



# FIAT Month

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

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

**MAY 2020**

**My 850 Spider OT1000**

**Easter Lockdown Car Display**







# ZAGAME

A U T O M O T I V E



## COME AND SEE WHY WE ARE AUSTRALIA'S NO.1 FIAT DEALER

The Fiat brand is synonymous with automotive experience and the team at Zagame Fiat pride themselves on providing the highest service experience and customer care possible.

- ▶ Factory trained technicians.
- ▶ Complimentary current loan cars.
- ▶ Complimentary wash and vacuum.

**We welcome you to experience the difference at Zagame Fiat.**

ZAGAME FIAT | 348 Swan St, Richmond | Tel. 03 8416 0800  
ZAG.COM.AU/FIAT | FACEBOOK.COM/ZAGAMEAUTOMOTIVE

**ZAGAME**  
THE ITALIAN MOTORING SPECIALISTS



Service booking essential to receive complimentary loan car – please book by calling (03) 8416 0800 or go to [www.zag.com.au](http://www.zag.com.au). complimentary wash and vacuum on all cars scheduled for servicing. offer valid at Zagame Fiat Richmond. LMCT 9479.



GPO Box 4, Melbourne VIC 3001  
ABN: 17900700618  
Incorporation No. A001135W

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

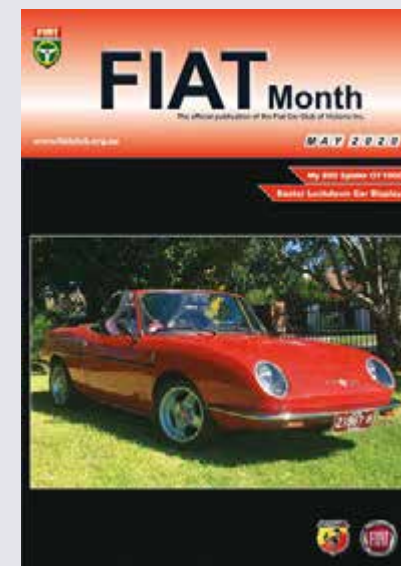
[www.facebook.com/FiatCarClubOfVictoria](https://www.facebook.com/FiatCarClubOfVictoria)

**MAY 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 Judd's 850 Spider OT1000  
Photo Robert Judd  
See story Page 12,13

## INSIDE THIS ISSUE

- 2 Club Committee Reps and Contact Details, Life Members
- 3 From the Editor...  
Lyn Bartold
- 4 Rapporto del Presidente  
Roger Beattie
- 6 Club Calendar May to October  
Roger Langdon
- 7 Vita Sociale  
Paul Pozzobon
- Bosses Boots
- 8 Membership Page and Club Permit Scheme  
Robert Judd
- Featured Member: 50 Shades of Cream  
David Ayres
- 10 Competition Report  
Bill Freame
- 12 My 850 Spider OT 1000  
Robert Judd
- 14 Austalian Grand Prix Display  
Sandro Cesario
- 16 FAZA  
Peter Bartold
- 20 Tipo Torque  
Richard Unkles
- 24 The Flying Fiat  
Il Furetto
- 26 First Drive Experience in my Abarth 124 Spider  
Trevor Prasad
- 28 Flight of the Phoenix  
Kevin Lemm
- 30 Tech Notes 1.Headlight Adjustments  
Bruno Tonizzo
- Tech Notes 2.1950's Rear Suspension, 1900,1400  
Peter Westcott
- 32 Easter Lockdown Car Display - on Facebook  
Lyn & Peter Bartold
- 34 Caffè di sabato in iso  
Lyn Bartold
- 36 Coming Events
- 38 You Have to Laugh.....

**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: July 2020  
Deadline: 5 June, 2020

**FIATmonth — May 2020**







2019-20

# THE CLUB COMMITTEE

## President

Roger Beattie, president@fiatclub.org.au,  
M: 0400 177 278

## Vice President

Harvey Richards  
M: 0412 333 238

## Secretary

Ian Payne, secretary@fiatclub.org.au^  
M: 0407 838 532

## Treasurer

Tony Romeo, treasurer@fiatclub.org.au  
M: 0401 144 391

## Membership Secretary & Club Permit

Rob Judd, members@ or permit@fiatclub.org.au  
M: 0438 871 044

## Editor

Lyn Bartold, editor@fiatclub.org.au  
M: 0433 034 721

## Competition Secretary

Bill Freame, compsec@fiatclub.org.

## Social Co-ordinators

Mario Di Censo; Paul Pozzobon  
M: 0419 171 661; M: 0418 552 290

## Vintage & Veteran

Richard Unkles, vandv@fiatclub.org.au  
M: 0411 185 779

## Calendar

Roger Langdon  
M: 0402 409 758

## Display and Run Co-ordinator

Joe Sammut  
M: 0412 211 581

## Merchandise

Ralph Di Censo  
M: 0438 232 875

## General Committee

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

## NON-COMMITTEE POSITIONS 2019-20

### MSCA Delegate

Mark Rae

### CAMS Delegate

Paul Freame

### Supper Organiser

Paul Pozzobon

### 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



Life Member and Patron — Peter Bartold

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

## SERVICE AWARD MEMBERS

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



I have been reading over my Editors Report in the March FIATmonth and I can't believe how our lives have changed so much in the last 6 weeks! We were aware of the Coronavirus in China and other places but did not see it as the threat to the world that it is at present. FIATmonth was full of reports and photos of all the events we had held in the previous 2 months, and particularly with one of our major events of the club year, Autobella and we were encouraging members to get their entries in for the Fiat Nationals in Goulburn.

Here we are such a short time later with our lockdown and with COVID19 all around us and all events including the Nationals cancelled. Normally at this stage in my preparation of FIATmonth I would be juggling all the reports and articles about events, trying to fit everything in. I even had to increase the size of the magazine by 4 pages in March to cover everything, such was the depth of reporting I was faced with. At the time of writing, the governments measures of isolation and shutting down everything but essential services is looking positive but we



## From the Editor...

are still faced with many months without events and interaction with our fellow Fiatisti.

This FIATmonth is short on event reports but on the other hand is rich in interesting articles, lots of photos and bits and pieces related to our beloved Fiats. Some members have made the effort to ensure there is plenty of good reading, particularly at this time when most of us have more time to read. I appreciate those who have made the effort for this FIATmonth and I encourage many more of you to put pen to paper and come up with something of interest to fellow club members. Even suggestions for articles would be good as it is going to be sometime before things return to something approaching normal and our magazine is a necessary part of keeping our connection with the club. In fact, I believe that more emphasis on interesting stories as the basis of future magazines is not a bad thing so start thinking about what you could offer for future FIATmonths.

The other way to keep up our morale up is through social media for those who are connected. Our

club Facebook page has been a source of much fun and connection with other members with lots of photos, funny stories and jokes to keep everyone in touch. Our Easter Shutdown Car Display, where members uploaded current photos of their cars at home, produced so excellent pics and laughs – you can see a selection of these on pages 32,33. Thanks to everyone who got involved. Some of us have tried to have a virtual Caffè di sabato using Zoom but it requires a bit more development before we do it with a bigger group but we are working on it.

So far the Lockdown has been productive for me, with the discovery of my X19 boot bags I began making in 2012 and then forgot about, which I finished last week. They are now sitting in the grey X's boot waiting for our next outing ...so some good things do come out of staying at home!!

Allora... keep safe and well and keep in touch with other club members by phone, email or on social media.





# Rapporto del presidente



Coming from an undisclosed location!

In the March magazine I opened with my concerns for those who had been suffering after the terrible bushfires over summer. Little did I know that my next column would be written in the science fiction-like landscape that is the coronavirus shutdown. The postponement and cancellation of many events have underscored the seriousness of the situation however a few weeks away from events should give us all

time to get a few of those little 'around the house' jobs done.

There are a number of events we could be trying. One of the Italian based clubs is having a Raduno Virtuale based on the idea of giving your car a polish,



a letter from the Commune of Cremona containing a fine for an erroneous navigation through that fair city last June. We had been recently discussing the trauma visiting itself upon Cremona and this gives me the ideal opportunity to donate to their civic funds. I can only imagine it took quite the circuitous route to my letterbox.

My interest in the history of Fiat has been piqued by the recent receipt of a book published by the Fiat Car Club of Queensland back in 1999 celebrating the Centenary of Fiat. Reading the accounts of the early days of the club has inspired me to commit to seeking out similar recollections from some of our members. It is important that we record the memories and experiences as our role of representing Fiat in the antipodes is becoming more broadly appreciated globally. I hope to start getting down some of these items fairly soon so if you feel you have some interesting tales, please contact me.... Before I contact you.

While on the topic of writing I want to reiterate the importance of club members to the magazine. There is no doubt that many people enjoy getting it every second month but it would be great if we had more

Restoration Job?



contributors. Lyn does an exceptional job every issue and Pete is wearing out his camera providing photos. A sensible guideline for an article would be something like 250 - 300 words and 2 to 3 pictures (sent as additional files). If it is way too long it will be edited and if we end up getting way too much content we might have to re-introduce an interim newsletter, not a complete issue but some club contact to keep people up to date.

Enjoy your isolation, the expectations of seeing a whole lot of restoration progress is very high. Share what you are doing on the Facebook page as some have already done.

Looking longingly at the road.

*Roger*



New FIAT badge



The "round the house" jobs

posting a picture of it with a donation to a COVID19 based fund and the car judged best by popular vote to win a club shirt. Who is going to step up to organise one?

Speaking of Italy, not only are our thoughts with them. Apparently theirs are with us too. I just received

## Vale Gordon Gorman

It is with great sadness that we learnt that long time FCCV member, Gordon Gorman, had passed away. Gordon was a keen racer who competed for many years in his Fiat 124 Sedan.

We send our condolences to his brother Ken, Gordon's family his family and to his close friend Mark Whittaker, a current member of the club.

Ken tells us..."Gordon's first car was a Fiat 1100 which he restored before he got his licence. It served him well for many years as a "tradie carry all" when he was a carpenter. He did numerous interstate trips in it, including to Perth long before the Nullabor was sealed. It had many prangs( never with another car), including a roll over in SA but he always fixed it.

It had lots of hot bits on it when he purchased it, including a different cylinder head. He tried to trace its previous owner, rumoured to be Wal Gillespie, a well credentialled FCCV racer in the 50's and 60's but this was never confirmed It sure went a lot better than other 1100's!! Gordon usually had another car as well;- Fiat 1500 Wagon, 2300 wagon, 130 sedan and an Alfa at various times.

Gordon had been a member of the club for over 25 years and he had a passion for motorsport and the Italian marque. He had been in ill health for the past 5 years

RIP Gordon.







# CLUB CALENDAR

**MAY 2020 – OCTOBER 2020**

Due to current circumstances with the COVID 19 Lockdown, all FCCV Club meetings and events have been suspended until further notice.

The committee continue to plan involvement in future events which are provisionally listed below and subject to lifting of restrictions.

## COMPETITION EVENTS ARE LISTED SEPARATELY.

Possible future general events usually run in the July to October period are:

- General Club Meetings on the second Thursday of each month
- Caffè di sabato coffee mornings on the first Saturday of each month
- Eco Drive, Serata di Festa Dinner, Harry's Run, Bay To Birdwood Rally Motorclassica and FCCV Club Sandwich Display Royal Exhibition Buildings



## FCCV ANNUAL GENERAL MEETING 2020

AT THIS STAGE, DUE TO THE COVID19 LOCKDOWN, IT IS NOT POSSIBLE TO GIVE NOTICE OF WHEN OUR AGM WILL BE HELD. OUR ORIGINAL PLANNED DATE OF JUNE 11TH WILL NOT BE POSSIBLE AND IT IS DOUBTFUL THAT WE WOULD BE ABLE TO HOLD THE AGM BEFORE SEPTEMBER 2020.

CLUB SECRETARY, IAN PAYNE HAS CHECKED WITH CONSUMER AFFAIRS AND ALL INCORPORATED CLUBS HAVE BEEN GRANTED A 3 MONTH DEFERMENT ON THEIR AGM, SO WE ARE COVERED UNTIL LATER IN THE YEAR.

ONCE THINGS BECOME CLEARER WE WILL INFORM ALL CURRENT MEMBERS AS TO WHEN THE AGM WILL BE HELD. NOMINATION FORMS WILL BE AVAILABLE ONCE THE DATE FOR 2020 HAS BEEN SET.

ALL COMMITTEE POSITIONS ARE OPEN FOR NOMINATIONS AND ALL FINANCIAL MEMBERS ARE ELIGIBLE TO VOTE AT THE AGM.

CLUB MEMBERSHIP FEES WILL BE DUE ON JUNE 30TH 2020 FOR THE 2020 – 2021 YEAR. WE BELIEVE THAT CLUB MEMBERSHIP CONTRIBUTES TO SOCIAL INCLUSION IN THESE DIFFICULT TIMES. IF YOUR MEMBERSHIP IS AT RISK DUE TO FINANCIAL HARDSHIP, PLEASE REACH OUT TO THE CLUB FOR ASSISTANCE.

## 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:  
May, June, July meetings will not be held. News on future meetings will be communicated by Mailchimp, Facebook and Text message and future FIATmonths

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  
Motorsport Australia  
MSCA

Vita  
Sociale



**CAFFE DI SABATO**



## Bosses Boots Cafe, Chirnside Park

March 7th

By Paul Pozzobon

We had a good turn out again at our March Caffè di sabato, considering it was a long weekend. Great coffee, breakfasts and sweet treats were enjoyed by the group.



Compiled by  
Roger Langdon



# Membership News

Robert Judd, Membership and Club Permit Secretary

Since my last magazine article, we have had Autobella which is traditionally the time we welcome new joining members to membership through to the end of the next club year (June 2021). Who could have known at that time what was approaching in the next few weeks, but still we have a handful of new members.

**We welcome the following new (or renewing) members –**

**Luigi Ghezzi** – vehicle not defined

**Salvatore Cullia** – Mercedes 190

**Antonietta and Luca Virgona** – Fiat 500, Fiat Ritmo and Alfa Romeo

**Joe Gerace** – Fiat 500X, returning member after a few years lapse

We look forward to seeing you all and your cars at future events although this will be some time from now! The club membership at the time of writing is now 555.



Long time member, Bill Freame's take on wearing masks in isolation

## MEMBERSHIP & CLUB PERMIT UPDATE

With the Covid 19 virus the voluntary activities of clubs like the Fiat Club have been put on hold until further notice. There has also been some press about the use of Club Permitted cars during this time and this has caused some questions. At the time of writing (Apr 7th) the situation as advised by AOMC is that you are able to drive your club permitted car or any normal registered car for any purpose which fits within the current government limits for leaving your home. However if you choose to use your permitted car to do you shopping etc, expect that there is much more surveillance by the police and you may be challenged.

While this semi lockdown is in place the best approach to get your permit renewal signed is via mail direct to me. Therefore, please mail your renewal form to me with a return envelope at 5 Glenluss Street, Balwyn 3103. If you sign the form and send a cheque or other payment 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**

## FEATURED NEW MEMBER

David Ayres

### 50 Shades of Cream – my Fiat 1100

In 1972 I was studying Mechanical Engineering at RMIT. I'd worked through my vacation breaks and managed to save enough money for my first car, the "ultimate chick magnet", a Gunmetal Grey Austin A40. I loved it with all the passion that one would expect, polishing the brass fuel line under the bonnet and fastidiously maintaining it every weekend.

One Saturday night at a dance in St Kilda I noticed an attractive redhead and plucked up the courage to ask her for a dance. Things went well and I offered to drive her home. Imagine my disappointment when she replied, "No thank you, I have my own car, a Fiat 1100". My endeavours then took a turn for the worse as she interrogated me about my car, strongly suggesting that her Fiat not only looked smarter but might well out-perform my beloved A40!

But it was not all bad. Our relationship blossomed and the 1100 served Brenda well as she commuted between her first teaching position at Mansfield, her family home at Bentleigh and the odd trip to Benalla to fly to Sydney where I was training for my National Service. Her little Fiat finally expired in the main street of Mansfield and was traded for a more reliable means of transport. We married and started a family and my career progressed at the Army Design Establishment. I continued my interest in automobiles, owning a string of British sports cars and saloons. I retired from the Department of Defence in 2007.

From time to time we attended FCCV social events with our friends Kevin and Vicki Lemm and were impressed by how we were made welcome by the members. When we decided to join the Club, Brenda thought it looked a little strange arriving in a Mazda; a bit like arriving with a saddle but no horse. This was my licence to buy a Fiat! And of course, romantic soul that I am, it had to be a 1100!



Fiat 1100 mine

With Brenda's birthday fast approaching I noticed Sam Mazzeo's advertisement in Mail Chimp for his 1960 103 H Export 1100. We quickly arranged an inspection; Sam's asking price was fair, the car was running and was almost complete. With the deal struck Sam arranged for the car to be delivered to our home.

My first surprise was its Australian history. It had been assembled by Pressed Metal Corporation (PMC) in Enfield NSW. My philosophy for recommissioning the car was never to make it pristine, but rather an honest club vehicle. I had issues sorting the brakes, but we managed to buy the required parts when we visited Brescia this year. Marco Bertoli sells quality parts for early Fiats and he offered to meet us at the Mille Miglia Museum with all the parts we required. What an interesting and enjoyable afternoon.

A persistent vibration at a speed around 60km/h was resolved when Roger Beattie providing another tail shaft. Once fitted, no more vibration. Working on the quirky electrics I was surprised to find most of the globes worked and were marked "Fiat". Pretty impressive after nearly 60 years. Sourcing and re-covering a front bench seat took some time and other minor issues needed addressing. The paint is far from perfect with its multiple cream colour touch-ups, but again, that's just part of the car's history.

I drive the car regularly around my local area and it attracts lots of attention. People like to talk about the car and often the conversation starts "Oh, my father had a car just like this". In 2011 I was diagnosed with Parkinson's disease and at times progress on the car was a bit slow, but we got there with help from the Club, especially President Roger, and friends.

*We welcome David and Brenda to the club and I was particularly excited to see them prepare their 1100 for an old fashioned picnic and display it in our Diorama section at Autobella. We look forward to seeing them and the 1100 at more events in the future.* Editor





# Competition Report

Bill Freame, Competition Secretary

## PAST EVENTS

Five of our members competed at Sandown on Saturday 22nd February, a battle between two 500's, a Punto and a 124 Spider in the same run group. They were all using the day to sharpen up their driving skills, getting ready for the Nationals in early April. Jack Waldron was also there, using the day to scuff-in all his new tyres and bed-in his brake pads on his Sigma, Jack getting ready for Targa Tasmania at the end of April. I attended just in the morning, helping the Alfa Club with scrutiny of all the cars

AROCA and MSCA conduct very good events, with very experienced officials that have been running these events for a long time. Obviously, that's a good reason why their events are usually run with full fields and happy participants.

Historic Rally Association Rally Car Display and Autocross Demonstration, METEC February 29th, 'Leap Year Day' There was a fascinating display of various rally cars from our history, as well as some from overseas as well. Our club was represented by HRA members, Shayne Williams, with his Lancia Delta Integrale on display, plus Phil Buggee had his Fiat 131 Tarmac Rally Car displayed and entered in the Autocross, with about 40 other rally cars.

The Autocross used a challenging layout, starting on the sweeping straight, through a chicane, then more curve until turning hard right to use the access road onto the concrete skid pad. There the cars had



Competition Secretary, Bill Freame

four garages (lines of bollards) to drive through, approached or departed at a right angle, then exiting to eventually drive onto the gravel road, negotiating another chicane, through some tight bends and a spoon drain before the finish line. This was not a competition, only a 'demonstration' event, however many of the drivers had a 'red-hot' go just as if it was a rally special stage. It was another excellent day and the first time the HRA have used the METEC facilities.

I can highly recommend that you attend the next one. Paul Scambler, Gary Spencer, Peter Kerr and myself were separately in attendance, and we all enjoyed it.

**Round 1 Victorian Motorkhana Championship** was held at the new Pakenham Club ground, on March 1st run by the Peugeot Car Club. We had four members competing and Peter Kerr acted as an official. Marissa was in her Alfa, Dallas was in his X1/9, while Paul and I were in our 127 powered special. 12 tests were offered, with three running concurrently, side by side, all electronically timed.



Paul Freame



Dallas Benbow



Marisa Gangemi

The facilities are already looking very promising, with the motorkhana area standing up very well to multiple use, each area being used for four tests.

Then all motorsport stopped, beginning with the very high profile Australian Grand Prix, at Albert Park. Our round of the World Rally Championship was cancelled because of bushfires late last year, and now the AGP. How long before we are considered too far away from the rest of the world for this level of event?

At the time of writing this report I should have been in Goulburn, being actively involved in the 2020 Fiat Nationals. Considerable effort had been put into planning this weekend of motorsport and social activities, by the FCNSW Nationals Committee. In particular, Michael McGeorge, as he is their Competition Secretary, and Marty Gallard, all round good guy and keen competitor! Michael and Marty have done an amazing job getting the event ready to happen, and then they have had to cancel it, for about 12 months. The new dates for the next Fiat Nationals, are 16th-18th April, 2021. At our own committee level, I have suggested that there should still be a Nationals Delegates meeting, so that we can ensure that the rules are updated, as has been done on previous occasions.

Our club preparations for the Nationals were going very well, (for most of our members) with 24 entered for the FOIC trophy motorkhana, and 12 for the sprint event. The entries weren't finalised, so there was a good possibility that we would have had a few more entries by closing time. What we need to do is to remain focused on doing some practice events when activities can resume, as for sure eventually they will.

As the 2020 Targa Tasmania six-day event has been cancelled, the next one has been scheduled for the

19th-25th April, in 2021. For just a few of us that is a clash of dates, now clashing with the Fiat Nationals. That requires a very important decision to be made, which event of the two to support?

When activities do eventually resume, there will be another Motorsport Australia (CAMS) Club Challenge, at Bryant Park, near Moe. We had two teams entered last year and all team members enjoyed the challenge, even the ones who can't count how many laps they did, of the loop. The concept is to drive the track, as required by the event description, to do each run as close to identical times as possible. Of the (up to) five drivers in each team, the quickest three drivers' times are used, the final two runs as close to the same as possible, for each driver. Thus, the event requires consistent times, not the fastest cars or times. So, whereas hill climb classes are won by the quickest cars and drivers, this spreads the win possibility to any combination of cars in any team.

Another teams event is the AROCA 12hour regularity event at Winton Raceway. This is an event that requires a team of three to six drivers, in three to six cars. Reliable cars can be an added bonus for any team, with the event spread across the Saturday and Sunday of the selected weekend.

So, finally we get to the end of this Comp Sec report. You currently have time to clean and polish all your cars, mechanically and electrically prepare them for your use on the road and race track, read all your motor books and magazines, and also write a story for a future FIATmonth.

Keep safe and we will all get together 'in person' again when all this is just a nasty, distant memory.

## COMING EVENTS: ALL TO BE CONFIRMED

**MOTORSPORT AUSTRALIA CLUB CHALLENGE.** At Bryant Park, a team event for three to five drivers, plus a team manager. Date TBA!

**AROCA 12HOUR REGULARITY TEAM EVENT.** At Winton, a team event of 12 hours duration, for teams of three to six drivers, plus a team manager required! Date TBA!

**FIAT NATIONALS Proposed Date April 16th- 18th, 2021!!!!** Organised by FCNSW, at Goulburn and Canberra. Sprint at Wakefield Park, Motorkhana at Canberra and Show and Shine in Goulburn.







# MY 850 SPIDER/OT1000

By Robert Judd

Having always liked the Fiat 850 series, during the noughties I took the opportunity to buy a Series 2 1968 850 Spider (rare in Australia) off ebay for restoration. When my work situation changed during 2010 I started looking at ebay again to source some of the parts I would need to complete the resto and came across a Series 1 1967 'covered headlight' car in the US which appeared to be complete, rust free and with mods as it had been a club competition car in its life.

Several months later I was the proud owner of this red Series 1 850 Spider, which had been a Texas car with many FAZA modifications already fitted. These included lowering, Koni shock absorbers, an auxillary radiator and engine oil system mods including a remote filter and oil cooler. The body was quite straight and relatively rust free (the paintwork?), but every electrical contact needed to be cleaned in order to get the car going. This was quite time consuming but eventually everything started to work and the car was put on the road. I wasn't happy with the car performance so decided that the car deserved a new engine and to be converted to an OT1000 Abarth replica which started a new project.

It is now sporting a 'big' capacity engine (~1000cc) with Abarth A112 head, cam, sump, steering wheel and various other tweaks and its performance is much improved and enables it to keep up better with modern traffic. The Abarth badges were sourced from our friend Tony at Berni Motori in Italy.

## SOME OF MY MODIFICATIONS

**Photo Retro 1:** New panels in the floor and new seat mounts with modern sound deadening fitted

**Photo Retro 2:** Abarth A112 rocker cover with integrated manifold, modified to take a Weber DCD carby at the right angle and height for the 850 engine.

**Photo Retro 3:** Abarth OT1000 sump with special windage tray

**Photo Retro 4:** Engine installed and fitted with a genuine Abarth OT1000 exhaust

**Photo Retro 5:** Vehicle rear panel with additional cooling air cutouts. Note, the Abarth doesn't normally have this area painted black or with a mesh. I changed this to hide the open view of the engine bay without effecting airflow.

**Photo Retro 6:** The rear panel fitted to the body, with the louvered grill across the back. Also showing the Abarth and 1000 badges.

The 850 Spider model is quite rare in Australia and by my investigation I have only been able to identify around 25 cars, of which only 3 are the first series. The first series like all car models is the pure design originally penned by the Bertone stylist (Giugiaro) and this design shares headlights and taillights with the Lamborghini Muira, (which was also designed by Bertone at the same time), before the US regulations started to interfere with the design in '68.

I hope to have it at many more events after our isolation is over. Rob





# 25TH AUSTRALIAN GRAND PRIX FCCV DISPLAY



Photos by Sandro Cesario

FCCV Display



After months of preparation and the setting up of what is a hugely popular and spectacular event, there was much uncertainty in the week leading up to the event as to whether or not it would go ahead with no spectators or would be cancelled altogether. On the Saturday morning, with thousands of spectators lined up at the gates, the announcement was made that the AGP was off. As cars for the Car Club Display had to be onsite on the previous Wednesday, those with cars on display were able to enjoy the atmosphere of the early part of the event even if they could not experience the GP race itself.  
Editor

## Sandro Cesario describes the event....

During the 25th Australian Grand Prix, the Fiat Car Club of Victoria participated in a display at the Automotive Avenue Car Club Display. On a beautiful sunny Wednesday, we gathered at Albert Park ready for what was to be a fantastic event. We had an excellent range of cars on display, showing the true Fiat spirit and all looking pristine and perfect. Our chosen area was a prime location with enough space to assemble cars and accommodate members who may have wanted to sit with their own chairs. This added to the atmosphere of the display.

Armed with our two 4-Day Passes we were able to explore the Grand Prix precinct on the days prior to Sunday's event, take in the other cars on display and catch up with fellow members. Despite the unfortunate way the Grand Prix ended, it was a marvellous start to this event and we look forward to the 26th Australian Grand Prix.

On behalf of Anthony Cementon and myself, we would like to thank all for participating and putting in your best efforts on the day.



Hitching a ride to the gate after parking display cars



## FCCV PARTICIPANTS IN THE AGP CAR CLUB DISPLAY

Sandro Cesario	Fiat 124 Sedan	Anthony Cementon	Fiat 124CC
Julian Di Battista	Fiat 850 Rat Rod	Ralph Di Censo	Fiat X19
Aldo Ciccone	Fiat 500	Antonio Nicolazzo	Fiat 850
Roberto Brunno	Fiat 595 Abarth Replica	David Bakes	Fiat Coupe 16V
Sandro Riefoli	Fiat 131 Superbrava	Phillip Giancda	Fiat 124 CC



# THE STRANGE, LOST HISTORY OF FAZA, THE WORLD'S MOST BIZARRE ABARTH TUNER

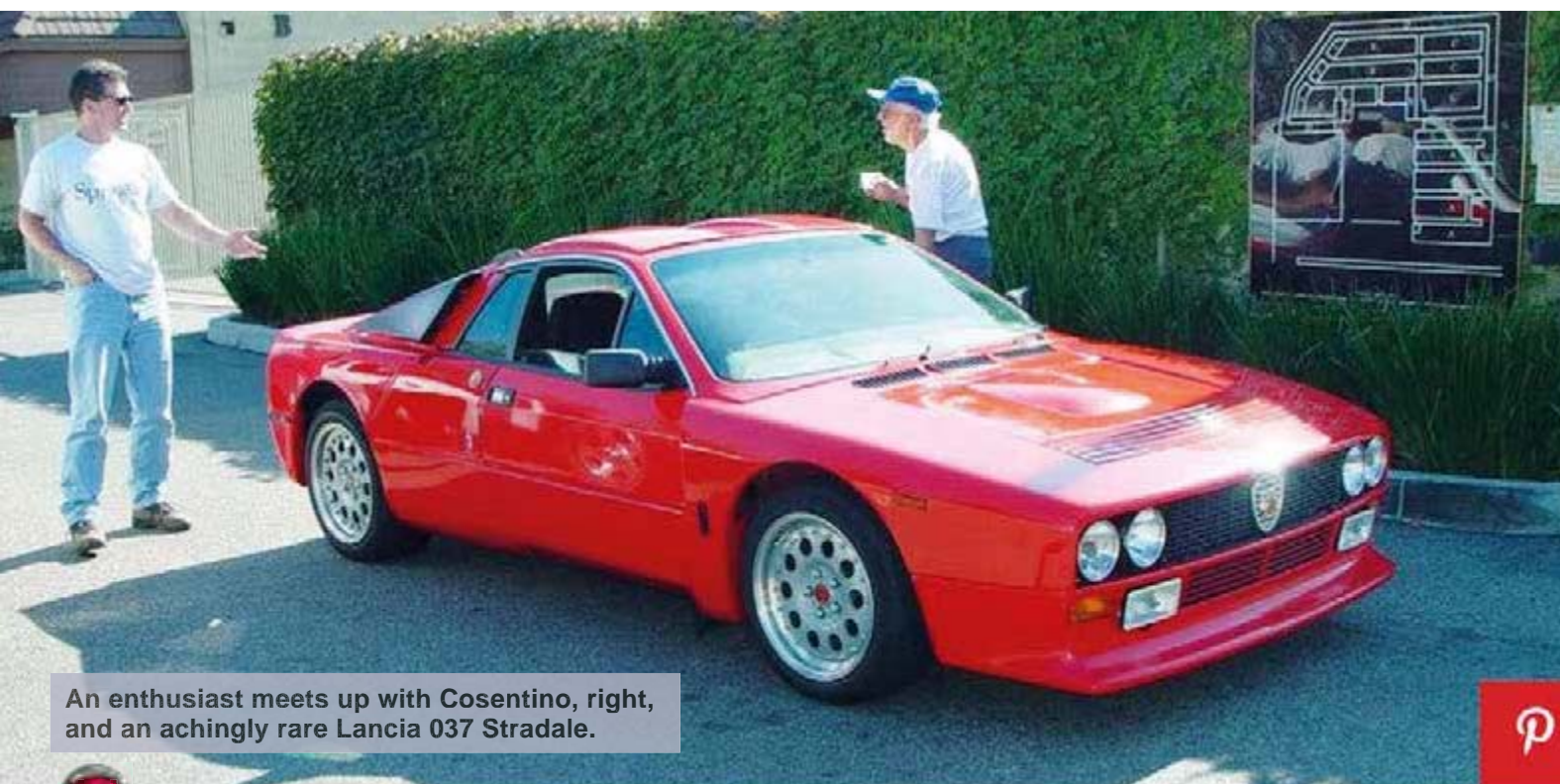
From an Article by Blake Z Rong, 2016  
Collated by Peter Bartold

## FAZA WAS A LONG TIME FIAT ABARTH SHOP FOUNDED BY A RACE-WINNING ECCENTRIC YOU'VE NEVER HEARD OF, AL COSENTINO

Abarth tuned Fiats. FAZA tuned Abarths. FAZA was a small shop and race team founded in the early Sixties in upstate New York, consisting of little more than its founder, one Albert S. Cosentino, and Kuro-san, a black labrador retriever. Cosentino claimed a personal connection with Carlo Abarth himself, as well as good relationships with Fiat-adjacent companies like Campagnolo, Alquati, and Collotti. If you threaded your Fiat through a sea of Biscaynes and Galaxies, you had Al's phone number written down: for the small but dedicated Fiat tifosi in America, he was a lifeblood to the motherland, a source of only the rarest go-fast kits. FAZA, incidentally, stood for Fiat Abarth Zagato Allemano and therefore combines some of the most mellifluous words in automobildom. And the shop existed to prop up one of the most storied careers in SCCA history.

Carlo Abarth could wring shocking amounts of power from the littlest Fiat engines. And FAZA, with Cosentino behind the wheel, could race them to remarkable success. In SCCA's D Sedan class, Cosentino won 34 out of 35 races with a Fiat Abarth 1000TC Berlina Corsa. Behind the wheel of FAZA-prepared Fiat 600 Abarths, and later X-1/9s, the team dominated. He worked with Fiat to develop the X1/9 Abarth Prototipo, or what could have been the World Rally Championship car to replace the 124 Abarth; when Fiat destroyed its prototypes, Al kept his.

"51 NATIONAL WINS IN OUR FIRST 53 RACES," proclaimed the ad copy, a triumph oft-proclaimed by keepers of the FAZA flame. We did a little fact checking behind this lofty claim. Indeed, Cosentino did finish second in the National Runoffs in 1968 and 1970, along with a third-place finish in 1966. But that claim of 51 wins? We're not sure.



An enthusiast meets up with Cosentino, right, and an achingly rare Lancia 037 Stradale.



A Faza Catalogue showing Cosentino's expertise with X19s

"It's possible Cosentino did triumph at the individual national events over the outlined period of time without taking a Runoffs win," said Jim Llewellyn, PR Manager for the SCCA. "However, the SCCA does not have records for these individual events going back that far."

Cosentino was a brimming fireball of energy, always energetic, sometimes bitter, as enthusiastic and passionate as we expect from Italians. During his years in the SCCA, he was constantly being hounded by competitors who couldn't believe a small little Fiat could go that fast. He believed the regulators and rulemakers were out to hold him back. Fiat of North America didn't care at all, according to one acquaintance of his who preferred anonymity: "He'd mail them his race results looking for some support—be it parts, cars, money, etc. Fiat couldn't care less. Ultimately, Karl Ludvigsen (who was Fiat's PR guy in the '70s) and Al had a huge blowup."

The story from most Fiat enthusiasts is that the SCCA banned him, as well as the Abarths. (The SCCA banned the Abarth 1000 in 1971.) "He had been a boxer, and would threaten to fist fight people trackside," said one enthusiast named Greg, who runs a Fiat tuning shop himself and later went on to edit Cosentino's books. From there, Cosentino moved to rotary-powered Mazdas, beginning by entering an RX-3 in IMSA; he later said that he was the first person to ever run an RX-7 at Daytona.

Cosentino married a Japanese woman named Fumiko. He moved around. From upstate New

York next door to Connecticut, then to Florida, then to Southern California, where he bought a house in the hills of Thousand Oaks. He brought some agonizingly rare machinery with him: a Lancia 037 Stradale homologation special and a Fiat X1/9 Abarth Prototipo, originally built to replace the 124 Abarth in rallying, a project Cosentino claims to have worked on. He fell out with potential business partner after potential business partner and became a recluse. Then it was just him in a house full of parts "stacked up six feet high around the pool, throughout the living space of the house, and floor to ceiling in the garage," said his acquaintance, repeating what he had heard from Cosentino's few visitors.

But from atop his high castle, the business continued. He wrote dozens of books about Fiat Abarths—model histories, profiles, how to extract the most power out of them—most notably the FAZA Abarth Bible, which could run hundreds of pages long, usually with little regards to layout, photography, or coherence. FAZA's catalogs were little more than collage-pasted leaflets, stuffed with his racing results, tips for making your Fiat faster—especially with parts that he sold—and his own illustrations. (He had been an illustrator in the Army, a fact that filled him with immense pride.) He was prone to ranting in any medium, occasionally even about cars: most notably in crowded ads he took out in the back of Road & Track, which Fiat enthusiasts remember with great fondness. "I remember when I was at Al's house in 2003 he had so many cases of these books that they formed a staircase to the attic," said one Fiat X1/9 owner.





Al Cosentino, in his younger years, with a Fiat X1/9 at Daytona. (Hit the Wave)

Years later, when Cosentino discovered eBay, his writing found a whole new outlet, but made no changes to his style. One of his listings was for a book about the great Italian Grand Prix driver Tazio Nuvolari.

He called himself “Slave-O-Matic,” uncouthly in reference to how hard he worked, and how much of a solo operation it was. He claimed racism from Caucasians, which was unusual, as he was a Caucasian himself. (“It had to do with his belief that some white people actually descended from Phoenicians who were actually black people who appeared to be white, or something like that,” Greg theorized.) He was paranoid about people ripping him off and people finding his stash of parts. “His anti-Semitic comments were getting out of hand and he could be tough to talk to,” said our source.

“He was like a flywheel disintegrating at 10,000 rpm,” wrote the Italian car publication Veloce Today, “his energy and emotions went everywhere, flying here, there and everywhere, yet totally focused on Abarth.”

The story of FAZA is all documented on a bizarre, endlessly-scrolling, 77-page website loosely aggregated with period press photos, scattered race results, scanned period brochures, various car show film photos, the occasional race-fueled ad spiel, and actual piles of non-sequitur Sixties manly lifestyle catalogues—all of which recall the best of late-90s conspiracy theory Geocities pages. Look, it may not be up to us to find out whether the scorpion in Abarth’s logo has anything to do with Opus Dei, and its connection to the color of Sergio Marchionne’s sweaters, and if the Fiat 500 is not a Time Cube, then it may be a Time Sphere. But it’s probably in this webpage somewhere.

My name is ALFRED S. COSENTINO, the founder of FAZA [FIAT ABARTH ZAGATO ALLEMANO]. This idea happened in early February 1963. After a very successful career from the late teens as a free lance fine artist, talent [it is in the genes] eventually created Cose Advertising Agency 299 Madison Ave. in TBRR [THE BIG RAT RACE]. However, to reach the mountain top in art at such a young age and be discovered by “ADVERTISING AGE” there was still certain fazzaz lacking. Many of the genuine artists [look Mom no photographs] had to work around the clock once or twice a week. Because, the Golden Era of domestic artists was dying and above all, the esthetic editors and art directors. A decade later, there was an exodus of artists from Europa because another WW was breaking out. They came to the tri-state area. TBRR became the world center of art for almost 35 years. How fortunate for me to have experienced a solid 17 years of this cloud 9. Training is everything. From September 17, 1947, Cosentino was discovered by one of the top 5 most prolific multy medium artists in this entire north / south hemisphere. I Kidd you not. His name is Steven R. Kidd. Who at the age of 19 was the top pen and ink talent in TBRR. Two years later he was accepted into Harvey Dunn’s cloud 9 world along with other professionals. This was in 1928. Dunn held his class on the top floor of the Grand Central Building until WW II. As a result, Dunn’s pros achieved the vast majority of art commissions and illustrations, “200 HUNDRED YEARS OF AMERICAN ART” documents decade after decade how phenomenal they became and contributed to a reign of posterity. In 1904 Dunn was chosen along with 9 other unique art students by Howard Pyle [the father of illustration], to study under him and have free

Al Cosentino’s early years, as written by the man himself at his webpage.



Cosentino surrounded himself with Abarth, exhausts, and black Labradors. “And yes, have him sign the books (and car) if you get them,” advised another, “you never know what they’ll be worth in the future.”

There’s another, bizarre, nearly incoherent webpage written by Cosentino himself (pictured above). Parts of it, like his early life and birth in 1929 New York, make sense. But other parts, like the constant shouting of EVERYTHING YOU KNOW IS WRONG, draw more questions than answers.

The legend of Cosentino has continued to grow. In one 2003 thread from a Fiat X1/9 forum, a Fiat enthusiast was staying at Cosentino’s home and arranged a meetup in Los Angeles. The praise spoke of him as a rarefied figure. “I only know him by phone and letters, and have read many of his books, but have always admired him,” said a user by the name of Albert Alvarez. “Imagine him autographing your car or his books for you guys. Even better, a picture of you and him, the whole group too. Great chance don’t miss it.”

“Al C is one of the ‘old school’ Fiat fanatics in the USA who has attained something like legend status over the years, not only because of his books, but because of so many strange and wonderful (some good some not) stories about him,” explained another user.

And one man by the name of Mark Seelbinder put it simply: “You can’t call yourself an X head if you don’t know who Al is!”

Cosentino passed away in 2012, after battling health issues for five years. While he was sick, his wife Fumiko ran the business. But a year before his death the company’s inventory was reportedly sold to Michael Miller in Sydney, Australia.

It was the end of an era. Talk to anyone involved with Fiats in the Sixties and Seventies and they’ll most likely tell you that FAZA was an underdog, fighting the good fight. And the image is romantic, after all: a fast Abarth waging war against giants, tilting against

windmills! Fiat enthusiasts never enjoyed the support reserved for even the British (Triumph, MG) or the Japanese (Datsun, Mazda). Cosentino granted Fiat enthusiasts a source of their enthusiasm when there were precious few places to turn. He was a supremely talented racer, an expert Fiat tuner, and above all, passionate to the end—and dozens of Fiat enthusiasts hold him and his various eccentricities in the highest regard.

“Every call I would make to Al looking for parts, he would always end the call asking if I wanted to buy his business,” said a forum goer on FerrariChat.

“I once spoke to Al trying to locate a car part,” said another. “He got off on a tangent about the ancient Etruscans, if I remember correctly. I ended up getting a bunch of free material in the mail from Al about that. I had to buy the car part from someone else.”

“In the dictionary under rant it should say see Al Cosentino,” said another.

You can still find this sticker on eBay, for added Fiat cred.







DAVID'S ITALA

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

David Stott has had even more luck with following the history of his 1921 Itala that he extracted from the garage in Inglewood last year. Using AOMC copies of old Vicroads records he traced a living daughter of the original owner. She recently found a photo among the effects of her brother who died after his ute rolled on the property in 2012. Photo was taken in 1956 outside the stables, not the homestead. The car was then cream and the next owner painted it the dark blue it is today. David feels that if he repaints it he will revert to the original colour. The details provided confirmed that David is the third owner in 98 years. I trust we can look forward to Centenary celebrations in late 2021.

Currently he is working on the rewiring and waiting for the new pattern to be finished that will permit the recasting of the top water jacket. This time in a bronze and not aluminium. The car has recently had a double page colour feature in Survivor magazine. Well deserved.

**Des Donnan** is making steady progress with the restoration of his 501 spider. He has found a good group of both local Queenslanders and the FCCV who are assisting with replacement engine valves, and a replacement generator as his was destroyed when trying to remove it from the crankcase. The restored chassis is already waiting for the return of the engine.

He is yet to get into the body restoration which is a sorry tale but nothing he has not tackled before with several restorations including an Alvis 12/50 which he built a tourer body on.

**Sam Biondo** has been making real progress with his Tipo 503 roadster project that was pictured in the last Fiat Month. He has already got it to Club Permit stage. The upholstery is due to be undertaken in May.



SAM BIONDO'S 503 ROADSTER

**John Ray** in Hobart is also bound for more progress. He had planned to spend our winter in Canada with his brother but that is not possible so work on his 501 will accelerate. He also has found a home for a 505 engine which he has kindly given to a grateful Ray Fullard as a keen 505/507 owner restorer. The catch is how to pick it up from the Melbourne depot when self isolating.

On the Queensland scene your scribe had a call from Toowoomba from a chap wanting information on Ceirano cars. He has found a 2.3 litre side valve model so it must be early 20's. A restored car that was last on the road 10 years ago. There is another restored tourer in Canberra (ex Sydney). There was another that last known belonged to a chap who was the storekeeper at Woods Point, a very isolated place between Marysville and Jamison. That was at 20 years ago but makes a likely list of 3 survivors here. Most of the other Ceirano survivors here are the later 150 series that have a radiator the same shape as a Lancia Lambda. Various members of the Ceirano family were involved with the Italian Motor Industry from the start with FIAT in 1899.



TIM PALMERS 501 TOURER

### Riley Car Rally

Elsa and I were fortunate enough to get in one last car rally. Looks like this will be the last for some time. It was the annual Riley Car Rally this time centred around Rangiora, some 40km north of Christchurch. This meant we were able to catch up with Tim and Barbara Palmer. Tim is both a Fiat and Riley enthusiast and has a 501 tourer with a Johnson and Smith body. Tim kindly let me have a drive one cool morning. The car pulls very well with its 503 head. It also has a modern screw on oil filter hidden on the side of the chassis. Currently it has a 4.0:1 diff which Tim finds a killer on the hills and is looking forward to fitting the 4.6 when it arrives. Interestingly it has a 0 - 30 oil pressure gauge which I have only seen once before in the 501SS that Augustin Banko built up in the 80's. Barry Judkin brought this car along to our Autobella display last year.



CEIRANO TOURER



PHIL JEEVES 510S UNDER RESTORATION

Whilst close to Christchurch we called in on Phil Jeeves who is restoring his Fiat 510S. This lucky fella is a trained fitter and turner so he has undertaken much of the restoration himself but with some help from a friend he describes as a "tin basher". He has had to copy the windscreen and the door locks and hinges from items provided by your scribe. As you can see, he has made serious progress.

On the topic of Fiat 510S Trond Thorbjornsen has had his radiator recored by a firm in Turin. It seems they finished it in time to get the invoice paid but the shipment is stuck in a Turin warehouse. When he sent it pre virus matters he was getting one Euro for 9 Norwegian Kroner. When the invoice came it was 13 Kroner for one Euro. We believe Trond and his bank manager are self-consoling. Here are a couple of photos of the rebuild. More photos upon request to your scribe.



RADIATOR PHOTOS





WHITE 1928  
MERCEDES BENZ

Do you still pine for a lost chance to acquire a car in the past? Can you write the editor an article on it? It would be appreciated.



BRUCE MCLAREN'S ORIGINAL  
FIRST RACE CAR



BRUCE MCLAREN'S COPY OF  
HIS FIRST RACE CAR HERE

### The One That Got Away

When I was 17 I was offered this Mercedes Benz when it was in Melbourne. Once owned by Lex Davidson it is now in the Southwards Museum at Paraparaumu in NZ.

It was "only" £1000 and was in quite good nick but the supercharger clutch was not working. I guess that saved a bit of fuel!!

I was earning less than £8 per week at that stage and I still cannot afford it 56 years later. I left dreaming of driving it through the Black Forest with the exhaust reverberating back without the howl of the blower.

### Record Breaker

Also at the Museum is this copy of Count Zdobrowsky's original "Chitty, Chitty, Bang, Bang". It has a record never exceeded by any other vehicle in New Zealand. Once when it backfired the combined blast from the 6 cylinders of 4000cc each blew out all the windows of the Timaru Fire Station! The engine is one of two aircraft engines that were made in secret in Germany when there was a ban on military production in Germany after WWI. The chassis is a 1913 Mercedes Benz 28/95 model. The front wheel brakes are clearly not veteran period. It is normally only driven in top gear to avoid wheel spin.



1913 MERCEDES BENZ  
AIRCRAFT ENGINED

### Spare Parts

As we are at Level 3 at time of writing it means no progress with sorting and shifting the spares at Narre Warren to the alternative shed. As well as this, the plant making the new crown wheel and pinion sets is closed due to virus related restrictions so no progress there.

We have an enquiry from Phil Jeeves who is restoring the 510S in Christchurch for a tail light pattern. Phil is more than capable of making these. We have asked him for a price on making a batch for Club Spares in both RH (standard) and LH for those who wish for improved period rear lighting.

There also may be interest in making new spark plug tops. It must be nearly 30 years since these were made by the VVFC. We plan to research the need in the near future.

Chin up, chest out, mask on

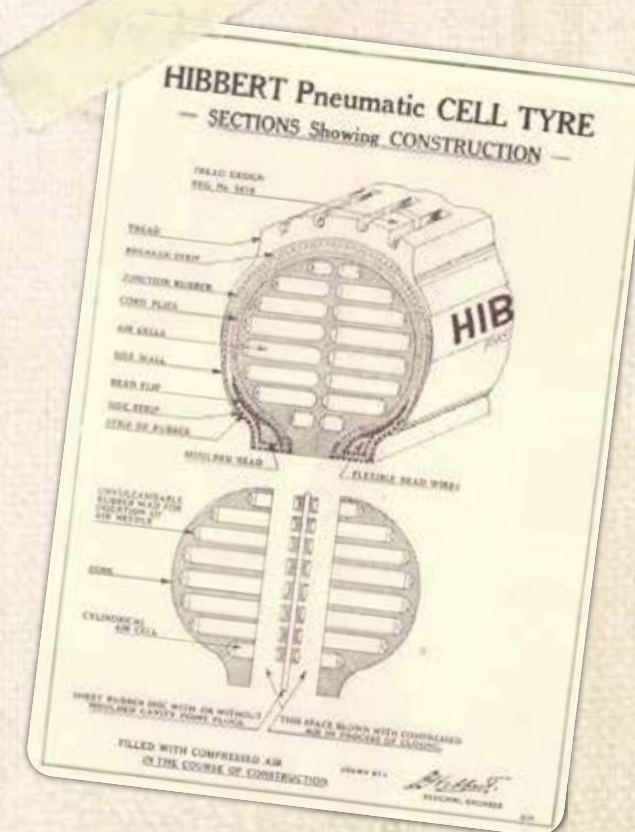
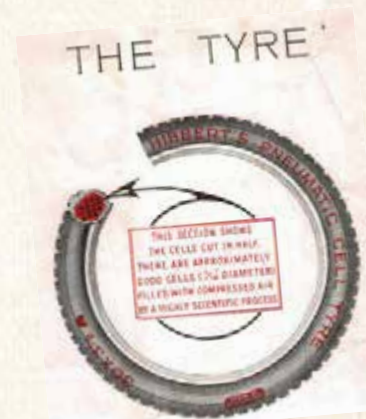
### Bruce McLaren

Bruce is probably the best known of New Zealand's racing car drivers and constructors and the originator of the McLaren Formula 1 Team. He was regrettably killed test driving a McLaren in 1970. Bruce's interest in cars was initiated by his father Les. Les acquired a dismantled Austin 7 Ulster in 1949. It was rebuilt and much modified by Les and Bruce. Bruce had his first competition drive in it at the 1952 Muriwai Beach Hill Climb at the age of 15. Here are photos of the original in England on display at the London Classic Car Show and a faithful replica of the race car in the Southward Museum. The body was built for the film "McLaren" and the chassis was built up faithfully by the museum staff for parts acquired. Like many who started their careers many decades ago it is based on a 1929 Austin 7 side valve of 748cc. One obvious modification are the SU carburettors.

### Heroic Failure

The Hibbert Pneumatic Tyre Cell Company Limited is long forgotten. It was formed in Goulburn, NSW on 23rd April 1925 to produce these unusual puncture proof tyres and had an office, laboratory and a rubber forming press in Goulburn. Punctures were a serious problem in those days, often due to the state of the roads and horse shoe nails on the road surface. Shares were still being sold in March 1927 so it was longer than a flash in the pan. If anyone knows why it did not succeed, an article would be appreciated. As I read the early announcement in 1925 the pneumatic tyre cell had not been perfected. "It would not be until they had installed the proper plant. This was difficult to procure and they proposed to equip their own engineering shop and manufacture locally". This may have related to retaining the inflation detailed at 25 to 35 lbs per square inch.

Item 8 of the 12 advantages claimed in the prospectus was "Spare tyres, vulcanisers, pumps, jacks and tyre levers entirely dispensed with". Wishful thinking as it turned out.







Fiat Mephistopheles

# THE FLYING FIAT

## – More Questions than Answers...

By Il Furetto

After reading Richard's Tipo Torque article in the March Fiat Month, I've taken the bait and done some digging regarding the "Flying Fiat" and the question "So, did the car finally leave Australia?" The short answer, of course, is "Yes, it did." Many of us are familiar with the history of Mephistopheles and some of us have seen it in residence at Centro Storico in Torino

The following information, gleaned mostly from Australian newspapers between 1925 and 1926, relates to the car and its owner on their short visit to Australia. From what I found it could be said the car achieved very little during its stay. Probably of more interest was the owner, Mr Le Champion, and why he brought the car here.

Not a lot is known of Le Champion's early days. Born Loftus Claud Bertrand Mollerus Le Champion in Kensington 1895, his mother died the next year. He served during WW1 and graduated from The Beatty School of Flying at Hendon on 22 March 1919. One would think that he was of reasonably comfortable means, pursuing an interest in flying and racing cars from an early age. He was obviously infected by the Speed Virus and frequented the famous racetrack at

Brooklands, paying £1 per week for a hanger there, "where there was plenty of room for my two machines and two racing cars". In 1922, after blowing the engine of his own Schneider racing car, he bought E A D Eldridge's Isotta-Maybach "Snotty". Le Champion wrote how he obtained the car. "I gave him £100, the Sopwith Aeroplane, and undertook to teach him to fly". Perhaps Le Champion was a better pilot than instructor as Eldridge crashed a BE2e biplane on take-off at Brooklands Aerodrome on 22 September 1922, walking away with minor injuries. The aircraft, registered in the name of Le Champion, was written off.



Le Champion

In 1925 Le Champion bought Mephistopheles from Eldridge. "Mr Eldridge told me at the time that he had had so many narrow escapes from disaster, that he intended to turn his attention to small cars". Soon after Le Champion and the car headed for Australia aboard the RMS Mooltan. He arrived at Fremantle on 22 December 1925 and by 30 December had reached Melbourne. Soon after they arrived in Sydney.

During his stay in Sydney, Mephistopheles was displayed for some time at Garratt's showroom in Sydney. Their newspaper advertisements featured Mephistopheles, and their own magazine, *FIAT Topics*, contained articles of Le Champion's adventures and opinions, describing him as a quiet young man with a charming personality. Many Sydney-siders visited Garratt's, keen to see one of the fastest racing cars in the world. Garratt's would likely have sponsored him for these sales opportunities.

In Sydney, the newly opened Maroubra Speedway was Le Champion's first focus. He would have also heard that the track was short for his purposes at just under 1 mile and that the transition on the banked sections was tricky. Two drivers had already lost their lives within months of it opening, just 8 days after his arrival in Australia. Three more were to die on the "Killer Track" over the next few years. His own experience with the car, plus Eldridge's words regarding its fickle handling at speed, would surely be on his mind. So maybe Maroubra was not the place to make his mark?

Was Gerringong Beach with its 7 miles of hard sand a possible venue to demonstrate Mephi's capabilities? Well-known local driver Don Harkness had recently set an Australasian record there for the mile at 107mph. Harkness's car was based on a modified Minerva chassis fitted with a Hispano-Suiza aircraft engine. This machine had been built specifically for Mr Arthur Sloan by George Hutton at his works in Toorak Rd, South Yarra. On completion, Sloan found the thing too frightening to drive and refused to ride in it again. He offered it to Harkness to use as he pleased whilst hoping to sell the car in Sydney. Harkness quickly offering to meet Le Champion on the Beach with a side wager of £200 for the fastest car on the day. Again, Le Champion had a decision to make. He knew that Harkness's machine was capable of over 120mph. Was he brave enough to point Mephi down a foreign beach alongside a determined local driving another unpredictable and headstrong machine? An

article in Garratt's *FIAT Topics* confirmed the race never eventuated.

So, what did Le Champion achieve during his stay? Le Champion's presence in Australia was covered in all state and regional newspapers, but particularly by The Truth newspaper. Presumably he was paid for these lengthy articles. He was a self-proclaimed aviator, adventurer and motor racing expert. He wrote about Speed Record holders and how to prepare a racing car for competition. He described his close relationship with Eldridge and how he helped him build Mephi by fitting the Aero engine and new suspension. He made no secret of the fact that his car could be bought for the right price, "If anyone

with a desire for a really fast car came along, I would let mine go..... But it would require a driver of daring and steel nerve to let it out..... He also went to lengths to distance his "new" car from the "old" Mephistopheles, "Any purchaser may feel assured that this car is only a few seasons old, and that Mephistopheles is no more..... It still lies or, what bits of it remain, still lie in a small workshop in Hampstead, where the present 300hp car was built....". As to actual activity of the car, I found no evidence of the car either competing or demonstrating its

ability in Australia, including the battle on Gerringong Beach with Harkness.

The attention of the public and the press can only be held for so long without results. Le Champion and his unsold car left Sydney on 17 July 1926 bound for London aboard the *Esperance Bay*. His father died in 1935 and he died in 1938 leaving an estate valued at more than £25,000. I'll leave it to others to fill the gap from his return home and the car's reported purchase by the Nolan Family, then its acquisition by FIAT.

*The Mephistopheles was a powerful record-breaking car from 1923. Named after a demon of the same name. It was built by Sir Ernest Eldridge on the base of a 1908 Fiat SB4 Corsa and powered by a WW1 Fiat A12 aircraft engine, and is the only one of its kind in the world. Eldridge modified the car, lengthening the chassis using parts from a London bus and adding an aircraft engine converted to deliver 320 HP. In 1924 Mephistopheles captured the world speed record with 234.97 km/h. In 1969 it was bought by Giovanni Agnelli and was shipped to Italy, where it received a major restoration and was added to the company's historic collection. It now resides at Centro Storico in Torino. Ed*





# FIRST DRIVE EXPERIENCE IN MY ABARTH 124 SPIDER

By Trevor Prasad

'Scusi,...scusi....scusi! It soon became apparent we were in an Italian machine as we pulled over to adjust the Infotainment settings. Bemused as to why our car kept saying Scusi, we fumbled to change the settings to English. Almost simultaneously we both burst out laughing as we realised that our car was saying 'School Zone'. We soon learned of the many voice prompts that are aimed at keeping our license intact and saving those around us - how cars have changed!

Ever had that situation where you are talking at cross purposes? As we cruised the boulevard, roof down all I could hear was the intoxicating note of the Record Monza, ("..yes dear", I said), ...soon an enormous smile of admiration as my gorgeous Italian companion mentioned something about 'quad-cam'. As I started to explain the intricacies of the Multiair Turbo 1.4 (not a quad cam), I suddenly realised Lina had been talking about Kumquats! - by now I found myself in quite a pickle, of a very different kind.

Settling into our maiden voyage from Zagames we took the long way home, totalling 180 kilometres.

A couple of weeks 'Before Covid'19 ( DC) lockdown I took the opportunity to drive to Benalla to meet a small group of aviator enthusiasts that where en-route from Darwin to Adelaide as part of the historic Centenary of Australia's first Transcontinental flight. This re-enactment largely followed the route across Australia taken by Ross & Keith Smith, Walter Shiers and James Bennet, after their epic (world first) flight from England to Darwin in 1919/1920.

It awakened Australia to the merits of air travel, and amongst other things, led to the establishment of Queensland And Northern Territory Airline Service, (QANTAS is the world's second oldest continuously operating airline). You can follow this link to the group's flight and the history of Australian Aviation <http://ahsansw.com/>

As social distancing was becoming the norm (and with phase one shortly to be implemented), it was prudent to not make this a club drive, however I took the opportunity to think about the potential of an



The Abarth 124 Spider at Tawonga Gap

annual Giro Auto Sportiva Delle Alpi through some of my most favourite scenic roads, and decided to push on to Bright as a base for a couple of nights,

In a word, 'Balance' is the all-encompassing word I can think of in describing this beautiful machine, the Abarth 124 Spider. In keeping with Carlo's ethos, this Spider is close to perfection with the most rounded and balanced of dynamics. Beyond the perfect 50/50 weight ratio, the proportions of 125kw delivering 250nm of torque in an 1100kg two door rag top, is an awesome formula. Some would say the Spider is under-tyred, but I find the choice of tyre and wheel combination does provide the optimum balance in unsprung weight and grip, that more than adequately supports the power delivery and kart-like chassis.

To get to Bright you have to go via Beechworth of course. Not for a pie, (although many are drawn to the Bakery), but my interest was retracing the tight twisty road that was sealed a few years ago to Stanley, and then on to Myrtleford.

This is one of my most favourite 'best kept secret' twisty roads to tour, and so ideal for our flavour of Italian cars.



Australia's first Transcontinental Flight



Falls Creek Lookout



Glenrowan Vintage Hall

Bright is a great base camp for the high country with access to Buffalo, Mount Beauty, Falls Creek and Hotham, - I never tier of this paradise.

Driving up to Hotham for lunch at The General, I can't go past a quick stop at Danny's Lookout for some of the most stunning views across to Mount Feathertop and the Kiewa Valley beyond. The loop back to Bright takes us via Dinner Plains, Omeo, along the Omeo Highway, and then Falls Creek. A good lunch spot is always the Blue Duck Inn which is on the Omeo Hwy, and about 5klm before the left hand turn up to Falls Creek.



One of the planes flying from Darwin to Adelaide

The top of Falls Creek is absolutely beautiful as you come up to the plateau after a steep climb from the Omeo Hwy. The scrub bush turns into alpine snow gums followed by grass plains and native alpine flowers. Looking across from the historic cattleman 'Slab Hut' that is 'Wallace's Hut', you can see the Rocky Valley Storage Dam and across to Mount Nelse. I'm reminded of much playtime in these mountains from hiking, mountain biking, motorcycling and nordic skiing - it is truly a soulful place to escape to.

Tawonga Gap lookout is another 'must do' for the most picturesque viewpoint of the Kiewa Valley before retiring back to Bright. The road traverses downwards through bends of consistent radiuses and perfect cambers, that allow you to take full advantage of the balance and finesse of your Italian machinery.

Giro Delle Alpi Aficionado



Trevor meets the pilots



# FLIGHT OF THE 2300 PHOENIX

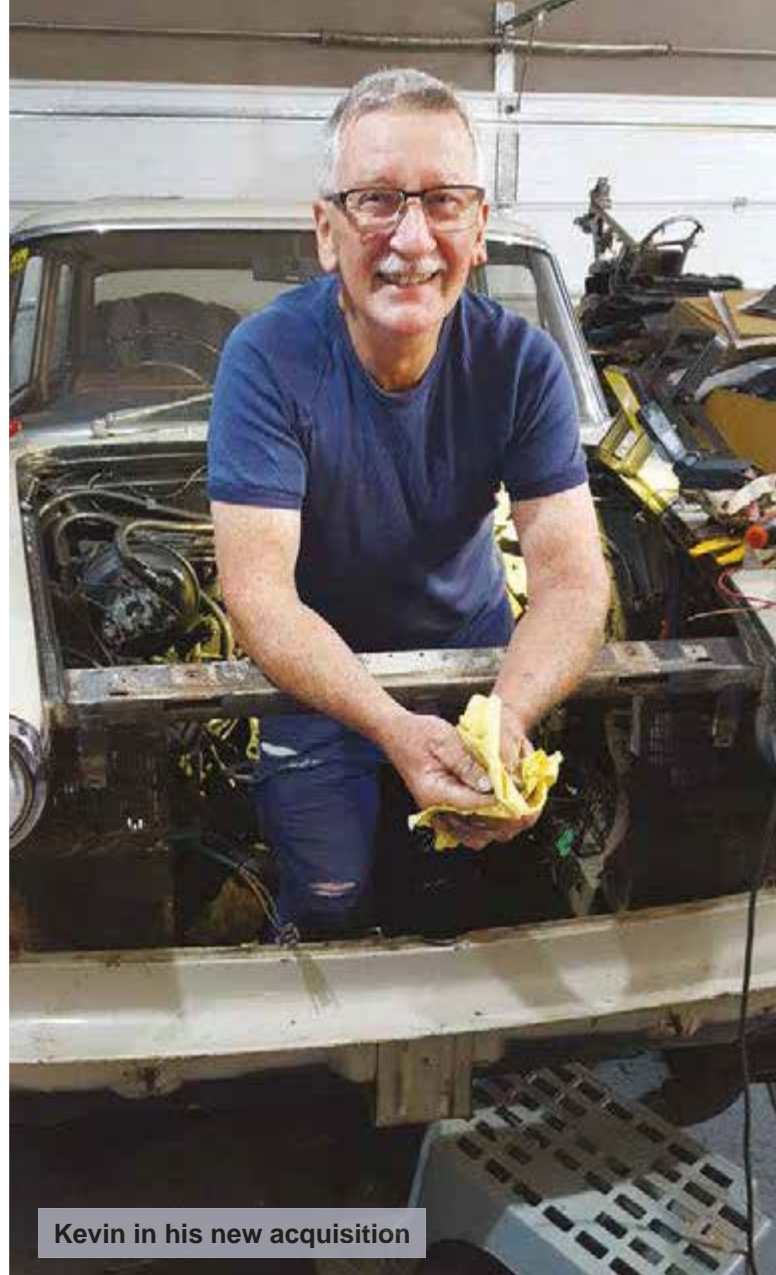
Article and photos by Kevin Lemm

Probably my favourite classic movie is The Flight of the Phoenix. You know the one; a small plane crashes in the Sahara Desert and the surviving passengers have three choices; perish of thirst at the crash site in the desert sun, be murdered by their unfriendly neighbours or put their faith in a mysterious engineer to radically redesign and rebuild the wreck and fly them to safety.

While I contemplate the film, I'm lying on my back and looking up at the gearbox mount of my 2300 Fiat Deluxe. It's been made with just an angle grinder and an oxy acetylene torch from scraps of steel and a 1957 FC Holden mount. I really do have strong negative feelings about the person who "maintained" my car previously. His ability to take a proven Fiat system and modify it into something that would never work make me want to do things to him that would probably get me 10 to 15 years jail. Some examples of his innovative work include cleverly knitting Japanese components into a Magneti Marelli distributor, twisting random wires together and re-route wiring looms, distorting my floor pan with a garage jack, repairing the window winder with bits of string and modifying the gearbox coupling.

Yet, what would I do in his situation? What if I was in some far corner of South Australia with no support or knowledge of Italian cars and were faced with the same task? Were his mates drinking beer under a shade tree and grizzling about how late it was getting? Or was he kindly fixing it for his elderly neighbour? Yes, I confess this man had the ingenuity of that engineer in my favourite film even if he lacked the knowledge. And for that I reluctantly admire him.....

It's been quite a process sorting these issues and getting the 2300 back on the road, but it's done now. There's still plenty to tidy up but it's great to ride in the old beast and reminisce about the other 2300 Vicki and I owned nearly 50 years ago.



Kevin in his new acquisition



The 2300 arrives at its new home

Along the way I've needed counselling and encouragement from my wife, and we've made new 2300 friends in most states of Australia. Closer to home, we've had invaluable help from Club members including Aldo, Mike Cary, Bruce McCann and John Wescott. These guys all risked nasty spider bites to retrieve and donate long stored parts and documentation for the cause. Roger Beattie sorted my expensive but impressive Girling 4-wheel disc brakes and of course, there was the clever metal work of Augustine Banko. Thank you everyone for your help.

Time to enjoy some Club events now.....



Back View



Kevin's 2300 back in the 70's  
(Love the hairstyle Editor)



At Mirboo North with Roger Beattie's 1200 Cabriolet



# 1. HEADLIGHT ALIGNMENT

By Bruno Tonizzo

I'm sure that most members have had a go at aligning their cars headlights at some time or another. For those of you that haven't here is a brief account of how I did my cars headlight alignment. I have owned my 1979 Fiat 124 Spider for 2 years now but have only driven it at night twice. It was obvious that I needed to do something about the headlights as the night time vision was as good as it should be.

Before I get into the details, I must tell you a story about a car that I owned many years ago. It was a bright yellow 1962 Triumph Herald convertible that was my pride and joy. It too was a challenge to drive at night as the headlights seemed to be useless. It wasn't until winter came along that I had to drive on a very foggy night that I realised why the lighting was so poor. In the fog, it was easy to see where the headlight beams were pointing and to my surprise, my Triumph was cross-eyed and lighting up the tops of trees in the street. An extensive tweak of the adjustment screws soon had the lights pointing in the right direction.

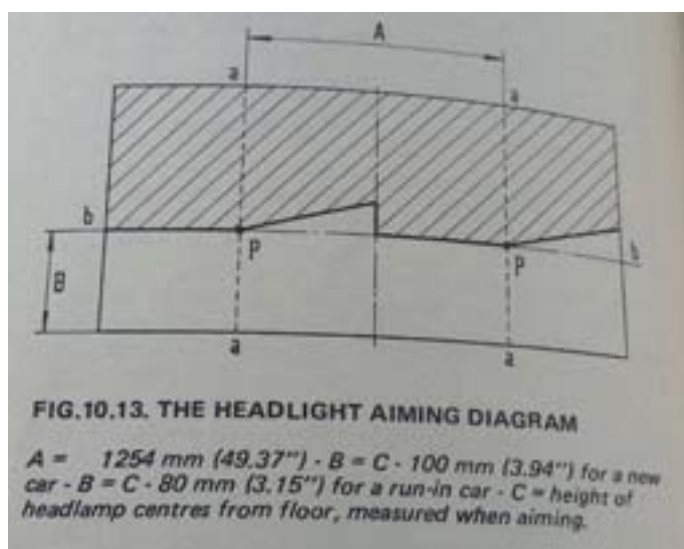
Back to the Fiat....I was lucky to have a diagram in my workshop manual that showed the dimensions of the aiming diagram and also the distance the car had to be located away from the template. My car needed to be 4.8 meters from the template and the headlight beam needed to have a fall of 80mm over that distance. From the car centre line, I needed 627mm to the point where the headlight beam deviated from horizontal. All the dimensions were drawn out on cardboard that I had stashed away in the shed, but I had to draw the pattern for a right-hand drive car. The picture below shows the diagram in my workshop manual.

With the car the right distance from the template, a quick check was made to ensure that the car was level before I turned on the headlights and turned the adjustment screws to match the headlight beams to the template. I found that the headlights were



pointing down too far and were pointing too far to the right, which is not surprising as it was originally a left-hand drive car imported from North America.

Another point to note is to make sure that the headlights fitted to your car are for right-hand drive use. You can check this by looking for an arrow moulded at the base of the headlight glass which should be pointing to the left side of the car or by simply observing the headlight pattern when parked and facing a wall.

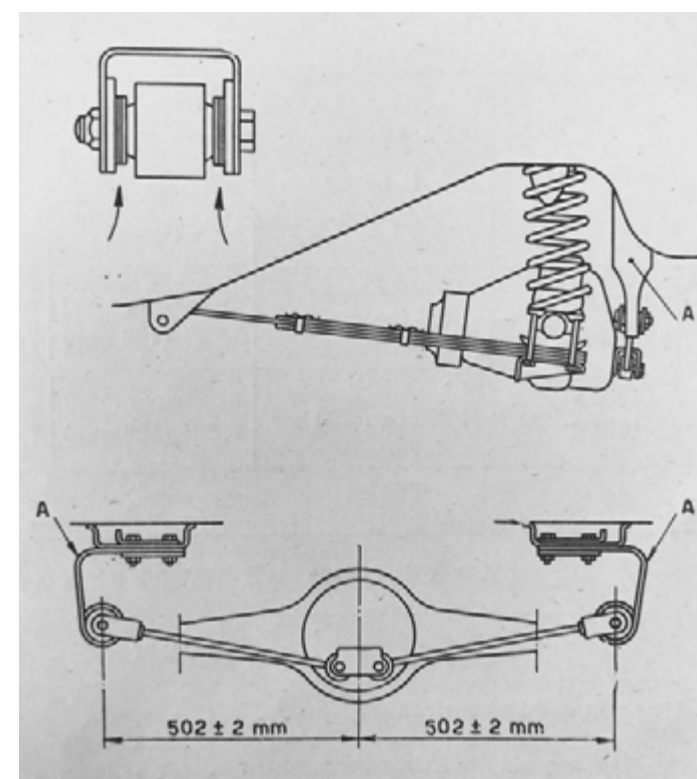
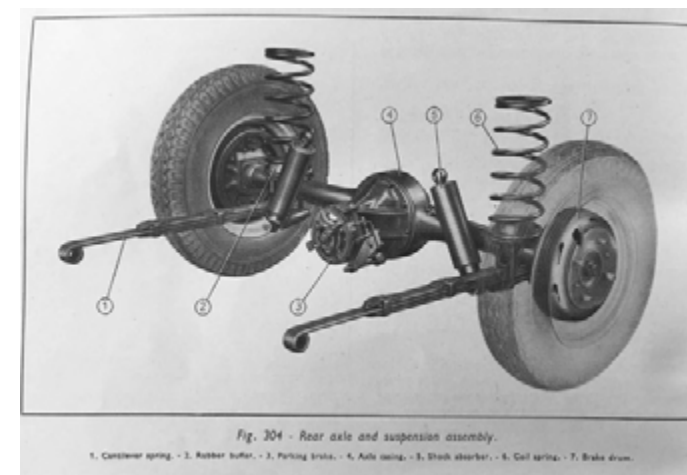


Headlight aiming diagram for Left Hand Drive 1978 Fiat 124 Spider. Flip the image for Right Hand Drive.

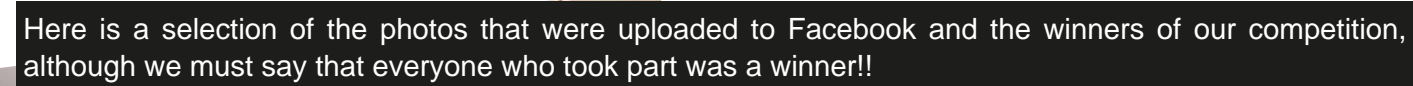
# 2. REAR SUSPENSION 1950'S 1900, 1400

By Peter Westcott

For those that haven't seen it, the rear suspension on the 1950's 1900 and 1400 models is an interesting experiment in locating the rear axle with a modern suspension to cater for a wide variety of driving conditions from war-damaged roads to the new, high-speed autostrade. From the fertile mind of Dante Giacosa it features three, separate spring media; It's conventionally coil sprung on the axle and the lower locating arms are also springs (cantilevered) and the conventional U bolt spring seats on the axle prevent axle rotation so separate, upper locating arms aren't required. What's also interesting is the semi-Watts link which is located at its outer ends also by sprung mounts that accommodate the effective change in length of the rods as the axle moves through its arc. All very advanced stuff for 1950! In practice it works very well providing a supple ride and secure handling from excellent axle location, and less complexity than swing axles. Oh, and the thing on the nose of the diff? It's the handbrake.







*By Lyn and Peter Bartold*

his decisions. Vouchers for club merchandise were the prizes (it may take some time for the prizes to be redeemed as all the merch is in the storeroom at the Veneto Club!!) There was also a People's Choice Award which was determined by number of likes and comments on Facebook. I have also awarded an Editor's Pick. Check out all the entries on the FCCV Facebook site.

There were obviously many members looking for something car related to do during this period as the response has been excellent! Thanks to everyone who participated.

**1st: Steve Schmidt 124 Spider and 124AC**



## 2nd: Sally Coop 500



### People's Choice: Rob Judd 850 Spider



### Editors Pick: Rob Haydon 2300C





# CAFFE DI SABATO IN ISO

By Lyn Bartold

As with all our other events, it is not possible to hold a Caffe di sabato with other people so we held our May one as a "virtual" event. The instructions were to take a photo of your car at home, with a cup of coffee as a part of the pic, on Saturday May 2nd . As with our Easter Lockdown competition, non-Facebookers could send their photos to me to post on Facebook. We had a good uptake of the challenge and some great photos were the result - well done everyone

Our Caffe di sabato organisers, Paul Pozzobon and Mario Di Censo selected their 4 favourite snaps and I threw in an Editor's pick and here are a sample of the entries. The prizes will be a cup of coffee and a cake at the next "real" Caffe di sabato we are able to hold.



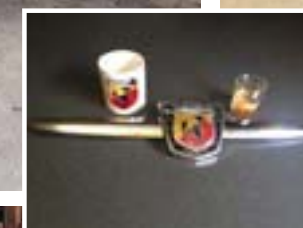
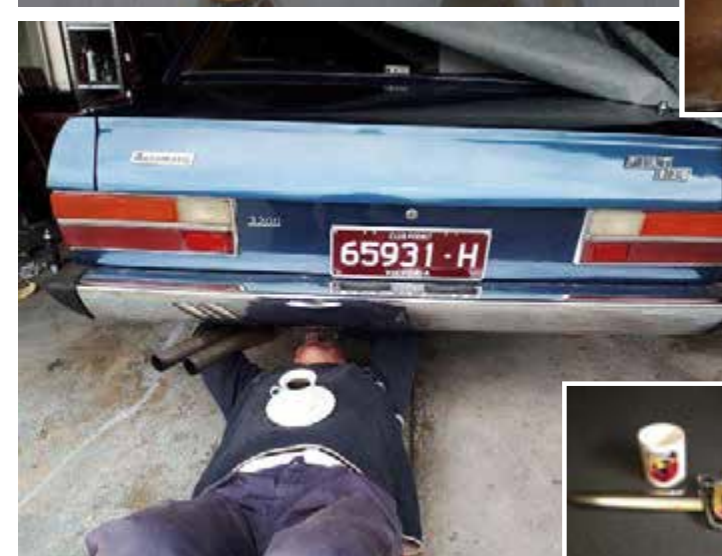
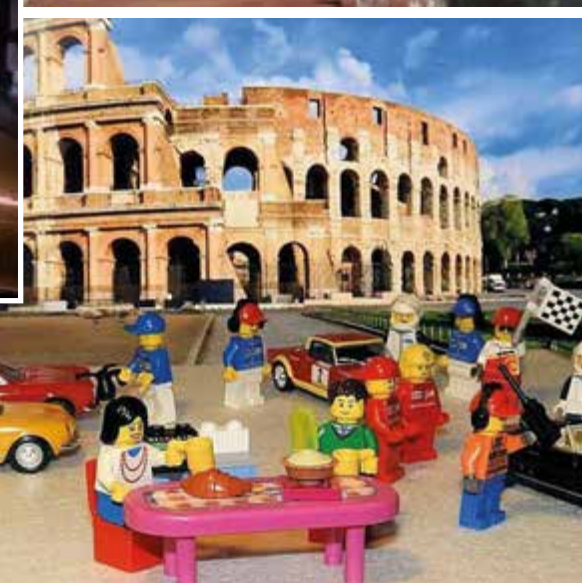
My cinquecento with Gaggia, ready for business!!

## Editor's Pick



Andrew McNab

## Some of the Entries



## The Winners



Gary and Julie Spencer



Joe Sammut



Domenic Tatangelo



Lawrie Hocking



# Coming Events

## FUTURE EVENTS

Due to the present uncertainty of the COVID19 lockdowns and when they will be lifted we have no actual events planned before September and, of course, these could also be in doubt. However, there is nothing stopping virtual events being planned (our Easter Lockdown Car Display was a successful example of this) See page 32,33

Allora..... we need members to make suggestions of things we can do that do not depend on our cars actually leaving our residences... maybe a diorama as we had at Autobella this year!! Put on your thinking hats and come up with some suggestions so that we have some car related activities that will be fun and will keep us connected as club members. **Email to** [editor@fiatclub.org.au](mailto:editor@fiatclub.org.au)

Following are some of the major events we anticipate, at this stage, will still be running.



**BAY TO BIRDWOOD**  
CELEBRATING 40 YEARS 1980-2020

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 weighed 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 1950 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



### Motorclassica

Exhibition Buildings Melbourne

9-11 October 2020

FCCV Display at Club Sandwich, Sunday 11th October



### 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.



Caffe di sabato virtuale

### "Virtual Events"

We have already held a number of "virtual" events on our FCCV Facebook page, with the Easter Lockdown Car Show and our May Caffe di sabato.

We asked members to take photos of their Fiats (or any car in the FCA stable) and post it on our Facebook site. Judges we asked to select winners and a People's Choice Award was determined by the number of likes and comments on the photo

Non-Facebookers were able to send their photos to the Editor for uploading to the site so these events were offered to all club members

Expect more of these types of events until we can return to actual ones.

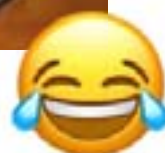
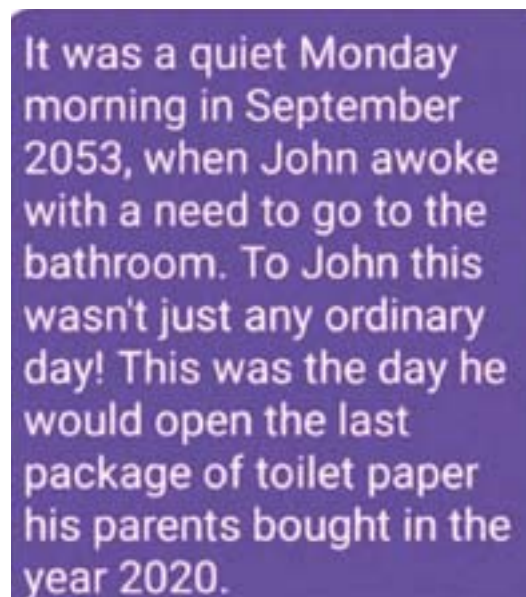
Send suggestions for virtual events to [editor@fiatclub.org.au](mailto:editor@fiatclub.org.au)



# You have to laugh...

I am sure you have all seen the silly cartoons and jokes about COVID19 so here are a few that made me laugh, and we need to do plenty of that at present.....

## CARTOONS FROM IL TOPOLINO – FIAT CLUB OF AFRICA MAGAZINE



**FRATELLI MOTORS**  
22 SECOND AVENUE  
BOX HILL NORTH 3129  
Ph: (03) 9890 4107 Fax: (03) 9890 0370  
Email: andrew@fratellimotors.com.au

29 YEARS OF EXPERIENCE IN ALL MECHANICAL REPAIRS TO ALL MODELS!

**SPECIALISTS IN:**  
ENGINE REBUILDS  
BRAKES - CLUTCHES  
RANGE OF SECOND HAND PARTS  
R.W.C  
FUEL INJECTION CLEANING  
BATTERIES  
TYRE FITTINGS & BALANCING

ALFA ROMEO  
FIAT  
LANCIA  
MASERATI

**DUNLOP SUPER DEALER**  
"QUALITY IS NEVER AN ACCIDENT. IT IS ALWAYS A RESULT OF AN INTELLIGENT EFFORT"

**BAHCO**  
EURO CLUB CAR RECOVERY KIT  
PERFECT FOR CLASSIC EUROPEAN CARS!  
WAS \$285, NOW \$245 FOR ALL CLUB MEMBERS

39-51 CHAPMAN ST  
BLACKBURN NORTH 3130  
(03) 9890 0544

## The Italian Job Automotive P/L



ABN 2348 419 8175 / ACN 005 558 725

Qualified service and parts specialist  
Over 40 years trade experience

Also Ferrari, Maserati, Lamborghini & Niki  
New and used parts

Open 9am-5.30pm, Monday to Friday  
9 Wells Rd, Oakleigh VIC, 3166  
Ph: 03 9569 7779, Fax: 03 9568 5466



www.italianjobauto.com

sales@italianjobauto.com

**Maranello Pur Sang Motors**  
KNOWLEDGE IS POWER®

**FROM MODERN TO CLASSIC**

**FIAT SERVICING, REPAIRS, RESTORATION AND PRE PURCHASE INSPECTIONS.**

AT MARANELLO PUR SANG WE HAVE THE SPECIALISED KNOWLEDGE TO MAINTAIN CLASSIC FIATS FROM THE 1950'S THROUGH TO THE 80'S AS WELL AS THE LATEST DIAGNOSTIC EQUIPMENT TO SERVICE ALL LATE MODEL FIATS.

OUR SERVICES INCLUDE: HANDBOOK SERVICE, MAINTENANCE & REPAIRS, PRE PURCHASE INSPECTIONS AND RESTORATION.

MARANELLO PUR SANG MOTORS  
33 COLEBROOK ST, BRUNSWICK VIC 3056,  
CONTACT@MARANELLOPURSANG.COM  
WWW.MARANELLOPURSANG.COM  
PHONE 03) 9386 9650

**BOI PERFORMANCE**  
BITS OF ITALY

- Wide range of Weber and Dellorto Carburettor parts.
- Extensive Cold Air Boxes and Custom Cold Air Boxes for Weber, Dellorto, SU & EFI throttle bodies.
- Dynamometer Tuning, EFI ECU Installations and Upgrades.
- Custom Brake Upgrades, LSD Conversions.
- Electronic Ignition, Recurving Distributors.

WEBER  
DELLORTO  
DYNOMETER  
ADAPTOR  
phormula

27/22 Dunn Crescent Dandenong VIC 3175  
Ph/Fax: 03 9794 8892 Mob: 0417 307 189  
PTCC Winner, Targa Tasmania Class Champion

Phil Buggee  
Email: boi@phormula.com.au  
Web: www.boiperformance.com.au

**S8 PROPERTY** COVERS ALL YOUR REAL ESTATE NEEDS!

- RESIDENTIAL
- COMMERCIAL
- PROPERTY MANAGEMENT
- INVESTMENTS

CONTACT: ANTHONY CEMENTON  
M: 0418329357  
P: +61 39652 9652  
W: WWW.S8PROPERTY.COM

**S8 PROPERTY**

LEASED  
SOLD



**ALDO MOTORS**  
849 Canterbury Rd Box Hill 3128  
aldomotors@internode.on.net

\* Mechanical repairs, Servicing & RWC  
\* New & Used Fiat & Lancia Spares

PH: 9890 6288



**Autovintage**

From 1940-1970 Imported Italian Vintage Cars, Vespas and Scooters  
**For Sale, Call Us Today!**

Salvatore  
+61 409 181 100

Serafino  
+61 407 323 034  
www.autovintage.com.au



**ITAL MOTORS**  
Prop: Michael Cipriano

Specialising in mechanical repairs for:  
• Fiat • Lancia • Alfa Romeo  
and all high-performance cars

2 Queens Avenue, Hawthorn VIC  
**Ph: 9818 2597**



**OFFICINE X1/9**  
ICSUNDOVE

x19workshop.com.au

NEW AND USED PARTS  
DISMANTLING 1300, 1500 • SERVICE • RESTORATION  
PETER BARTOLD • 0414 867 280  
VIGNALE124@GMAIL.COM



**TOSCANO'S**  
EST. 1950

9853 7762  
High St, Kew + Malvern Rd, Toorak  
+ Victoria Gardens, Richmond



**X1/9 AUSTRALIA**

Please visit our website  
[www.x19.com.au](http://www.x19.com.au)  
TO REGISTER YOUR X1/9

Join others on the Facebook group:  
Australian X1/9s  
or email: register@x19.com.au



**Licensed Metal Signs - Made in Germany**  
Pressed metal with embossed images

30x40cm 15x20cm

30x40 \$45  
15x20cm \$20  
includes post

Call Jim on 0488 068286  
[www.iqmerchandising.com.au](http://www.iqmerchandising.com.au)




**FIATMONTH ADVERTISING RATES**

FIATMONTH IS PUBLISHED  
6 TIMES PER YEAR –  
JANUARY, MARCH, MAY, JULY,  
SEPTEMBER, NOVEMBER

FULL PAGE	\$2,500	FOR 6 ISSUES
1/2 PAGE	\$1,500	FOR 6 ISSUES
1/4 PAGE	\$750	FOR 6 ISSUES
1/8 PAGE	\$250	FOR 6 ISSUES

CONTACT PETER BARTOLD  
0414 867 280  
FOR FURTHER INFORMATION



## 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



**FIAT**

FIAT CAR CLUB OF VICTORIA INC.

# **FCCV PHOTOGRAPHIC COMPETITION 2020**



*Photo by Paul Deste  
from 2019 Competition*

**\* FIAT THE CAR \* THE CATEGORIES ARE  
FIAT IN ACTION \* PEOPLE'S CHOICE**

Once again we will be running our Photographic Competition until July 31th  
(note the extension of the cut-off date)

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 September FIATmonth.

**VOTE BY MAIL** – send an email to me on [vignale124@gmail.com](mailto:vignale124@gmail.com) or text 0414 867 280 the number of the photo you wish to vote for.

The results of the competition and presentation will take place at September Meeting or the first GM we are able to hold after the competition closes

**Start sending in your photos now – Peter Bartold**