun 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

It's a pleasure to keep welcoming new members with both new cars and classic cars.
 The club membership at the time of writing is now 549.

We welcome the following new members –

Franc & Mary Marino: modern 500 Abarth

Alexis Tseregounis: Ford XYGT

Tony Russell's family – Caroline, Martika & Marcel Pflieger. I'm sure we'll see them at motorkhanas!

Antonio Nicolazzo: Fiat 850 Sport

Antonio Lucarelli: Mercedes 180E

Ron Murphy: Fiat X1/9

Sam Biondo: Fiat 501

Bronwyn Manifold & Dave Ward: modern 500

Massimo-Fortunato Perri: Fiat 126 (Niki) and Fiat 124 BC

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

FEATURED NEW MEMBER

Ron Murphy X19

My first Fiat purchase was a registered 1982 X19 in November 2001. I knew at the time that the vehicle had some rust issues when purchased, however a more detailed examination later revealed rust in areas that I had not expected. I then made the decision to completely dismantle the vehicle and set it up on a rotisserie to tackle the rust. Following these rust repairs the project was then put aside until 2019. I am now in the process of completely rebuilding the vehicle.

Although I have only become a member of the Fiat club this year, I have known about the club since 1970, when I started work at Repco Engine Parts and meet Bill Freame. He was the one who encouraged me to purchase an X19. I have rebuilt and modified a number of vehicles in the past, however one of my favourites was a 1973 manual RHD Corvette which I recently sold to a friend.



Ron Murphy X19

MEMBERSHIP & CLUB PERMIT UPDATE

Since my last article there have been a few more members with permit cars renew, but there are still a few outstanding. Vicroads have been advised

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

| 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

Hopefully by the time you are reading this report the massive bushfires that this country has been blighted by will have been defeated- extinguished- eliminated.

Motorsport can be and is affected by disease threats, (Foot and Mouth, and also Bird Flu) as well as fire threats in their competition area, (World Rally Championship, in NSW, cancelled late last year) Disease can be transported by dirt and mud on vehicles, falling or washing off in disease free areas.

Country venues, like Rob Roy Hillclimb, NE off Melbourne and Bryant Park, in Moe cancel any activity on days of Total Fire Ban. GCC don't even run a working bee on a day like that, what with their venue sitting on top of the Coal deposits used for our electricity generation, currently. While we continue to compete with internal combustion engines in our vehicles, just heat from a hot exhaust, in long grass, can start a fire.

Furthermore, at some of the motorsport events that we compete at, the pit area may be grassed, i.e. Rob Roy and Camperdown for Hillclimbs, Pakenham Car Club, for grass/ dirt Motorkhanas. Often these venues have a few Fire Extinguishers, for the competition area, usually few and far between. As the 1 kg extinguisher in our competition cars has only a three-year life, from date of manufacture, several



Competition Secretary, Bill Freame

members of this club now install the expired (by date) extinguisher on their car transport trailer, at the time when they replace it with a new one. The competition rules require carrying an in-date, 1 kg extinguisher in each competition car. That replaced out-of-date extinguisher will still fight a fire and is easily accessible by anyone who needs one in a hurry.

The Confederation of Australian Motor Sport, (CAMS) has had a name change at the start of 2020. The new name is Motorsport Australia, (MSA or will it be MA?) Why a name change was needed remains unclear to me, as the cost of changing all the merchandise, documentation, officials clothing, stickers, etc will be considerable, to us the financial stake holders, members in the car clubs. MSA is funded by our club affiliation fees, event permit fees and competition licences.

AROCA SPRINTS, SANDOWN FEBRUARY 22

Mario Di Censo, Frank Spinosa in Abarth 500's, Frank Caia in 124 Spider and Tony Romeo in Punto enjoying a day of racing at Sandown.



Ron Murphy X19



VICTORIAN MOTORKHANA CHAMPIONSHIP RESULTS 2019

VICTORIA MOTORKHANA CHAMPIONSHIP PRESENTATION NIGHT

Report by Bill Freame

Photo by Marisa Gangemi

The 2019 NGK Victorian Motorkhana Championship Presentation was held recently, where several Fiat members were awarded trophies for their yearlong efforts.

An informal dinner with fellow competitors at the Wantirna Club, with Marisa Gangemi, Steve Cracknell and Ruth and Paul Freame representing FCCV, before heading to a function room for the trophy presentations.

Class A Steve Cracknell (Marisa's Abarth) placed 8th while Dallas Benbow finished 11th in his X19.

Class B had no FCCV competitors, with MX5s taking the top two placings.

Class C saw Ruth Freame 3rd in the Punto, with Erin Freame 5th.



Class F had Paul Freame place 4th (by 1 point) and Bill Freame 5th.

Junior Class Erin Freame finished equal 9th, an excellent effort as the youngest competitor and driving a manual (most of the juniors are driving autos).

Ladies Category saw Ruth and Marisa Gangemi swapping the lead all year to take first and second respectively.

Masters Category had Bill Freame 7th.

Novice Category saw Steve Cracknell place 2nd.

The Club Championship result was a great effort by all, as we finished 3rd to the might of the Victorian Mini and Huntingdale Auto clubs.

The 2020 NGK VMC starts 1st March on grass at Pakenham Auto Clubs new grounds.

METEC PRACTISE MOTORKHANA FEBRUARY 15TH

Although the official practice Motorkhana for the Fiat Nationals was held in light drizzle, those present took the opportunity to familiarize themselves with the events to be used in the Nationals competition. Despite the wet conditions it was a very good test day for the participants, with many of the tests being run twice. Most of the entries were modern Fiats, with none of the Specials fronting up. The final test for the day was set up at right angles to where the previous seven tests had run. This allowed the grippier surface to give realistic test times, with most members being up to speed by then.

Many thanks to the participants who muddled their cars for the cause. Special thanks to Paul Freame for controlling the entries and his help on the day. Also Rob and Deb Judd for recording the event times, Dave Judd for bringing back his Nissan Truck to collect the club gear that was quite wet.

Hopefully we will have a strong team of competitors at the Nationals and that we will bring home the Fiat of Italy Cup for another year

Contact Bill Freame or any of the Committee for further information about the Fiat Nationals



COMPETITION EVENTS MARCH TO MAY 2020

March

| | | |
|----------|-------------------------|----------------|
| Sun 1st | Group 5 Motorkhana | Avalon |
| Sun 1st | Peugeot Club Motorkhana | Pakenham |
| Sun 15th | MSCA Sprint | Phillip Island |

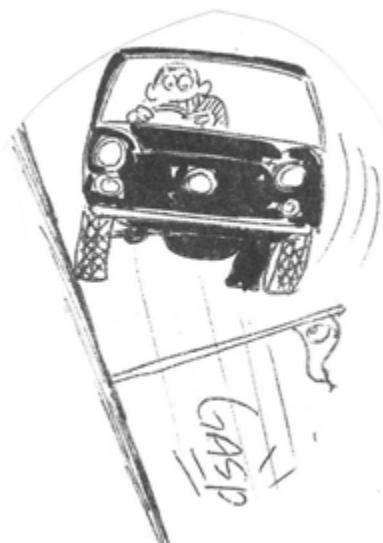
April

| | | |
|-----------------------|----------------|---------------|
| Frid 3rd - Sun 5 | Fiat Nationals | Goulburn, NSW |
| Sat 18 | MSCA Sprints | Sandown |
| Sun 19 | AROCA Sprints | Winton |
| Sun 26 - Sun May 3 | Targa Tasmania | Tasmania |

May

| | | |
|--------|------|--------|
| Sun 17 | MSCA | Winton |
|--------|------|--------|

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



Vita
Sociale

Studley Grounds Eatery

By Lyn Bartold

Photos by Joe Sammut, Paul Pozzobon

Our first monthly coffee morning of 2020 was held at Studley Grounds Eatery, a newly revamped and named café that we have visited a number of times in the past. Again, we have a big roll-up of members and friends, with some new faces and cars.

We have a great line up of cafes as venues again this year, both regulars and some new so bring out your favourite Fiats and get together with fellow Fiatisti on the first Saturday of each month.



CAFFE DI SABATO

COMING EVENTS

TARGA TASMANIA

Targa Tasmania will be held over six very full-on days of competition between **April 26th and May 3rd**. This year the Georgetown Street Stage has been dropped, instead Day One will be just as challenging as the following five days, with many transports between the competitive stages, each day. This club will again be represented by the Yellow 131 of Buggee/ Freame and the Silver/ Black Sigma of Waldron/ Gregory. Their service crews will be the usual suspects of (Bill) Freame, (Peter) Kerr and (Shayne) Williams.

2020 FIAT NATIONALS:

The program for the weekend and other information is on the Back Cover of this magazine

As we are the defending Champion Club, we need to put up our very best effort to win the Fiat of Italy Cup again. This whole weekend is as much social event as it is competition.

Wouldn't it be good if we could encourage about 20% of our membership to attend this, our premier event of this year, 20% of our membership is only about 110 members, plus some would travel with their partners and kids, even further increasing the numbers. It's always a fantastic weekend for those that attend it and long will they remember it.

LICENCED OFFICIALS

Every competition event requires licenced officials, who conduct the event to the rules of Motor Sport Australia, who are affiliated with the FIA. It's a good way to be involved in motorsport without the expense of competing. This club needs officials, not just helpers on the day. Whilst offers of help are always appreciated, without being licenced, there is not much you can be given to do to help run an event. There are several levels of licence attainable, just as you would expect.

Without licenced officials, we can't get a permit to conduct a practice motorkhana, or hire a racetrack. Without a permit we don't have the \$100,000,000:00 insurance protection that comes with it! Without licenced officials we can't run our own events. So, we need a few members to step up to attaining an officials' licence. Officials licences cost you nothing, zilch, they are free.



BEACH RUN AND SUMMER PICNIC

By Richard Brewster

Photos by Roger Langdon, Roger Beattie, Joe Sammut, Peter Bartold

When only three cars met at the pre-arranged Todd Road service station rendezvous at 8am on Sunday January 12 for the FCCV's traditional Summer Picnic, there was talk of it being a somewhat subdued affair.

This year's event was held at Roger and Lesley Langdon's holiday house at Aireys Inlet, otherwise known as Villa Langdon, and so, not to be deterred, the small convoy headed down the Geelong Road on its way to the sunny Surf Coast.

Prospects of it being a large, boisterous event were not improved when, arriving at Little River, they only managed to add another four cars to the gathering.

So, it was a pleasant surprise when, on reaching the Langdon's abode, the modest convoy discovered that they were not alone and many of the party goers had decided to travel to the picnic via various other routes, including ferry to Queenscliff and from Ballarat, and at different times.

In all, 38 club members, with a variety of Fiats and other vehicles, turned up for the 2020 Summer Picnic to experience a day that started a little cool and cloudy but soon transcended to bright sunshine.

Among those was Rob Toti who was savouring the journey from South Morang to the Surf Coast in his recently worked on X19 – only to have it conk out about eight kilometres from home, so instead he had to resort to his Suzuki work van.

Neighbours Nigel and Melissa had kindly consented to turn the large area in front of their house into a display car park so cars were soon parked and everyone headed across the road to the festivities.

After a noisy and boisterous morning tea – with many of the discussions centring on matters motoring – picnic goers headed across the highway to the Aireys Inlet Sunday Market, which during January is held every week.

Home and organic grown vegetables were on offer along with a wide range of crafts, tea towels, wines and beautiful photographs and calendars from which market goers could choose.

For many of the gathering it was either their first time in Aireys Inlet or they had not visited the area for



The group at the Airey's Lighthouse

many years so they were eager to sample many of the bargains on offer and later to see the sights.

Lunch back at Villa Langdon was another fun-filled event with much hilarity and intense discussion on many wide-ranging issues in what was turning out to be a fantastic day – both weather and enjoyment wise.

After everyone had eaten and drunk their fill, Lesley offered to lead the assembled multitude on a cliff top walk to the Aireys Inlet lighthouse – an offer keenly taken up by most of the picnickers.

This provided further opportunities to chat, catch up on news and, above all, take many fascinating and scenic photographs of the coastline and lighthouse.

In all, it was a marvellous day and, before they left for home, everyone commented on what a wonderful time they had had and how terrific it was of Roger and Lesley to open up their holiday home for the event.



Fiats on display



Fiats for the day included Rob and Deborah Judd's 131 Super Brava, Ian and Kerrie Payne's Regata, Spiders belonging Ralph and Gina di Censo, Laurie and Virgie Hocking, Terry Brookes, Joe Sammut, Richard and Elsa Unkles, Roger and Lesley Langdon, President Roger Beattie's 1200 Cabriolet, Richard and Lucy Brewster's 124CC, Bruce McCann's 500, Julie and Gary Spencer's X19 and Lyn and Peter Bartold's Vignale 124. Harvey and Wendy Richards were forgiven for turning up in an Alfa GTV – after all it is Italian.

Others present at the event were Purn and Rodney Rogers, David and Robyn Judd (our ferrygoers), Paul and Sabrina Pozzobon, Tony and Nadia Cavaleri, Tony and Toni Romeo, Andrew McNab and Jan Fry.

The Summer Picnic appears to be becoming bigger and brighter with each passing year so long may it remain a permanent calendar fixture.



Captions (below)

- 1 Judds, Langdons and Brewsters on Lighthouse Walk
- 2,3 Lunch and chat at Casa Langdon
- 4 Head off on coastal walk
- 5 Group enjoying sea views
- 6 Airey's Inlet Market



1



2



3



4



5



6



Three of the Bella Concorso cars – Joe Cipola's Multipla, Ross King's Topolino and winner of the Graeme Shephard Trophy, Luigi Manzo's 500F

autobella

italian automobile festival

By Lyn Bartold

Photos by Peter Bartold, Roger Beattie, Joe Sammut, Anthony Cementon, Jenny Baker, Russ@Foot in Bowl Photography

We had a warm and sunny day for our second Autobella held at our new venue, Deaf Children Australia in St Kilda Rd. There was plenty of space to spread out, the big crowd of around 180 cars and many walk-in spectators were easily accommodated and cars arranged in the best way for viewing making it a great day. The lush green grass on the lawns at the front of the property created a great backdrop for the display. Although the day was quite warm there were plenty of shady trees to shelter under and pleasant areas to relax in.

As well as club members and friends associated with the cars, the location of the venue, on the corner of High St and St Kilda Rd meant that there was a lot of

passers-by who dropped in for a look. As the property is owned by the charity, Deaf Children Australia, the gold coin donation for any foot traffic goes to the organisation and they provided a number of helpers to stand at the entrances to collect the donations. This is a win-win situation for our club who has a wonderful venue and for DFA who can add the donations to their funds.

THE DISPLAY

We had such a wide variety of Fiats on display as you will see from the photos in this article. Their ages range from Augustine Banko's 1936 508S Balilla



Sport to the 2018 – 2020 Abarth 124 Spiders and 595 Competiziones and everything in between. It was great to see 20+ variants of the 124 from the late 60's to the mid 80's and 8 X19's on display as well as 500's old and new. There seems to have been a resurgence in interest in cars from the 50's and 60's and some wonderful restoration jobs on these models as well as others whose owners have chosen to leave in "patina" state (we have made that choice for our 500F and love it) The 70's and 80's car are also there, indicating that the Fiat brand has been and will continue to be loved by Italian car lovers. It was a delight to wander around the rows of cars and see such a range on display. Lancia's also were well

represented with 14 on display, including 4 Deltas! As always we have a great range of Alfa Romeos on display Well done to everyone who made the effort to bring out their cars and be part of a fabulous display.

Of course, Autobella is based around the many wonderful Fiat models that we have in the club but each year we invite other Italian marques to join us, which adds to the whole Italian automotive experience. This year we had representatives from the following Italian marques - Lamborghini, Ferrari, Maserati, and an Autobianchi. In addition to this had a small group of Vespas joined us also.





FEATURED MARQUE FOR 2020 – DE TOMASO

Each year we have a featured marque or model as a focus in our display. Last year we celebrated 100 years of Zagato and this year the featured marque was De Tomaso. We had 11 De Tomaso on display, including 8 Panteras, and this certainly created a lot of interest and added to the outstanding display.

To run an event such as this we depend on sponsorship to enable us to hire the venue and to set it up to show off our cars in the best possible way. Not only does their sponsorship enable us to run the event but it also provides some colour and interest to the day with their stands and displays.

As always Zagame's were there in full force with a range of fabulous cars and staff members to chat to. In the display and food area we had Shannon's Insurance, Forza Italia selling apparel, Eurotech Models, Tony Studans with posters and wall decorations. We also had Jay Leno's Garage Car Care with a great range of products to enhance your car and who donated prizes to the value of \$500 for our raffle and FCCV had club merchandise on sale also.



Linda and Andrew Larson from Targa Florio Australian Tribute were also on site to provide information about the 4th running of this event which will be held in November.

With Woodfired Pizzeria, Caffeine Lab, The Gelati Van and our own BBQ stall, there was plenty to keep us fed and happy and a pleasant setting to chat with fellow Italian car enthusiasts.



THANK YOU TO ALL OF SPONSORS

Gold Sponsor: Zagame Automotive

Silver Sponsor: Shannons Insurance

Bronze Sponsors: Café Correto, Go to Wo, Ital Motors, Northstar Plumbing, Parks Body Works, Pellicano & Giavannucci, Project Office Interiors, Rainbow Meats, S8 Property, The Italian Job.

Thanks also to all of our club members who assisted throughout the day – helping to set up equipment,

manning the food stall, assisting with signage placement, acting as officials and the list goes on. It has always been the case with this major event that club members will step in and help without being asked as the need arises and not expect any recognition for what they do. Without our army of Fiatisti none of the events we offer would happen.

Allora.... You know who you are so THANK YOU

2020 AUTOBELLA COMMITTEE

Event Director: Sebastian Bongiorno

Sandro Cesario, Robert Judd, David Judd, Peter Bartold, Jonathan Crellin, Daniel Petterlin

A word from the Event Director – Sebastian Bongiorno

On behalf of the Autobella Committee and FCCV, thank you to everyone who participated in this year's event.

To everyone who arrived early to help setup, those who took on a task to assist with the day running smoothly and to members who prepared their cars for display, it was most appreciated.

Thanks also to the other Italian marques who also came along and contributed to the day, especially to the De Tomaso owners who succeeded in having the most cars in one location, well done.

To all our sponsors, thank you for your support.

To the Autobella Committee, thanks again for your work – it is a great team.

All of this culminates in what I believe to be the best Italian car day and comradery.

Sebastian

From the Editor

I add my congratulations to the Autobella Committee for the wonderful event that you have organised for us again this year. An event as big and varied as Autobella cannot be thrown together in a short time – it takes many months of planning and meetings and a lot of hard work on the part of all committee members.

Thank you from all Fiat Car Club members

Thanks also to Il presidente, Roger Beattie, for all to print related and other details that he organises behind the scenes



PRESENTATION OF TROPHIES

The Bella Concorso category is judged using a set criteria and the winner is awarded the Graeme Shephard Memorial Trophy, named after Life Member Graeme Shephard who passed away a few years ago. The judges for this year's event were Phil Buggee and Barry Ellis

The winner was Luigi Manzo is his beautifully restored Fiat 500F. Luigi is a long-time member of the club and this is not his first win in this event, but the first in this car.

Congratulations Luigi for a great effort.

Our wanna-be Simon Kitson at Concorso Villa D'Este, Sandro Cesario and Peter Bartold presented the trophies to all category winners and, once again, cut a picture of sartorial elegance in coloured sports coats (not sure about the shorts and jeans though)!! Editor

The class categories are peer judged and the following club members assisted with this -David Judd, Stephen Judd, Sebastian Bongiorno and 2 Alfa Club members. Trophies are awarded in each class.

Thank you to the judges for what is always a difficult task due to the high standard of entries



Luigi Manzo's 500F



Luigi accepting Trophy

CLASS WINNERS

| Class & Title | Winner | Car |
|---------------------------------|------------------|-------------------------|
| Bella Concorso | Luigi Manzo | Fiat 500F |
| Showroom 2018- 2020 | Jonathan Crellin | Abarth 595 Competizione |
| New Era 2006- 2017 | Edward Kiernan | Abarth 500 |
| Modern Classic- East/West | Steve Griffin | Bertone X19 |
| Classic Front Engine RWD | John Westcott | 1900 Gran Luce |
| Competition | John Black | X19 |
| Modern Classic Prestige V6 | Mathew Montasano | Fiat Dino Coupe |
| Modern 1985 – 2000 | Frank Salvatore | Fiat Stilo |
| Classic Rear Engine | Chris Connell | Fiat 850 Sedan |
| Modern Classic RWD | Roger Langdon | Fiat 124CC |
| Best Lancia | Tony Frederico | Lancia Beta Coupe |
| Pre-war Historic | Augustine Banko | 508 Balilla Sport |
| Best De Tomaso | Paul Berringer | De Tomaso Mangusta |
| Best Alfa Romeo | Marie Sharp | Alfa Romeo Giulietta T1 |
| Best Ferrari | Robert Maro | Ferrari 512 TR |
| Best Maserati | Howard Mowlem | Maserati Mexico |
| Best Lamborghini | John Baseggio | Lamborghini Urraco |
| President's Encouragement Award | Cesare Silvestri | Fiat 1100 |

Autobella Diorama

By Lyn Bartold
Photos by Peter Bartold, Jenny Baker, Anthony Cementon

After a few years some of us have been setting a scene around our cars to fit a theme (I have used our 500F for a beach scene and family holiday and Sandro Cesario has set-up his 124 as a picnic scene) We decided, this year,that it would be fun and entertaining to set up some dioramas as a part of Autobella. We put the word out and got a great response with 8 cars set up in an area near the main building. Here are the results of the idea and although it was not a competition I think we would all agree that Sandro took the idea to the next level with his typical Italian picnic (complete with dishes of resin pasta)!! Well done everyone!!

With such a positive response, we will be doing it again with new ideas at next Autobella so if you would like to join us and can think of a theme let Sandro or I know by the end of 2020.



DIORAMA PARTICIPANTS AND THEMES

Sandro Cesario, 124, 1960's Italian picnic, Lyn and Peter Bartold, 500F, 1970's Surfing scene, Deb and Rob Judd, 131 1980's Beach picnic, Joe Sammut 124CC 1970's Country picnic, Paul Pozzobon, X19 1980's Picnic Scene, Roger Beattie 850 Camper Van Camping scene, Andrew McNab, New 500 Short black with olives David and Brenda Ayres, 1100 On a road trip

- 1 David and Brenda Ayres- 1100
- 2 Andrew McNab 500
- 3 Sandro Cesario 124 and Roger Beattie 850 Camper
- 4 Bartold 500F
- 5 Paul Pozzobon X19, Judds 131 Super Brava
- 6 Joe Sammut 124CC



costumi d'epoca@ autobella

By Lyn Bartold and Deb Judd
BY Photos Peter Bartold



Vintage fashionisti

Once again we had an enthusiastic group of dress-up tragics join us for our annual vintage fashion competition that we call Costumi d'epoca. This year we made the theme fashions of the 50's and 60's but welcomed anyone in what every vintage era they choose. We took along some of our own collections to lend to anyone inclined to dress up and we have a few people who found things they would like to wear.

We again had access to the small building near the entry to use as out change room and to display the costumes we had on offer. When it came time for the parade we moved the group to the edge of the car display area so we could attract an audience and got under way. There were some interesting costumes, some genuine vintage and others reproductions but most with the 50's, 60's feel.

THE VINTAGE PARADE

It was great to welcome Alfa Club member, Marie Sharp, whom we have seen at various car shows last year, always dressed in clothes matching the era of her 1961 Alfa Romeo GuiliettaT1. President, Roger Beattie was able to match his diorama display to his costume being dressed in pyjamas, with rug over his shoulder, his stuffed cat in one hand and a toothbrush in the other, as if he had just gotten out of his 1970's campervan at a camping park!!

Laurie Hocking went to a great deal of effort for his outfit of shorts and casual shirt with long socks and sandals, topped off with a mullet wig. Our swinging sixties couple, Lina and Trevor could easily have walked straight out of a 60's movie and had the moves to go with the costumes.



Jill Wright, Sue Porter, Vicki Lemm



Joe Sammut, Keden Duarte, Jenny Baker, Susie Hayden



Roger Beattie, Judith Ogden, Laurie Hocking, Tony Romeo, Marie Sharp



1



2



3

RESULTS OF COSTUMI D'EPOCA COMPETITION

| Class | Winner | Decade of outfit |
|------------------------------|--|------------------|
| Best Female Costume (equal) | Marie Sharp Diane Newton | 1960's |
| Best Male Costume | Laurie Hocking | 1960's, 70's |
| Best Couple | Lina Romero Trevor Prasad | 1960's |
| Special Award | Joe Sammut and grandson, Keden Duarte | 1970's |

Thanks to everyone who made the effort to be part of our parade and competition. Anyone who has been to Goodwood Revival in England, the Art Deco Festival in Napier, NZ or other car shows that include vintage costumes as part of the whole atmosphere will understand what we are trying to achieve with Costumi d'epoca.

We look forward to next year with even more vintage fashion lovers getting involved.



4



5



6



7



8

- 1 Deb and Rob Judd
- 2 Tony Romeo
- 3 Roger Beattie and Judith Odgers
- 4 Peter Bartold
- 5 Joe Sammut and Keden Duarte
- 6 Lina Romero and Trevor Prasad
- 7 Laurie Hocking, Deb Judd, Lyn Bartold
- 8 Marie Sharp and Diane Newton

X19 RADUNO

Story by Peter Bartold, Ian Maud, Mark Weinberger

Photos by Rodney Rogers, Peter Bartold

Drone Photos by Mark Weinberger



Maudy's Prototipo heads the line-up of X19's at the Hillclimb (drone photo)

FROM PETER BARTOLD

The X19 Raduno has become a regular event on our calendar that is held in mid- January each year. This year we have a record turn up of X19's, with 17 attending, and a substantial number of other Fiats and cars. Ian Maud (Maudy) organised the run for us, with help from Steve Schmidt. As both of them live in the Gippsland, we knew that we could expect some excellent roads and interesting sites on the run. The organisation of the Raduno was excellent and it was enjoyed by all present.

My favourite road of the run was Coalville Rd which I first encountered on Targa Florio Australian Tribute last year and it has to be one of the best X19 roads around. We drove the road in both directions but the

return journey required a long stop due to the removal of a tree that had fallen on the road after we drove on it not more than an hour and a half before, on the way to the Hillclimb track!! The opportunity to drive around the Hillclimb track behind the safety car was a bonus and thrill for those who had not driven on the race track before and was enjoyed by all.

The route home took us back down the mountain to Trafalgar then onto Warragul to finish the event. It began to rain on the way home and fortunately everyone made it back before the hail hit some suburbs

Thanks for the great day Maudy and Steve.



Morning tea at Thorpdale



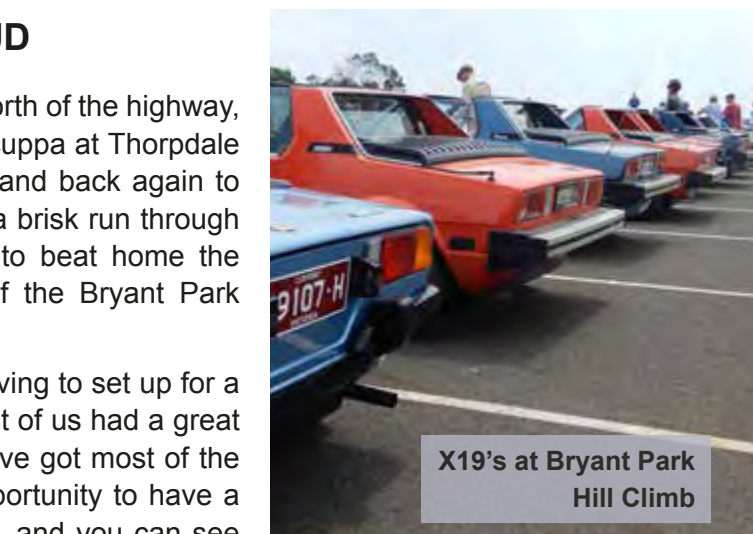
REVIEW OF THE RADUNO BY IAN MAUD

Meeting in Longwarry, we took the circuitous route north of the highway, crossed over at Trafalgar, climbed the ranges for a cuppa at Thorpdale then headed south of the highway to Newborough and back again to head up to Mirboo North for lunch, concluding with a brisk run through the forest on sections of the Grand Ridge Road, to beat home the forecast thunderstorms. A couple of bonus laps of the Bryant Park Hillclimb seemed a popular deviation!

If you didn't like greenery, forests, and constantly having to set up for a corner, then you probably had a horrible day: the rest of us had a great time! If you imagine a day of Targa-type roads, you've got most of the picture. Link that to some quaint towns and the opportunity to have a yarn with lots of other enthusiasts and compare Xs, and you can see how the day was enjoyable.

Worthy of a mention for 'greatest distance travelled' was Mark Weinberger who came down from NSW, and our own dedicated President, Roger, who came over from the Western Districts – a decent run in the 1200 in one day!!

Steve Schmidt in the 124AC
Pace Car Leading cars
(Drone Photo)



X19's at Bryant Park
Hill Climb



MARK WEINBERGER FROM X19 AUSTRALIA SUMMED UP THE RADUNO AS FOLLOWS

"I flew down from Sydney just for this event. I also had the pleasure of borrowing a very original Fiat X1/9 from the Bartold's and having not driven much of beautiful Gippsland before it was a fantastic experience. It was a great experience driving the winding roads with a great group of people and it was a very well organised day. Everything seems faster when you're low to the ground while twisting through the corners chasing a Prototipo with that very familiar-sounding engine behind your head. Thanks to the Fiat Car Club of Victoria for the experience."



Stop on Coalville Rd due to fallen tree



TOSCANO'S BIG TOMATO DAY

By Lyn Bartold
Photos by Peter Bartold, Roger Beattie, Fiona Tonizzo

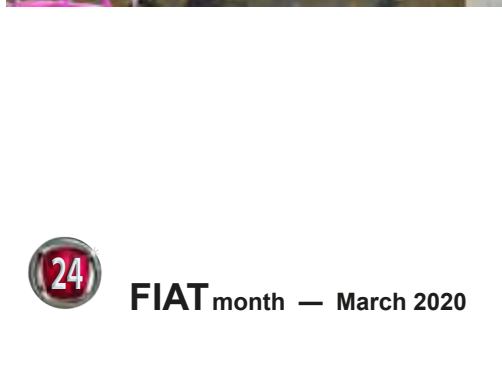
Our Annual FCCV Tomato Bottling day was once again a great success with around 40 members in attendance. In the past couple of years we have added pasta making to the "workload" and have cooked the freshly made pasta with our homemade tomato sauce to feed the workers for lunch. This had become an enormous job, producing that amount of pasta, and lunch was often delayed until well into the afternoon. This year we reverted back to buying good quality pasta which made an excellent lunch with the tomato sauce produced on site.

The weather the day before the event was very wet but our Big Tomato Day turned out to be fine and warm, creating perfect conditions for the production line. We are now so experienced that we can bottle the 120 bottles of sauce in a couple of hours and can spend the rest of the day enjoying nibbles and a glass of wine and our pasta lunch.



The Bartold 500F ready for action.

- 1,2,3 Sauce making in progress, outside and in the kitchen
- 4 President and VP supervising proceedings?
- 5,6,7, Lunch – fresh cooked pasta and newly made tomato sauce
- 8 Chief sauce maker, Rob Toti, enjoying the fruits of his labour with Deb and Rob Judd



- 1 The boys discussing Kevin Lemm's latest acquisition –a Fiat 2300
- 2 Bruno Tonizzo's 124 Spider and Rob Judd's 131 Super Brava
- 3 Damon Earwaker's Electric 500 and Roger Langdon's 124CC
- 4 Ralph Di Censo's 124 Abarth Spider and the non Fiat moderns
- 5 We even let Ryan and Inez's Valiant in!!

Once again we had a display of cars that members drove to the event on the ex-tennis court (or X19 graveyard as it has become know!!), so there was plenty to keep us occupied with heads under bonnets and plenty of Fiat chit-chat.

Our thanks to Club Member, Dom Cafari from Toscano's Fruit who supplies the beautiful tomatoes, basil and fruit each year and to Rob Toti who brings along all the necessary equipment and guides us through the process of producing the 2020 FCCV Vintage Tomato Sauce. It was great to welcome some new members to the event and plenty of "regulars" who are now pretty experienced tomato bottlers.



THE DALTON 501 TOURER

| | | | | | | |
|-----------------------|------|------|--------|-----|--------|------|
| 501 | 509 | 520 | tipo 2 | 505 | 507 | 519 |
| FIAT TIPO TORQUE FIAT | | | | | | |
| 503 | zero | FIAT | 514 | 521 | tipo 1 | 501c |

The News Stand

RICHARD UNKLES

By the time you read this we trust the bushfire emergency will be over. However the emergency has affected members and their cars, though we are not aware of any members losing property. John Ward at Metung did have fires as close as 4km with ember spotting much closer. Whilst he did not move most of his cars he did move his valuable veteran De Dion Boutin to The Maffra Shed. Much closer to Melbourne David Stott shifted his 501 and your scribe's taxi from Yarrambat when the fire started in the Plenty Gorge Reserve between South Morang and Yarrambat. A special thank you to David from yours truly.

Your President has demonstrated his interest in Fiats of different ages by the acquisition of a Fiat 1400 from the wilds near Wangaratta. It has been in the family from new it has a few dings on the LHS as the grandfather who bought it only had vision in his right eye. The back seat is also a bit rugged as the grandsons used it for a rifle shooting rest. At least it is still there. Has anyone got some headlight rims or tail lights for Roger?

A hearty welcome to new members with vintage Fiats. First is Michele Dalton. Michele and brother Mark have decided to keep their father's 501. Their father, Ray, had it nearly finished by 1987 and then diverted onto his numerous other projects. This is the white 501C tourer they kindly brought to Autobella last year. We are planning to provide some assistance to get it worthy of the road. They will need a good motor trimmer to make the hood and side curtains. Does anyone know of a suitable trimmer near Frankston?

Second new member is Sam Biondo. Sam has done a deal to obtain the 503 roadster project at Officer. This is a partly restored 503 that is clearly a very low mileage vehicle. It is very much 503 shape to the scuttle but after that the curved design is that of a 501 body. It comes with all the parts, some spares and a set of new tyres. It is a bit unusual but a good survivor. Sam plans to get it on the road without undertaking a total restoration approach, in line with current thinking for survivors. This car was known to the VFVC back in the 80's in NSW.



SAM BIONDO'S 503 PROJECT



THE GREEN 501 FOUND NEAR BRISBANE

Finds and Discoveries

This month we became aware of 2 Tipo 501 roadsters that have turned up. The green one is near Brisbane and was advertised on Gumtree. Local inspection by Alistair Smith reveals it is not that flash. The body shape is one not known to us and has no body makers plate. The owners have tried to start it by towing with a seized engine. Heavens knows what that has done to the differential. Hope springs eternal with an asking price of \$10k.

The blue one has turned up near Geelong. It looks like it was made by Regal Motor Bodies in Carlton, judging by shape, windscreen and being a 2 door. As far as we know Regal only made roadsters and all were 2 door ones. If it is a Regal, this is the third one to turn up. Brodie Bishop has been providing assistance. He says the family are trying to get it running again. Bought new by their grandfather, it has been idle in a shed since he last drove it in 1975. Oddly, the survivor in Brisbane was also bought new by the owner's grandfather in Melbourne.



THE BLUE 501 FROM GEELONG



THE FLYING FIAT

Rumour and The Beast of Turin

Duncan Pittaway's rebuild from the remains of the S76 that supposedly came from Victoria does still have some details unanswered. Your scribe has heard rumours back to the 1960's of a GP Fiat being somewhere in NSW. So far, we can find no direct period reference to its arrival here, which one might think would have been picked up by the local press. Just to complicate matters some evidence of the arrival of such a Fiat has now turned up, but not of S76 as far as we can see. Now we have some evidence of where these rumours have come from. Garratt's Ltd in Sydney, the Fiat Concessionaires, produced a regular newsletter "Fiat Topics" for which you could get an annual subscription for 6 shillings and 6 pence.

Fiat Topics announced The Flying Fiat arrival at Garratt's showroom in Sydney and provided the following photo in the issue for May of 1926. Page 2 has the following photo of The Flying Fiat. It is described as having 6 cylinders each of 170 x 180mm giving a capacity of 21 litres and 4 carburetors and 24 spark plugs. This is definitely not S76, which was much shorter and has 4 cylinders and 28 litres. The article mentions that the planned speed record attempt for Gerringong Beach on the south coast of NSW did not take place. We quote "his machine was collided with at a street crossing, and is now in dock". An understandable accident as it had a bonnet that long it needed a man with a red flag to safely cross intersections. So, did the car finally leave Australia? Are there any serious researchers out there?

The success of the car can be identified by the fact that the car had set a flying mile record of 151.7mph and on 27th April 1926 Major Seagrave set a flying kilometre record of 152.308mph in his Sunbeam Tiger "Ladybird" with only 4 litres of engine. He failed to get the mile record due to a supercharger failure.

One Born Every Minute or India Coast to Coast PART 2

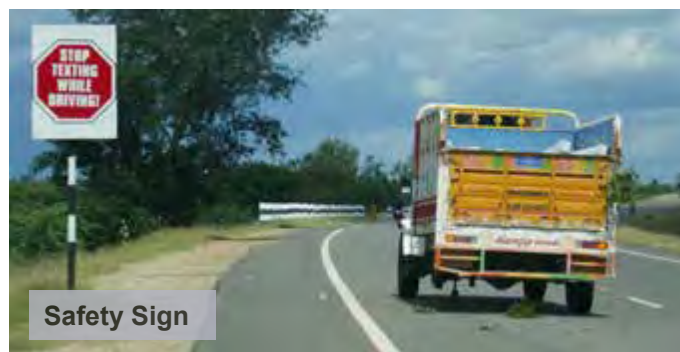
By Richard Unkles

Day 4 Included a stop at a series of lean-to's well away from any town. Actually, it was a floor tile factory. A chap uses his hands to make the agreed patterns on the tiles or a tool that separates the colours. Then he hands it over to his wife for further processing. We were surprised to find this is not a tin pot operation but it exports to Europe!



Tile Designs

Proceeding to Madurai on the toll road, the scenery was added to by various safety signs. One was adjacent to a small truck that had a wheel removed in the centre of the left lane. No driver to be seen- try that here!



Safety Sign

The one sign we saw too late for a photo read "Hug Children at home, Belt in car". Driving across India can be a form of interesting entertainment.

Madurai has a very good smaller car museum. There were an excellent variety of cars from the early 20's to near current times and from many source countries but for Fiats, there was only a 600 and a Bambino.

They were well displayed with good signage and an illustrated section on the development of the petrol engine. Early cars were represented by a Morris bull nose, a 20HP Rolls Royce tourer and a 1926 Hispano Suiza sedan. I liked the explanation of the purchase by the Maharaja Jai Singh of Alwar. When in London and he entered the RR showroom he was given the "poor Indian" treatment. So next day he bought 6 Rolls Royces. Upon delivery in Mysore he had the bodies removed and converted to garbage trucks. When word got back to RR they sent a very apologetic telegram and sent 6 replacement cars. Later the King of Mysore would buy his Rollers 7 at a time. Within the RR firm this was called "Doing a Mysore".



Scootacar

Within Madurai we were driven in tuk tuks to the market. Wow! A whole street section was given up just to sell onions. They even have their own Banana Alley. It sells up to 50 different types of bananas.



Banana Alley



Tall Temple



Monkey hitching a ride

We then travelled on to a super temple. It was temples such as these that the British would use during the survey of India from 1800 to 1856. They would set up the giant theodolite on top and sight to the next temple. The giant theodolite weighted a half ton so getting it up there was a challenge, let alone getting the actual measurements. The best time was after the monsoon when the heat shimmer was minimal. Later, they moved to sighting at night to intense blue flares to eliminate shimmer.

On entering the National Park in the Western Ghats (their Dividing Range) everything changes. Security is significant with army checking of just who is entering. A monkey seemed to think that he could hitch hike or scrounge a feed, but to no avail.

In the National Park area we went past a wide variety of scenery, including several waterfalls before entering the tea growing area. There were endless acres of the stuff. Tea bushes are natural trees that are constantly pruned to give access to the tea leaves. We were driven to a plantation in local jeeps and shown the tea factory to see the processing process. On the road back to Munnar I spotted a 500A or 500B Topolino needing restoration beside the road. This was the oldest car spotted outside of a museum.

Road construction was quite obvious along the road, which was in better repair than 11 years ago. We came across this strange concrete mixer/front end loader.

Photo Road repair Machine Road Repair Machine

Hereon we were shown the Cochi backwaters by a large boat for several hours. It was very pleasant, and then we travelled on to the final destination, a resort just south of Cochi. Here the roads were much busier than much of the trip and in reasonable condition. Overall the National Highways that require payment of tolls are excellent and the local roads very variable, though much better than 11 years ago.

Overall it was a very good trip of 10 days and we drove some 1260km and saw a lot of southern India. It was a worthwhile trip and a credit to Great Road Journeys organisation and their local contacts.



Road Repair Machine

Ruggero Giannini

Introduction by Peter Bartold

Ruggero Giannini, Repco engineer, FCCV club patron, member of the Italian Giannini car modification company and competitor to Abarth. Ruggero came to Australia in the 1970's because of the unrest in Italy at that time. During our Italian trip last year we were at the National Car Museum in Torino where there is a great collection of car books for sale, I managed to get a photo this story in the back of the book on the Giannini company. Thanks to Robert Toti who has done the translation which was far superior to that of Google.

....A separate chapter needs to be dedicated to Ruggero. He had inherited from his father Attilio an instinctive talent for all things mechanical, he loved getting his hands dirty in the garage and they shared a passion for motor sport. His brothers and friends remember his talent for quickly identifying a fault in a car, nowadays he would be called the technical director or team manager.

He could always be found at the race track wearing his trademark hat following the many successes of his top drivers like Toppetti and Natali that were the culmination of all the hard work in the garage with his father Attilio.

Ruggero, with the help of brother Tonino was placed in charge of production at the Cave di Pietralata factory, whilst Attilio and Domenico looked after marketing and the construction of a new factory in Settecimini under the new company name of CMG. They had many



motor sport successes using English chassis fitted with Giannini engines, during this period they also presented a V8 engine at the British Motor Show which created so much interest in the European motoring press that the name Ruggero Giannini became internationally known. The English language motoring press often referred to Ruggero as one of the most talented race engine builders in the world. He was well known even in Australia from where he received many orders for the Giannini performance enhancing kits. In spite of his fame Ruggero remained humble, a true gentleman with a determined and pragmatic character. During this time, he also became friends with Carroll Smith, designer of the Lotus 23. They had first met in Cesenatico and later at the Caserta motor race. Ruggero's wife Lone and Carroll's wife Jane also became good friends and together they all shared a long friendship often staying at each other's homes in the USA and Reggio, Italy.

During 1968 the factory in Settecimini was in serious trouble, not as a result of mismanagement, but due to constant industrial action by radical unions that was the norm in those years. It was also falsely reported in left wing newspapers that CMG had declared bankruptcy whilst still solvent. In fact, they were in dire financial trouble with existing customers not able to pay their bills and new orders impossible to find. With 200 employees to pay every month plus demands for bribes from corrupt government officials, Ruggero took the drastic decision of abandoning his beloved Rome, his home where he and his family had enjoyed so many triumphs and good times, and emigrated to Australia where he was well known and respected.

Ruggero and his family arrived in Melbourne Australia almost penniless, with barely enough to survive until he found a job. But Ruggero was armed with his vast experience and knowledge of automobile engineering and was immediately employed by Repco, which at the time was producing engines for Brabham. With his likeable personality he easily integrated into Melbourne society and had a long career at Repco before moving to Comalco which was specialised in the production of aluminium engines.

Ruggero's wife, Lone, who had always been a pillar of strength by his side at work and at home as a loving mother, also found work at Il Globo Italian newspaper and later in the government education department.

In spite of the initial language barriers Ruggero's two daughters quickly integrated into Australian life. Elisabetta has a master's degree in architecture and runs her own studio, whilst Alessandra is a speech therapist in a children's hospital.

Ruggero was a great success at work in Australia and also had a big following of motoring enthusiasts who fondly remembered the Giannini factory and its many motor sport victories especially with the Fiat 500.

Ruggero is no longer with us today, but the story of his life and triumphs remain a part of motor sport history. His legacy is best summed up in Carroll Smith's letter to Lone after Ruggero's death.



With racing driver Piero Taruffi



"Dear Lone, today I was informed of Ruggero's death. There are no words that can express my grief. Ruggero was much, much more than a friend to me. He was the brother that I never had. Ever since our first meeting in Casenatico he was not only an inspiration to me as an engineer, but more importantly as a friend. You and Ruggero have been an example to us of how to conduct ourselves in marriage and in life. In an era of greed and conformity his humanity and integrity were unique. There will never be another man like him. He will live in my memory for the rest of my days and I will always be grateful for over forty years of friendship."



Ruggero assisting at the start of a race

Mirboo North Italian Festa

By Lyn Bartold
Photos Roger Beattie, Peter Bartold, Bruno Tonizzo



After including the run to the Mirboo North Italian Festa to our calendar for the last few years and the excellent numbers we drew in 2019, it was a must for 2020. With the number of people who attend this Festa growing each year I was not surprised to hear from one of the organising Committee on the day that an estimated 20,000 people were there this year.

The FCCV Run started at Officer with around 15 cars and headed off past Warrigal to Trafalgar, where we drove up into the hills, through Thorpdale and on to Mirboo North. By the time we arrived and set up our display our numbers had grown with more club members who met us there, to 25 cars. Mostly Fiats but also a number of Alfas and a Maserati (we also had a Ferrari join us in the display line-up). As you can see from the photos on this page, it was a very

impressive display and drew lots of attention from the Festa attendees.

As the day went on more and more members arrived (many not in their Fiats) but there anyway, so our end count was that we had about 60 FCCV members at the Festa.- an outstanding effort considering the length of the drive.

Mirboo North has a very strong Italian connection, with many migrants from Italy heading there in the 50's and 60's and being involved in a variety of agricultural pursuits. The strong connection to Sicily, where most of the migrants came from, is still very strong today which is why a small country town can put on such a wonderful Festa as they do each year. The early arrivals commissioned a statue of St Paul, the patron

saint of their hometown Solarino, in Sicily. It was shipped to Australia and the first St Pauls Festival was held in 1966 and this has evolved into the Festa of today. In 2016 a new committee revitalised it into the Mirboo North Italian Festa.

The day begins with a procession carrying the statue to the area in front of the stage where an open air mass is held. The procession is accompanied by a group of Centurians and other people in costume, making for a beautiful and moving event.

The aim of the Festa is to involve all members of the community to celebrate and appreciate the best of Italian culture, food, music and entertainment while attracting visitors to their town. The range of Italian food is amazing and there is plenty of entertainment and things to do throughout the day. It is an honour for us to be invited back each year to add another dimension to the day with our fantastic display of Italian cars.



When six hours just isn't enough...

By Ian Maud

AROCA 12-HR RELAY, WINTON - ONE PERSON'S VIEW FROM THE (OCCASIONAL) SEAT OF A FIAT X1/9

I knew I was in trouble when a wall of three mates from the FIAT Club propped in front of me during the CAMS Club Challenge at Bryant Park. They had a team entered in the AROCA 12-hour relay but two drivers have had to withdraw: would I run so they could keep their entry? Hmm...how long until the event? TWO WEEKS!!!! \$@%#*!!!! Ah well, why not? Surely the car only needed a few small things doing to it to be ready? (You'd think after 40+ years of doing this I would be wiser, but apparently not).

So...every night and weekend for the next two weeks was predictably spent in the workshop, making new bits, machining, welding, fiddling, re-engineering some aspects of the car for reasons I won't fill this article with...until I finally ticked off the last item from the to-do list on...the night before I was leaving! Good timing. Who needs sleep, anyway? Up early Friday morning, pack the ute, load the car onto the trailer, have a cuppa, and head off north to Winton.

Friday arvo was scrutineering, which went smoothly (whew!) We (the Victorian FIAT Club) were sharing a garage with our brethren from NSW who are superbly organised with everything you could need, not including the kitchen sink but did include a bar fridge, cooling fans and thank you - YES!!!! - a big TV on which to glean a few snippets of Bathurst that had rudely scheduled itself for the same weekend as our event. Most inconsiderate.

Dinner at the pub Friday night, then off to yarn into the night and turn in at our salubrious accommodation at the caravan park. Unbeknownst to me at this time, one of the gents in our cabin was a F1-level snorer. I truly thought it was a randy bull bellowing in the neighbouring paddock. If snoring ever becomes an Olympic event, this bloke could represent Australia, no worries. A real OH & S issue to deal with here. The night was also notable for rain, totally un-forecast, that continued through the night and morning. We rose on Saturday to the drains overflowing, grey skies, and the Winton paddock looking more like a swamp.



The FCCV Team:

Phil Buggee, 124 Spider; Paul Freame, Punto Sport; Stuart Hocking, Audi A3; Ian Maud, X1/9; Frank Spinosa, X1/9; Shayne Williams, X1/9

Team Manager: Bill (and Paul) Freame

Drivers' briefing was interesting, as they had to crank up the PA system to compete with the drumming on the tin roof. But eventually the time came to actually get out on the track, and set some qualifying times.

And yes, I got to go first. Noise, cold air, hot car, spray, puddles, dull light...what could possibly go wrong? Not much, as it turned out. The X was great in the wet and I entertained myself hugely running around normally faster cars being driven very conservatively. After a few laps and times recorded, I did the right thing and let someone else out to be test the integrity of their digestive system under these conditions. I was having a ball and itching to get back out but then wouldn't you know ...it bloody well fined up, didn't it? Rain stopped, wind picked up, sun came out: suddenly the times I set in practice meant little. Ah, well.

The FCCV team started well and lapped consistently, which was the aim. Stuart found his car was a good deal quicker than his nominated time, and took delight in setting consistently faster laps...which was not the idea. Well, we had come to have fun, so I guess this fitted the bill. Time came for me to dress up, belt up, and go for a drive. A couple of sages in our team had suggested a lap time realistic for the car under dry conditions, and for a while this seemed correct, but then it became harder and harder to get even close to the time. The car took a lot longer to get to its redline, performance was sluggish, and I was having to push harder and harder around corners to compensate. Finally, a safety car came out and I took the opportunity to pit. Then ensued a lengthy period of trying to find the cause of poor performance. We checked and discussed HEAPS of possibilities, and endured the well-intended offerings of every self-appointed guru who stopped on their way past, drawn to an open bonnet like blowies to a barby. By the time we packed up Saturday night, it still wasn't resolved.

After continued discussions over another pub dinner we had a couple more possibilities to check out. Sunday morning saw the rest of the team resume going around and around while I replaced filters, cleaned things, blew things out, considered worn cam lobes, had the timing checked (again) and then... in one of those it-couldn't-be-so-simple moments, I moved the throttle linkage and found a dodgy pinchbolt had allowed the throttle to slip: I had been competing on about 1/3 throttle! A quick re-adjustment, tightened the little bolt to within a gasp of it shearing, applied a bath of superglue, out on the highway to test, and we're back in the game! Yee-har! (But also Grrrrr!)

The FIAT lads were doing a very good job of maintaining their lap times, but our less-than-illustrious Saturday

had seen us drop down the charts, where it seemed we were destined to remain, despite now (generally) being 'in the groove.' A place was made for me in the roster, and then it was back into it. The car felt beautiful again, and predictably the issue now was to keep under my nominated time! After about 45 minutes of some good and not so helpful times I was running close to the back of a beautiful big Healey that I had been admiring in the pits the previous day. Knowing a little of the worth of these magnificent cars, every time I came up on the back of it all I could see was dollar signs! I really didn't want to be the one to tap the back corner of this car - and have to spend my remaining weekends on this planet mowing this bloke's lawns to pay it off - so when I found myself gaining suddenly around the sweeper, I backed off and blotted my copybook with a quite decent spin. About a 9 1/2 out of 10, I reckon. It was perhaps while mounting the kerb here during one pirouette that (unbeknown to me) a hose under the car was split. A lap or so later I noticed the temp gauge doing weird things, then it decided it had had enough, and the needle journeyed forth around the dial...back past zero and heading upwards again! Now, even I know this can't be a good thing, so indicated to the pits, heroically (and with hindsight, stupidly) limped around another lap and came in. As we stood and watched the X trying to melt down, one wit opined it could be perhaps be used as a back-up for Puffing Billy. I suggested we should get a tea bag and make arvo tea while the 'kettle' was hot. The upshot seems to be the engine was cooked, and so the X unceremoniously joined the graveyard at the back of the garages before being loaded up for the trip home. (Postscript: I replaced the head gasket and this motor laboured on for a few more events, albeit down on power)

The team continued on, grabbing the 'fittest' of the remaining cars to do duty. At the end of the event we placed mid-field, which was no disgrace given the quality of some teams below us. Notably, the NSW lads came in just one place (!) above, giving them bragging rights for another 12 months. Despite the downfall, I enjoyed a great weekend of camaraderie with the FIAT contingent; an exciting and challenging weekend of motorsport and a chance to catch up with old acquaintances from various clubs represented at the meeting. The AROCA did a wonderful job of organising the weekend, and we travelled home weary but content. Well, reasonably content anyway - there's (hopefully) always the chance to have another crack and redeem yourself!

Coming Events



Caffe di sabato

Saturday 4th April

No Caffe di sabato due to the Fiat Nationals

Saturday 2nd May

That's Amore Cheese

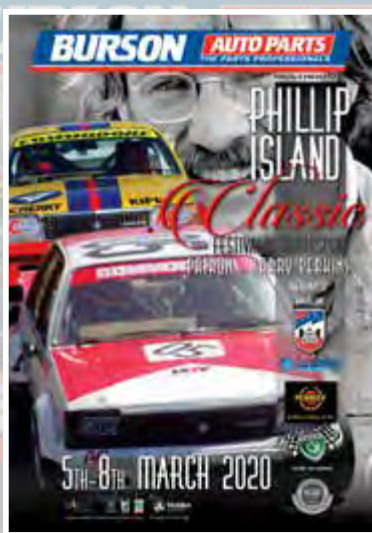
66 Latitude Boulevard, Thomastown

8.30am – 11.00am

Contact

Mario Di Censo 0419 171 661

Paul Pozzobon 0418 552 290



Phillip Island

Sunday 8th March

FCCV Run to Phillip Island and a display in Shannon's Walk

Meet at Toradin 7.30am

Contact Joe Sammut for details



Autotalia Canberra

Sunday 29th March



Historic Winton

If you would like to display your car at this event, entries close on March 16th Display cars will have free entry.

Contact Lyn Bartold 0433034721 for details



Australian F1 Grand Prix

Thurs 12 – Sunday 15 March

FCCV Display at Grand Prix

We will have 15 cars on display so drop in to see them if you are attending the event

Contact

Sandro Cesario 0420 277 701



Contact Richard Unkles 0411 185 779



FCCV Photographic Competition 2020

ONCE AGAIN WE WILL BE RUNNING OUR PHOTOGRAPHIC COMPETITION UNTIL JUNE 30TH

The categories are
• Fiat the Car • Fiat in Action • Peoples Choice

Members can submit as many entries as they want and a prize will be awarded in each category. For the People's Choice prize our judge will select the best 12 photos and members will be able to vote for the People's Choice

These 12 photos will be published in our July FIATmonth

Vote by Mail – send an email to me on vignale124@gmail.com with the number of the photo you wish to vote for.

Vote at the July GM - fill in a form with photo number and your name – one vote per club member
The results of the competition and presentation will take place at the August General Meeting

Start sending in your photos now

Peter Bartold

Coming Events



Targa Florio Australian Tribute

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

900kms on best roads Victoria has to offer

3 Levels of entry

1. **Club Package** (book own accommodation)
All meals except breakfast included \$4000 + gst
2. **Targa Package** (Standard Accommodation)
All meals included \$5000 + gst
3. **Gold Package** (Premium Accommodation)
All meals included \$6000 + gst

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

BAY TO BIRDWOOD SUNDAY SEPT 27TH

FCCV will be holding a 4 day tour taking in this famous event. In 2020 there is space for 1750 cars encompassing both categories- Vintage and Veteran to Classics, up to 1990. See information and how to enter on accompanying poster.

There is also a costume competition as part of the event.

Entries are open now so don't miss out

Our tour will begin on Friday 25th September,

Friday 25th Meeting in Ballarat, Silo Art stop on the way Overnight in Adelaide Hills – to be confirmed

Saturday 26th Visit vineyards and lunch in this area Drive to Adelaide to accommodation Evening get-together with South Australian Fiat Club

Sunday 27th Participate in the Bay to Birdwood Rally Return to Adelaide Accommodation

Monday 28th Drive home

A number of our members have entered Bay to Birdwood already so don't miss your opportunity to be part of this historic event

Contact Roger Beattie 0400 177 278
Lyn Bartold 0433 034 721



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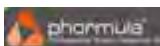
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- Superior Queen rooms (1 x Queen bed) - \$149 per room, per night
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- Privilege King Spa rooms (1 x King bed, Nespresso machine + spa tub) - \$189 per room, per night
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* additional charge is to cover the cost of linen

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- ☐ Email reservations on: reservations@mercuregoulburn.com.au
- ☐ Email (Yvonne) on: events@mercuregoulburn.com.au

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



Day 1.

When: Friday April 3rd
 What: Mastertouch Automotive Supersprint
 Where: Wakefield Park Raceway
 Cost: \$210 entry

T124 Pizza Welcome Dinner
 Mercure Hotel
 Adults \$10 / Kids 5-12 \$5 / Under 5 Free

Day 3.

When: Sunday April 5th
 What: Shannons Show 'N' Shine
 Where: Montague Street Goulburn
 Cost: \$20 entry

T124 Presentation Dinner
 Mercure Grand Regent Room
 Adults \$50 / Kids 2-12 \$10

Day 2.

When: Saturday April 4th
 What: FCA Australia FoIC Motorkhana
 Where: Sutton Road driver Centre
 Cost: \$50 entry

T124 Roast Buffet & Fiatorque Mega Raffle
 Mercure Grand Regent Room
 Adults \$20 / Kids 2-12 \$10

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April 3rd – 5th

Goulburn

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Sprints ~ Motorkhana ~ Show & Shine

SOCIAL

Friday Pizza Welcome Dinner
 Saturday Night Roast Buffet
 Sunday Presentation Dinner

Information of how to enter
 and accommodation bookings
 on inside back cover of this FIATmonth

FOR INFORMATION
CONTACT BILL FREAME 0412 814 855
OR ANY MEMBER OF THE
FCCV COMMITTEE