



FIAT Month

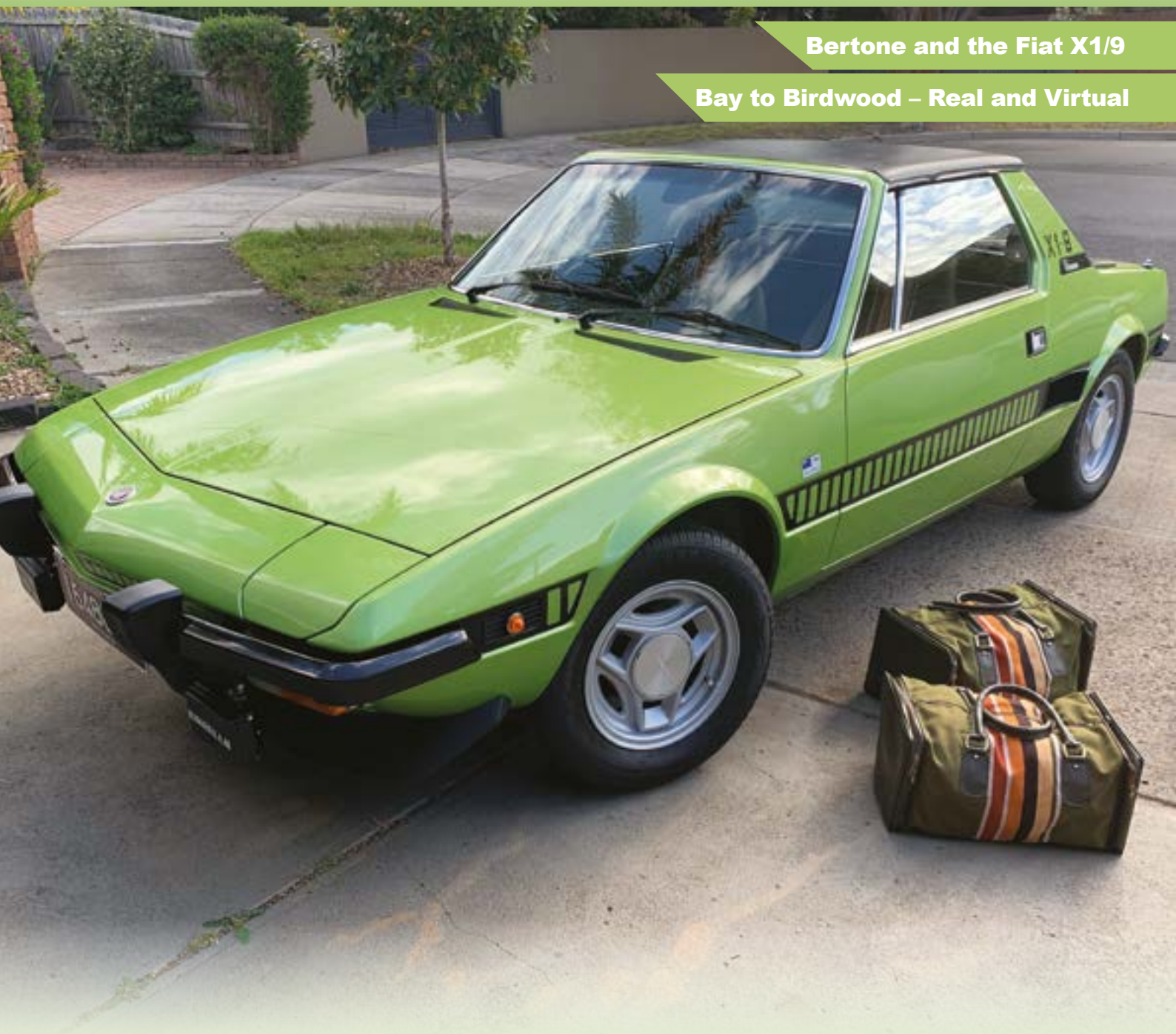
The official publication of the Fiat Car Club of Victoria Inc.

www.fiatclub.org.au

N O V 2 0 2 0

Bertone and the Fiat X1/9

Bay to Birdwood – Real and Virtual





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NOV 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:

Brendon Pitts Series 1
immaculate X1/9, complete
with matching luggage

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FIATmonth Editorial Committee

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

FIATmonth deadlines

5th of the month prior to publications.
Next issue: January 2021
Deadline: 5th December 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.au
M: 0412 814 855

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



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

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Jonathan Crellin
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Frank Fazio

Paul Freame
Stuart Granger
Bruce McCann
Danny Petterlin

Mark Rae
Tony Romeo
Joe Sammut

Gary Spencer
Shayne Williams



As I write this, we are beginning to see a light at the end of the tunnel, albeit, still a long tunnel. After 8 weeks of Lockdown, COVID numbers are starting to head towards the level where life will gradually become a little easier. Many more events have been cancelled or postponed until 2021 and at this stage your committee is remaining cautious about the prospect of adding anything to an empty calendar. Hopefully by the time you read this (at least 5 weeks away) we will have more information about what lies ahead.

Fortunately, we live in an age of technology which enables us to access information about the current situation and keep in touch with family, friends, colleagues and other club members. Facebook, for many, is an easy way to communicate and keep in touch, either by just reading posts, commenting or posting yourself. The FCCV Facebook site now has more than 1,000 members and we welcome Katia Murphy who drives an Abarth Competizione, who became our 1,000th Facebook member at the end of September. Our Facebook members are not just FCCV members but are whole range of people interested in Fiats from Victoria, other parts of Australia and other parts of the world so we get a diverse range of interest, opinions and fantastic photos on the site. We can also use Facebook to get information to people, although we are very

From the Editor...

aware, as a committee that this can only be used as a secondary means of communication because not all of our club members are on Facebook.

Our other major means to communicating with our members is through Mailchimp mailouts that go to members at least once a week. For those who do not use emails our method of communication is by mail (which at the moment is extremely slow). We get the feedback of how many of our members do not open their Mailchimps and this is regularly at 40% non-opened. We urge you to check our mailouts so that you know what is happening in your club. If you believe you are not receiving these Mailchimp it is possible that you have accidentally unsubscribed yourself and you need to let us know so that we can try to rectify this (not an easy process!) I guess that what I am saying is Club Membership is a 2-way thing – what you get out of a club is in proportion to what you put in.

We have run our first Zoom General Meetings in September

and October which have been well patronised and our November Zoom Meeting will also be our AGM. We have also held a Zoom Caffe di sabato in October where we had those members who had zoomed in watching the video of the 40th Anniversary Bay to Birdwood, at home, as we enjoyed our coffees together on Zoom. If you are unsure of how to get yourself into the Zoom meeting, contact one of our Committee members for help.

For anyone who knows me will realise that one of the things I have missed most about Lockdown is not having a few events that provide the opportunity for a good dress up – Bay to Birdwood and Geelong Revival, to name two. I have used Facebook to reminisce with photos of past events that include costumes so my Photo of the Month is my attempt to make amends. I did a photo shoot at home featuring our Fiat 124 Vignale Eveline with matching 1968 outfit.



Rapporto del presidente



Obviously spending time locked away from my cars is having an effect on my thinking. While we have been running Zoom meetings and discussing club business over the phone, my thoughts seem to be turning towards “the good old days” more. It is from the depths of these thoughts that my two current projects have emerged.

Firstly, a revival of the Historic Fiat Meetings that used to be conducted around the country, most recently in 1991, at Parks. My vision for this is to have an event in Spring 2022 in Central Victoria which will cater for all Fiats and aficionados but with a definite focus on historic vehicles (Club Plate eligible). The hope is to bring together not just Fiat Clubs from around Australia but also the individual Fiat owners from other clubs who do not always get to marque aligned events. I personally know a number of interested parties from regional areas for whom membership of their local club makes more sense than being linked to FCCV.

Planning is underway to make this “Fiats Down Under” a bi-annual event with the next iteration occurring in regional NSW, like the Hunter Valley, in 2024 where we will be commemorating the 125 years of Fiat. Even more ambitious is the plan for a 2026 Perth event complete with a Centenary Recreation of the WA Fiat Club cross country tour in 1926. This time we should not need to negotiate fuel drops by Imperial Oil!!

As you can see from that little thought bubble that I should not be left alone with my thoughts. Trying to think of what cars might be available and eligible for these events led to my second ongoing project. This shall utilise the goodwill and energies of Fiat Car Club members around the country to help catalogue



Nice, shiny ones



Special Ones



Proudly displayed ones

all the historic Fiats still in existence in Australia. Recent travels overseas and conversations with auto historians in counties whose roads get salted annually have shone a light on the remarkable existing and useful Fiat heritage we have and how important Australia has always been to the success of Fiat.

For that reason I am launching the clumsily named “FIAT, The cars that made the brand in Australia” project. It will start with a list of cars and a call out to people to write snapshots based on a few questions to highlight their ownership of, joy derived from, challenges beset upon or usage experiences of a broad range of Fiats. There are a few people who spring to mind automatically because of their obvious links. The next step is for me to continue the research I have been doing during lockdown and to pen some accompanying notes about the impact, availability and success of each model. Who knows, it might end up an interesting book but should definitely make some interesting content for future magazines. Please feel free to contact me if you have something in mind that will help. There will be a template available to help members to arrange the information into a simple article. I have included some pics of the sort of cars I want to hear about.

In other news I was overjoyed to hear that there is a move among the membership to form a run group. Apparently we do not get out on the road enough for some and a desire to have a monthly weekend run and a monthly mid-week run. My assumption is that these would be held on regular days like a second Sunday or third Wednesday of the month to simplify organisation. It is a system that works for many clubs

One closing thought.....looks like John Westcott is looking to sell the 1900 Granluce.

See you out on the road soon.




Old, dusty ones



Thinking of selling



CLUB CALENDAR

NOVEMBER 2020 – JANUARY 2021

Due to the present lockdown restrictions in Melbourne and regional Victoria and in the interests of members and the public, many previously advertised activities have been put on hold or cancelled. As restrictions are eased the **Committee will continue to introduce some events that are possible within the prevailing Covid-19 restrictions. We hope that in the January FIATmonth will have some events we believe we will be able to run.**

We will advertise confirmed events to members also via MailChimp and on Facebook.

The Annual General Meeting, usually held in June, will now be held as a Zoom meeting on Thursday 12th November. See Back Cover for information.

We hope that by January 2021 we will be able to return to some form of the following that will conform with Covid-19 Restrictions of the time:

- General Club Meetings on the second Thursday of each month
- Caffè di sabato coffee mornings, usually held on the first Saturday of each month, and other events will recommence when allowed.

COMPETITION EVENTS THAT HAVE BEEN ANNOUNCED FOR THE REST OF THE YEAR.

At the time of writing this, there is no guarantee that these events will be able to take place as the schedule easing restrictions has not been confirmed. Updates will be sent in FCCV Mailchimp send outs. Note that these events will not allow spectators.

If in doubt contact Competition Secretary Bill Freame at compsec@fiatclub.org.au or phone 0412 814 855.

NOVEMBER

Sun 15 AROCA at Winton

Sun 22 MSCA at Sandown

DECEMBER

Sat 5 MSCA at Phillip Island

Sun 6 AROCA at Phillip Island

Sat 19 MSCA at Phillip Island

EVENTS FOR EARLY 2021 - AT THIS STAGE ALL THESE EVENTS ARE GOING AHEAD. IF THERE ARE ANY CHANGES TO THEIR STATUS WE WILL NOTIFY CLUB MEMBERS IN FIATMONTH AND BY MAILCHIMP.

FEBRUARY

Sat-Mon 6-8 Targa High Country

Thur-Sun 25-28 Targa Florio Australian Tribute

Sun 21 FCCV Autobella

Sat 28 Historic Rally Association



FIATmonth — November 2020

General Meetings



Club Meetings are held at 8pm on the second Thursday of each month. Dinner in Bistro at 6.30pm

The Veneto Club
191 Bulleen Rd,
Bulleen VIC 3105

Future Meetings:
The September meeting will not be held
At this stage it is unsure if the October and November Meetings will be held. You will be advised by Mailchimp, Facebook and Message when these will resume.

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

Answers to Get It
(on inside Back Cover)
1. Dashboard 2. Mirafiori
3. Ford Capri 4. Stradale

Compiled by
Roger Langdon

Membership News

Robert Judd, Membership and Club Permit Secretary

It's great that we continue to have enthusiastic new members joining. We are all awaiting the opportunity to get our cars out and see each other in person, but at least we continue to have the chance to catch up on various Zoom activities.

WE WELCOME THE FOLLOWING NEW MEMBERS –

John Spain: Fiat 850 Sedan and Valiant

Nigel Carter: Volvo P1800S, BMW Z3

Alison Fairbairn & Carl Dessau: Modern Abarth 595

Rosa Agostino: Family member with Luke, Rocco and Domenico

Rosa Scarlato: Fiat 500

Dennis Karantgis: Family member with Jonathan

Alan Scott & Tina Fiore-Scott: Fiat 500

Callum O'Callaghan-Daft: Lancia Beta and Fiat 124AC, plus some Peugeot's (almost Fiats now!)

Oliver Anderson: Fiat 127 (ex Con Kapetanakis)

We look forward to seeing you all and your cars at future events when we finally move out of this extended lockdown.

MEMBERSHIP & CLUB PERMIT UPDATE

At the time of writing (early Oct) our club membership has reached 546 and we are still getting renewals trickling in.

CLUB PERMITS

The adjustments to the CPS as mentioned in the last magazine have now been implemented. Unfortunately the introduction of the slimline permit plates has still not been actioned. I assume that this may be delayed because of the lockdown and VicRoads reluctance to have anyone attending their offices, because they also didn't introduce the planned appointment requirement for new permits. No advice on when or if either of these things will be introduced.

The process for **renewing** permits electronically and paying electronically has been very successfully introduced. We have had many members use this with very few issues. To use this process please send a scanned copy (or good readable photo) of your renewal form to our dedicated email address permitrenewals@fiatclub.org.au

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

FIATmonth — November 2020



FEATURED NEW MEMBER

John Corneille

As a new member and first time Fiat owner at age 64 I sure took my time getting here!

So how did I end up with a Fiat Abarth 124 spider?

My obsession with cars started as a teenager and invariably my desires exceeded my chequebook for much of my youth. As I got older I had more disposable income but by then marriage, children, school fees and other obligations seemed much more important - a story, I am sure, that will be familiar to many other members.

I started with a HK Monaro V8 at age 19, got into British cars and there followed a series of Jaguars (including a detour during our driving holiday honeymoon to buy an E-Type in Canberra) and a Marcos GT which is still in the family 35 years later. Then I skipped straight past Alfas and Fiats to own a few Ferraris in the 90's (one of which I burnt to the ground at Phillip Island after an off at the Hay Shed) before a move to a smaller house close to my kids school saw me part with all of my toys nearly 20 years ago. Apart from family commitments my car hobby has had to share time and resources with my other interests - audio, photography and, particularly, motorcycles.

So why exactly the Abarth?

Well having moved back to the suburbs and regained some garage space a few years back I was looking for something to have fun in on the weekends, including some track days, that I could also drive to work and wouldn't be expensive or time consuming to run. I had always liked the original 124 spider but was no longer able to commit the time to maintain a vintage car. So, I shortlisted the Abarth 124 from the very small list of proper cars still on the market. By "proper" I mean Front engine, RWD, LSD, no paddle shift and the ability to turn off the nanny devices. I went to my local dealer last year only to be told there were no more manuals currently available and lost interest. One year later, with time on my hands due to Covid, I spied this 18 month old car at auction and thought - yeah, I could do with something to cheer myself up! So here I am, patiently waiting for restrictions to end so I can go out to play. (Although I did "get lost" on my way home after getting some RE71Rs fitted in Mitcham and the drive showed the car to be probably the quickest I have owned on the wet, winding roads around Olinda.)

You will definitely see my wife and I at the very first club outing when things start up again.

John Corneille
Templestowe



Zoom with us...

By Lyn Bartold

Photos Shayne Williams, Peter Bartold,
Joe Sammut

As you will have seen mentioned numerous times in this magazine, Zoom is now a part of FCCV life! As we cannot hold General Meetings or Committee Meetings under Lockdown restrictions, we have moved to zoom to run our Virtual meetings. We began with Committee Meetings as the numbers made it easier to experiment with, and progressed to General Meetings in September and October, where we have had around 45 participants each meeting. It was good to see a few members from the country who cannot usually attend, so a positive all around. We even tried a Caffè di sabato in October, where we had the 2020 Bay to Birdwood playing on our television sets while we chatted and enjoyed our coffee on our devices – the joys of technology!

Those who participated, commented on how good it was to feel like we were getting together and chatting about our cars. Our Annual General Meeting will be held on November 12th as a Zoom and this one will require you to request an access invitation, to ensure that members only can attend (General Meetings are open meetings)

The December GM and the November and December Caffè di sabato will also be held on Zoom.

Make sure you open your Mailchimp messages as they are our other means of keeping in touch and letting you know what is happening in your club. The FCCV Facebook site, for those who use it, is also a great communication tool and a way to communicate.

Contact any Committee members for further information.

Il presidente, Roger Beattie, in control of all Zoom meetings



SEPTEMBER GM



OCTOBER GM



Competition Report

Bill Freame, Competition Secretary

This club had a Zoom General Meeting for our September meeting. This was considered necessary to provide as close to 'face to face' as we can currently achieve. As a thankyou to the members that attended via Zoom, I organised a Bathurst 1000 sweep, requiring only that the member contact me via the >compsec@fiatclub.org email address, and providing me with their name and membership number. The 24 car numbers were placed in one bucket and then 24 members numbers in another bucket. The results were compiled and have been distributed via Mailchimp. It's a bit of fun for the members that are involved and the event result will be known by the time you are reading this. Using Zoom provides an opportunity for our distant members to attend our meetings, without any hours of travel required. I expect that the numbers attending will increase for following Zooms.

The 2020 Fiat Nationals were cancelled because of the ongoing uncertainty of when COVID-19 restrictions will ease enough to allow travel and social gatherings to happen again. The NSW club have kept all the other Fiat clubs informed and advised that the 2021 Nationals will take place in NSW on 17th, 18th and 19th of September. It will still be centred on Goulburn, with the sprint now planned to happen at Pheasant Wood, near Marulan which is about 20 kms back towards Sydney. This track layout appears to be ideal for our Fiats except the track density at 12 cars is less than we usually experience. The NSW club had attempted to transfer their Wakefield Park booking but have been out manoeuvred by a conflicting booking. The 29month delay since the 2019 Fiat Nationals has been unavoidable and we are all looking forward to the 2021 event. In the meantime, we still need to have a Nationals delegates meeting, probably by a Zoom meeting. Also, you all need to transfer or book your accommodation in Goulburn for that weekend.

Eventually we will be able to participate in our level of motorsport again, initially as we did in June at METEC with the motorkhana practice. Even when we do finally get back to a more normal existence, pre-entering an event electronically will be the way most clubs will conduct business. Most sprints and hill-climbs already accept entries up to an advertised closing date. Under the COVID-19 rules of Motorsport Australia, the competitor is responsible for the competition readiness of the vehicle. There is no 'on site' scrutiny, unless the officials can see a glaringly obvious problem. So,



Competition Secretary, Bill Freame

therefore the competitor is responsible for the removal of all the loose items floating around in the car. Must also make sure the battery and all the wheels are securely attached. As a club person who has been involved with scrutineering at events for almost 50 years, I can assure you that in that period of time about 20% of the presented cars fail scrutiny due to a problem found by a qualified scrutineer, the car goes away to be 'adjusted' then needs to be represented. Nobody is perfect, but it has been very important to have cars checked prior to competition, especially for loose items under seats, etc.

So, by now your car has been gone through to sort out any of those little niggling problems you lived with but haven't had time to fix. Well we have been idle for around six months, so no excuse. If you tow it on a trailer, you have gone right over that also; tyres, lights and wheel bearings checked, no chassis cracks and the brakes adjusted, bled or replaced. No excuses to not be ready when we get released from lockdown. One problem I anticipate is that when we are freed to travel, many will be lacking 'Match Practice' to stay alert and concentrate when trying to do a long country drive. It is a lot different driving at 100kph for several hours when you are out of regular practice.

Every club, including this one, is poised ready to resume activity. MSCA, AROCA, Group 5 and most others will be back promoting events as soon as allowed to resume. The track promoters/ operators will also be keen to have regular activity again, to generate some income. Motorsport Australia and AASA will also be very keen to provide permits for events and sell licences.

An event that is being repeated, that I can recommend for Saturday 27th February is the HRA Rally Retro Festival at Metec. There is a fantastic display, both static and active of past rally cars. This year there were many ARC Champions in attendance plus there were championship winning cars that were transported from interstate. The active display consisted of a Khanacross using some of the link roads and the concrete skid

pad. Despite it being a non-competitive display, it was actually timed! An excellent event with the opportunity to talk to the owners and get a very close look at the cars.

Oscar Piastrri is a name I hope and expect you will hear a lot of in the coming years. A Melbourne boy, (from Brighton actually,) he has been racing in the FIA Formula 3 Championship in Europe with the Prema Racing Team, one of the top teams in this championship. This year there have been four Australians competing in this stepping stone to Formula One. The other three are Alex Peroni, Calan Williams and Jack Doohan, the son of Mick Doohan. I'm sure we wish them all well in the future.

So why am I picking out Oscar Piastrri ahead of these other three drivers? Well, Oscar Piastrri is the newly crowned 2020 FIA Formula 3 Champion after a season long battle with other top drivers from many other countries, including his Prema team mate in near identical Dallara cars. Oscar Piastrri drove very well in Formula Renault last year, moving up to F3 this year driving for Prema Racing in one of their F3 Dallara's, while Alex Peroni this year drove for another top team, Campos Racing. Oscar is 19 years old and Alex is 20.

It wasn't plane sailing for Oscar as Formula 3 is a 'wings and slicks' formula complete with a DRS rear wing to minimize drag on the straights, just like in F1. Oscar's Dallara had an intermittent DRS fault early in the season. Despite this he scored wins and second places in that early part of the season, when the cars and engines are the freshest and the drivers still have some of their sponsors money unspent. Winning the FIA F3 Championship at his first attempt won't have gone unnoticed by the F1 teams, as the F3 races are at the

same venues and race meetings, being support races to the F1 European events. Prema Racing Team will do everything they can to help their winning driver move up to F1, making it easier for them to fill their vacant seat, for a higher fee, for next year.

There are young Australian drivers competing in various championships all around the world. Some go the traditional way of racing in England or Europe, while others try their luck in America. It's expensive wherever they end up, but it helps that there have been some very successful and popular drivers from this country out there before them. Jack Brabham, Alan Jones, Mark Webber all did very well and now Daniel Ricciardo (Renault F1) and Matt Campbell (Porsche Endurance Cup) do everything they can to help young Aussie drivers succeed wherever they end up.

When I see how much money is provided to various Sporting Academies for athletics, swimming, cycling, cricket and tennis, to name just a few, I wonder why we aren't doing the same for our young car and motorbike racers? If you have watched MotoGP anytime in the last 25 years, you will have noticed how many Spanish riders there are in all the classes, their cream of riders working their way to the very top class and teams. That's done with government and also business support. Wouldn't it be nice if some of our major mining companies would spend a little bit of their huge profits (made from plundering our mineral resources) to providing a pathway into international motorsport.

Good luck for the future, Oscar Piastrri, Alex Peroni, Calan Williams, Jack Doohan and every other Aussie that is trying to make it in the big time, in various categories around this planet.



Competition Events in the 70's and 80's

By Lyn Bartold

Looking back though old photo albums and piles of photos from the 70's and 80's, the competition side of the club was busy with lots of events to keep us occupied. Many events that are available to us today were in the club calendar of the past, and it was the norm that we used our road cars to compete. There was a move from the early 70's for some members to develop specialised cars for motokhanas in the mid 70's (we were driving our 500 motorkhana special in events in 1974) and cars for sprints and hillclimbs in the early 80's. There were other events that were popular that we don't do today like Trials (night and day) ¼ mile sprints etc. These events probably would not pass the rules for event authorisation these days and this has led to their demise.

Here are some memories of the past. Pick out any current members if you can.

EVENTS MOTORKHANAS

Wagga Spectators



In the 70's all motorkhanas were held on dirt so the conditions were nearly always dusty or muddy. Many of our motorkhanas were fun ones where events such as with the driver blindfolded with the passenger instructing, the passenger leaning out of the window hitting a ball with a hockey stick etc, etc



Hockeykhana!

Of course we also had the serious events where we practised the events to be held at Wagga and

later Dubbo, for the Fiat of Italy Cup. The interstate competition was intense and we took our trips north on the last weekend in January very seriously. In those days the motorkhana was the only event at the Nationals.

Memories of motokhanas in those days were dust, dust and more dust!!



Bartold 500 at Wagga

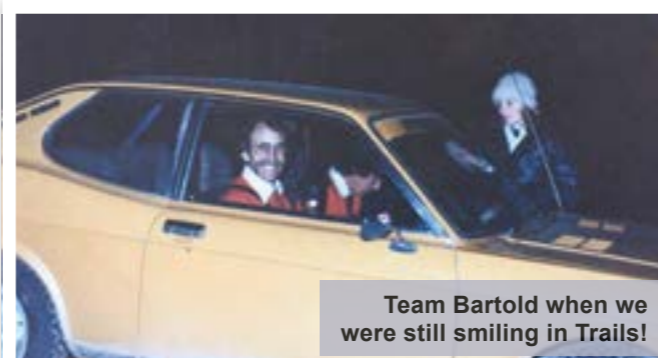
The club had the lease on a piece of land at Athlone which was out motorkhana ground where working bees and motorkhana events were held in the 80's.



Motorkhana at Athlone

NIGHT TRIALS

The club participated in many Trials on the 70's and 80's, run by ours and other clubs, at a time when regulations for running these events still allowed clubs could do. My recollection is that they were always at night, in areas such as Murrindindi, Wombat State Forest, Powelltown, Larbotouche and other areas in Gippsland. I have memories of standing around a fire in the middle of a forest at 3 or 4 in the morning at the end of the event. After a few attempts it became evident that team Bartold and Bartold was never going to work and Peter drove with Colin Templer or Tom Gomez navigating and I navigated for Ken Gorman, Evelyn Gomez and Jan Fry.



Team Bartold when we were still smiling in Trails!

RALLY CROSS AND ¼ MILE SPRINTS

Other events that were popular with club members, again mostly in their road cars were the Rally Cross which was held at HMS Cerberus and the ¼ mile Sprint that was held on a disused piece of road near Eildon. Both were popular events in the club Competition Calendar.



HMAS Cerberus

HILL CLIMBS

The 2 most popular Hillclimb venues were Lakeland, near Lilydale and Mt Leura at Camperdown. Being close to Melbourne, Lakeland always drew a good crowd of competitors and spectators and many club members began their track competition here.

SPRINTS AT CALDER, WINTON AND SANDOWN AND MT GAMBIER

In 1980 FCCV joined MSCA (Marque Sports Car Association) so there were plenty of opportunities for club members to compete in Sprint events at Calder, Winton and Sandown. We also had a competition with the South Australian Fiat Club at a motorbike track at Mount Gambier in the late 1970's and early 80's. At this stage a number of drivers were developing track Specials instead of their road cars for these events.

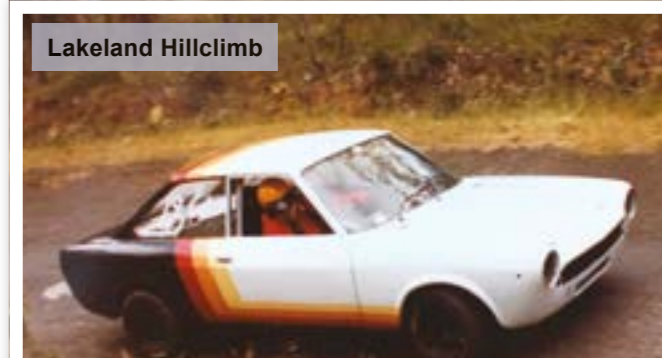
6 HOUR RELAYS AT WINTON – RACE RATHER THAN REGULARITY

FCCV ran a team in the 6 Hour Relay event each year. The event was run by the Mini Club. This Relay was unlike the AROCA Annual Relay at Winton in that it was an out and out race, rather than the Regularity event as the Alfa one is. As you can see from the photo we had plenty of supports as well as drivers at Winton.



FCCV Team and supporters

It was a time of lots of club participation (and quite a few ladies competing). When looking back on photos from the 70's and 80's it is interesting they are still quite a number of members who are still driving competitively now!!



Lakeland Hillclimb

Fiat Goes Electric

By Lyn Bartold
— Information from caradvice.com.au
and Top Gear articles

With Fiat announcing that the third generation of its 500 model will be a full electric vehicle (EV) it is timely for us to look at what we can expect and to wonder whether Australia will be one of its markets. Of course, we already have a 500 EV in our club, and have done since 2016, belonging to Damon Earwaker who will be telling his story in our next FIATmonth

The 500 seems to look the same as its predecessor at first glance but it is 60mm bigger than before in width and length and an extra 20mm in the wheelbase plus bigger wheels and a broader track at each end. Some vents have been removed and it is more aerodynamic and it has a broader bonnet bulge and the nose badge has changed from the Fiat emblem to a bold 500 script with the letter e incorporated into the second zero.

Fiat has confirmed that right-hand drive vehicles will be produced with the UK launch in early 2021 and that a slightly upgraded current 500 will remain alongside the new model for at least 2 years.

The new 500 electric car will have an electric motor attached to a 42kWh lithium-ion battery that will produce 87kW, taking the electric 500 from 0-100km/h in nine seconds and top speed is claimed to be 150km/h. The 500EV will have a 320km driving range and will have an inbuilt 85kW fast charging capability and Combo 2 socket as standard. The 500 can accept AC and Dc charging, taking just 5 minutes to adequately charge for a 48km drive and will come with an Easy Wallbox which will allow conversion of a regular home power outlet to a 3kW charger and this can be controlled via Bluetooth.

There will be three driving modes including Normal - closest to recreating driving ab internal combustion engine, Sherpa emphasis in economy, limiting max speed to 80km/h, switching off climate control and reducing throttle pedal sensitivity, Range which is between Normal and Sherpa. Range introduces a one-pedal-drive system whereby lifting the throttle causes considerable deceleration which contributing to battery charge regeneration



The 500 Logo



Headlight



The 500 also has Level 2 autonomous driving where the 500 can automatically accelerate and brake to maintain speed. The system can also emergency brake if the front-facing camera senses an imminent collision with a car, cyclist or pedestrian.

Inside, the emphasis is on simplicity with compact batteries meaning a flat floor and increased occupant space. The system allows access to vehicle function via smartphone. Owners can monitor battery charging, locate the car, operate locks and climate control and various maintenance needs.

Pre-sales have begun in the UK and the Fiat 500 Convertible “la Prima” launch price is 29,000 pounds (AU \$52,000) By comparison the 2020 Fiat Club Convertible costs AU \$27, 250 before on-road costs

It will be interesting to see how the 500EV will be received and whether we will see this model on Australian shores.



Interior view



Rear view



3 models

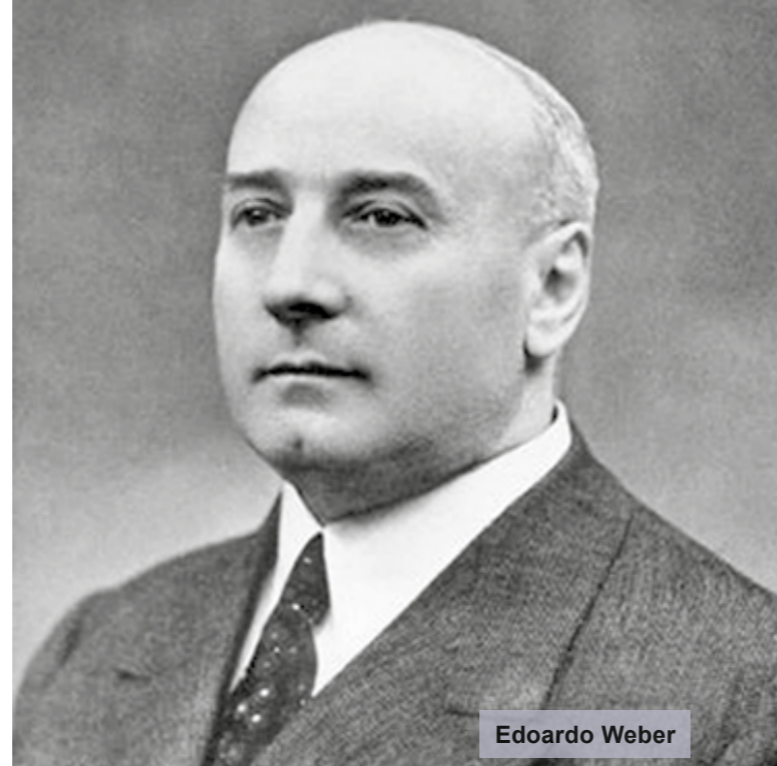
WHAT'S IN A NAME?...

By Bill Freame, with advice and historical information from Phil Buggee.

The name Weber on your carburettors is a sense of great pride for some motorists. Up until F1 went over to fuel injection, most, but not all race engines post WW2 were fitted with Weber DCOE style side-draught carburettors. They were usually the carburettor of choice for the top engine builders. In fact, these carburettors are so good, even the Editor has a pair of them on his Fiat!

The Italian, Edoardo Weber was born in Turin, on November 29th, 1889, being the product of a father, who came from Switzerland with the skill and ability of producing textile machinery. Edoardo inherited a sense of engineering technology and the mechanical side of engines from his Father and also his Grandfather. In 1904 (age 15) he graduated from a technical college and eventually started working for the Fiat car factory in Turin, checking the quality of their engines in the factory, during the First World War. By the end of the war he was considered an engine specialist and he had moved to a servicing/ dealership for Fiats in Bologna. There was a severe shortage of petrol after the war, thus it was sold at a very high price, when available. Edoardo was among the many specialists who were adapting petrol truck engines to run on kerosene, his by the aid of a conversion kit that utilised a vapouriser to improve the igniting of the kerosene as fuel, a fuel cost saving for the operator.

In June 1920, Weber drove a Fiat 501 to third place at the 'Circuit of Mugello' an event where a young Enzo Ferrari (22-year-old) had started his racing career at the Mugello Circuit, in an Isotta Fraschini. Enzo failed to



Edoardo Weber

finish, registering as a DNF in the results. Weber was further convinced that fuel mixture control was a very common problem among the other drivers race cars of that time.

In a partnership with three others, in 1923 he formed the company 'Fabbrica Italiana Carburatori Weber', in Bologna and began making bronze bodied carburettors as part of a conversion kit for Fiats. During this time, he eventually mastered the technique of die casting light metal materials for the wide range of quality carburettors he was by then making. The Weber company pioneered the use of two-stage, twin barrel carburettors, with two venturis of different sizes, the smaller one for low speed running and the larger one optimised for high speed use. These carburettors were made to be easy to clean because there was a lot of dirt in the fuel at that time. They also had a choke mechanism, so that even a very cold engine could be easily started. The Weber carburettor was extremely popular but most especially with the taxi drivers who fitted it to their Fiat 501 taxi's to dramatically improve their fuel consumption.

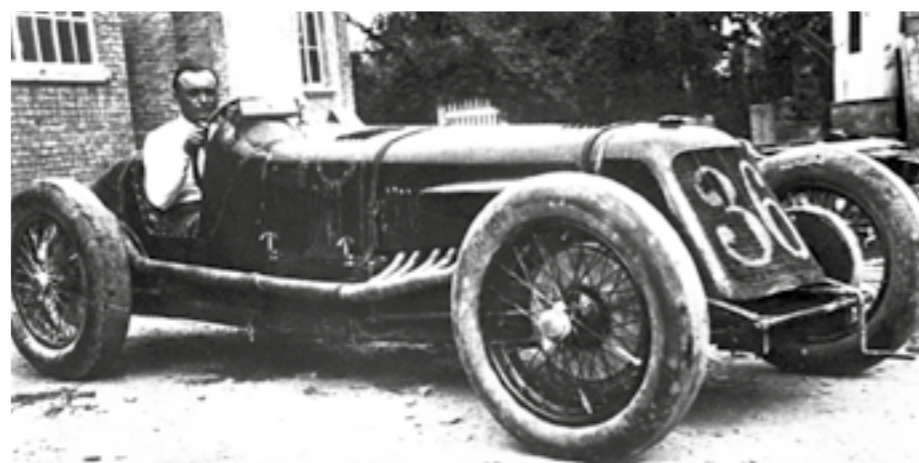
On September 28th, 1929, racer Mario Umberto Borzacchini, in a Maserati Tipo V4 set a world speed record of 247.933 km/h, using Weber carburettors. This new engine was two straight eight engines, making it a supercharged V16 while sharing a common crankcase, but with the two crankshafts geared together. The engine was a narrow vee of 25 degrees*, was very thirsty in races and rapidly wore out its rear tyres. The new world record was very keenly celebrated with a dinner in Bologna, attended by the city's top officials, the auto club members, the hero driver and also Enzo Ferrari. He took this opportunity to convince two wealthy businessmen, Alfredo Caniato and Mario Tadini to make the investment needed to help him establish the racing team which has ultimately been around under his name, since that time.

By this time, all Italian car makers were using Weber carburettors on their cars. This was a trend that was to continue well past his death in 1945. During the 1930's Weber started to produce twin-barrel carburettors for racing applications, where both barrels and butterflies were of the same size. But also uniquely, two float chambers to provide a constant fuel level despite centrifugal forces when turning through bends. This would allow for one barrel to feed only one cylinder, requiring multiple carburettors synchronised to open all at the same time. This provided the best tuning control and performance that the race cars and their drivers demanded. These were fitted to Maserati and Alfa Romeo engines of the time, including feeding the superchargers on the 1938 Alfa Romeo 8C race cars.

There is speculation that Weber might have seen something like this during a visit to the Miller engine dynamometer in the USA, where a Miller Indy engine was being tested with first four and then eight carburettors. Miller were the largest carburettor manufacturer in the US, at that time.

In 1937, Weber had a contract to be the exclusive supplier of carburettors to Fiat. This would require a new plant to be built and it was opened with great ceremony, in Bologna on April 21st, 1940. This new factory provided work for 400 employees and had a kitchen, dining room and a health care clinic. During the very difficult war years, they grew vegetables in the field alongside the factory. These vegetables Weber allowed his workers to take home to feed their families. The factory was protected(?) by anti-aircraft guns during the war. In 1943, when the Germans liberated Mussolini, Weber was convinced that the factory and equipment would be confiscated and transferred into Germany. Determined to protect his factory, Weber arranged to move most of his equipment into the Alfa Romeo plant in Milan, where production continued and thrived. Just as he had expected, when the Germans eventually left Bologna, all they left behind of the Weber factory was basically just the parking lot. But the Weber business had survived.

In April 1945 Bologna was liberated by the Americans and Mussolini was by then dead. Italy could start to slowly rebuild the businesses that had survived the bombing and fighting. Three weeks after Bologna was



Mario Umberto Borzacchini in the Maserati Tipo V4



FOTO A. VILLANI - BOLOGNA

WHAT'S IN A NAME?... (cont.)

liberated, 17th May, 1945, Edoardo Weber was lured from his home by three men in civilian clothes, on the pretext that they needed to verify some information about some of his employees. He was never seen again**. After the war many mass graves were found in the Bologna area but his body was never identified amongst the bodies that were recovered. He was 55 years old when he disappeared. His two surviving partners continued to produce carburettors, until 1952 when Fiat assumed control of the Weber name and all the business associated with it.

In Bologna there is a tomb for Edoardo Weber, but it remains empty as he is still missing. The tomb was designed by the sculptor Venanzio Baccillieri, between 1954 and 1957. On the tomb is the inscription, "Do not be afraid of those who kill the body, but they cannot kill the soul..."

In 1986, Fiat took control of Solex, and then merged the two companies until in 2001 it became known as 'Magneti Marelli Powertrain S.p.A' a subsidiary of Fiat. Weber carburettors continued to be produced in Bologna until 1992, when production was transferred to Madrid, in Spain, where they continue to be manufactured to the same exacting standards and quality as they were in Italy. Beware of the almost identical copies that are coming out of China. The Chinese can almost copy them but they still don't understand how they work in metering the required air/ fuel ratio for serious racing. Let any buyer of them beware! Genuine Weber carburettors are branded, 'Made in Italy' or 'Made in Spain'. If they don't have that branding then they are most likely not a Weber.

Genuine Weber carburettors remain the carburettor to use in historic racing, being the most easily altered/ adjusted to suit whatever engine configuration and capacity they are fitted to. Racing Webers for a given butterfly size have a range of easily replaced main and secondary venturis to match the carburettor to the air volume the engine will need. Small engines usually require the smaller diameter venturis to provide some bottom end torque, during the lower air speed through the venturi at low revs. After the venturi size has been selected, the idle, main and air corrector jets are also selected and easily changed to adjust the air/ fuel ratio through the engine operating range. The beauty of working with Weber (and also Dellorto) carburettors is the amazing adjustability they allow to quite accurately tune any engine they are fitted to.

Big venturis on a big engine will require large main jets to maintain the A/F ratio required for the fuel being used. Please bear in mind that it is possible for there to be a percentage of alcohol blended into your premium petrol to achieve the octane rating. This can mean there

is a need to run the A/F ratio slightly richer than on just straight petrol. Big venturis and big jets will very rapidly empty the float chamber at high RPM unless the fuel intake 'Needle and Seat' are exchanged for a larger size. This will reduce the chance of lowering the fuel level to lean out the A/F ratio on a long fast straight, like at Phillip Island, Eastern Creek or Tailem Bend. The lean out of the A/F will usually be at the far end of the straight when the main jets have demanded more fuel than the needle and seat can pass to keep up with demand and maintain the correct float level. This lean out can also happen when it's the fuel pump that can't keep up with the demand, especially when feeding multiple carby's, giving the same result of burnt pistons or a burnt head gasket, just a basic but different problem to solve.

So now you know a small part of the story of Weber carburettors. I think that like many others of my age and car preference, I have probably driven about half my travel distance, propelled by several different type of Weber carb's over the last half century; however much less now than previously.



Phil Buggee at BOI Performance can supply, repair and also tune all styles of Weber and Dellorto Carburettors on his Land & Sea Chassis Dynamometer. His help in the preparation of this story, including the range of Weber carburettors for photographs was totally necessary and very much appreciated.

- Some reports claim the engine vee angle was 22.5 degrees. I tend to believe it was more likely to have been 25 degrees, giving more room for the inlet manifold to be mounted.
- There is confusion about his death. It may have been he was kidnapped during his walk home from work at the end of the day. As an industrialist, in Italy, he would have had to work with and for the Fascist government during the war. Many people in his position disappeared just after Bologna was liberated, shot and buried in mass graves in the surrounding forests. His body has never been found, thus his tomb remains empty.

CARS AND COSIES

ANOTHER FACEBOOK LOCKDOWN CALL OUT!

By Lyn Bartold

This photo competition asked members to post car and costume photos – times when we have the opportunity to dress up at a car event. There were a few photos that stretched the “costume” idea but good pics. Team Buggee and Freame were described by Steve Schmidt as looking like Belted Galways and David Olle's Fiat with bike riders was very lycra but I suppose lots of costumes are lycra!!



The Winner is Richard Unkles with his vintage taxi and chauffeur outfit.



Team Buggee and Freame



David Olle and friends

PHOTOS TAKEN AT GEELONG REVIVAL, AUTOBELLA 2019, ART DECO FESTIVAL NAPIER NZ, AUTOBELLA 2018



GIUSEPPE “NUCCIO” BERTONE

By Lyn and Peter Bartold



The Bartold Fiat 124 Vignale Eveline

As lovers of X19's we were excited to find that the Bertone collection of cars that had been housed at the Stile Bertone outside Torino, had been moved to the Volandia Museum near Milano. On a previous trip to Torino we had tried to find where the collection was kept but after enquiries made in my very poor Italian, we were told it have been closed. So, being in Milano at the start of our FCCV Trip in 2019, a group of us took the train ride out to the Museum which is a short distance from Malpensa Airport, and were not disappointed. The Bertone Collection was only a small and temporary part of the Volandia Museum which is dedicated to the world of flight and the history of aviation, so it was a day well spent. There was a wide range of Bertone designed models at the museum. Of the X1/9s on display there was one of the aluminium cars and one of the cabriolet versions, ie no targa hoop.

Being Bertone fans, we have read many biographies of the man described in one story we read as “one of the best automotive designers to ever walk on the face of this earth.” Giuseppe (known as Nuccio) Bertone grew up in a family that was constantly talking

about cars. His father Giovanni Bertone owned a small body parts studio that worked primarily on Fiats and Lancias. It was Vincenzo Lancia who suggested that Giovanni create full production model designs in addition to limited addition, one off bodies.



When Nuccio took over his father's business he invested heavily in production technology and he substantially updated the company's facilities. He rapidly established himself as Bertone's greatest creative force. Nuccio began a partnership with Alfa



Some of Bertone Collection at Volandia



Fiat Dino Coupe

Lamborghini Miura

Lancia Stratos

Romeo where he designed the Giulietta Sprint in 1954 and this made him an integral part of the Italian auto industry. When he opened a new production facility at Grugliasco, Bertone turned out more than 31,000 bodies for new production cars, which ranged from the Fiat 850 Spider to the Fiat Dino Coupe and Simca 1200s

As a coachbuilder Bertone produced some radical, highly successful designs such as the Fiat Dino Coupe, Lamborghini Miura, Lamborghini Countach, Lancia Stratos, Ferrari 250GT, the 1973 Ferrari 308GT4 ...and of course, the Fiat X19.

Exhibition. It was well received so Fiat decided to go ahead with the project together with Bertone. In 1972 the new Fiat X1/9 debuted. The internal code (used during the design process), became the new car's name because the “128Spider” would not suit because it did not have front wheel drive as the rest of the 128 line up.

Production of the X1/9 began in November 1972 and although it was a fairly high price, the little, but real mid-engined sportscar was a huge success. The motoring press loved it when it had its press release at the Targa Florio circuit in Sicilia, with one journalist calling it “a baby Ferrari” The cars bodywork and interior was finished in the Bertone factory and was then transported to Fiat for mechanical parts and engines. The X1/9 began as a 1300cc at the end of 1973. There were some minor modifications in 1977 with the ladder stripes and a black front spoiler. This was the model that came to Australia, in 3 colours, salmon, green and blue with the striped fabric seats.



The Fiat Bertone X1/9

In the late 60's, Marcello Gandini was the chief designer for Nuccio Bertone and they had just finished the Lamborghini Miura and the 850 Sport Spider was in production. Just as the 850 Spider was gaining popularity. Bertone had the vision of a special low volume (for Fiat) new sport spider that could be produced in a small factory – at Bertone. After experimenting with a prototype, the Autobianchi A112 Runabout was shown at the 1969 Torino Car



Brendon Pitts 1978 Series Speciale X1/9, complete with ladder stripes striped seats

GUISEPPE “NUCCIO” BERTONE (cont.)



There were many cosmetic changes over the years, but the body virtually remained the same. The main change was from 1300cc, 4 Speed to 1500cc, 5 speed. The quirk for Australian X1/9's was that all big bumper, 79-80;s cars were 1300, 4 speed, but everywhere else in the world, the big bumper cars were 1500, 5 speed.

In 1982 the car changed name to Bertone X1/9 because Fiat wanted to stop production but Bertone didn't. From this time on, engines and other mechanical parts were delivered to the Bertone factory for construction.

As well as the Abarth Prototipo, Bertone also designed the body for the Abarth Stradale, of which only one was ever built. This car now resides in Sydney and was at our Motorclassica in 2019.

In all, a total of about 160,000 X1/9's were produced, firstly as the Fiat X1/9 and later, the Bertone X1/9

We first saw an X1/9 in the flesh when we were part of the Fiat Car Clubs European Trip (NSW



and Vic Club participants) in 1974 when we visited Fiat headquarters in Torino and we were shown an X1/9-for us that was the start of the X1/9 love affair!! Although the X19 arrived in Australia in 1978, it took us until 1984 and a couple of children later before we bought our X1/9 that we still have today. And the love affair continues...



Our first sight of an X1/9 (photo from the original slide we took whilst on the 1974 trip!)



This cropped picture is from a 1978 Australian Playboy Magazine, The "Go topless this summer" was also used in the 70's and 80's adverts

Mark Weinberger from X1/9 Australia has been on a mission to record all the vin numbers of X1/9's in Australia. Here are the figures from his extensive search.

Series1	Compliance 1978	Vin Found 528	Cars Found 230
	Road registered less than 56		
Series 1.5	Compliance 1979- 80	Vin Found 362	Cars Found 180
	Road registered less than 47		
Series 2	Compliance 1981-83	Vin Found 250	Cars Found 163
	Road registered less than 52		
Series 3	Compliance 1988-89	Vin Found 50	Cars Found 40
	Road registered less than 30		
Imports from USA, UK and Italy			Total 39 Found

Mark's X1/9 Australia website is a popular connection point for X1/9 owners Australia wide and his dedication to the X1/9 is appreciated by all fans of the model.



The Dallara Icsunonove, body by Bertone, that we saw on a visit to the Academy Dallara that we visited on the FCCV Trip in 2019

THE 2020 BAY TO BIRDWOOD RUN

- A LITTLE BIT DIFFERENT THIS YEAR

By Mike Coles
Photos Dave Collier and Terry Beaston
- members of the Fiat and Lancia Club SA

My thanks to Mike for providing this report of the event and for the photographers for managing to get photos of many of the Fiats that were entered. Editor

Those of you who have participated in or spectated at the Bay to Birdwood run in SA in years past will know that it is an extremely social event – whilst the drive along the picturesque route is magnificent, the gatherings at the start and at the finish make it an event to be remembered, one enjoyed in three parts.

Well, good ol' Covid put the brakes on parts one and three this year. Required social distancing meant that these could not happen, so the very adaptive organisers decided that they could at least put on part two (the drive), just a little differently. They did the concours judging the day before, canned the finish festivities at the National Motor Museum at Birdwood (sadly), and heavily modified the start procedure. There were to be no spectators allowed at the start or finish.

This event, as we have for the last couple, my wife Elsje and I entered our 1978 Fiat X1/9. We usually get to the West Beach start (near Glenelg, "The Bay") as early as possible to spend time wandering through the hundreds of cars and meeting up with friends, grab a coffee and maybe a bit of brekkie, and then near departure time get into the car ready to leave. Not this year.

Entrants were instructed to arrive at a certain time and enter through a specific gate, so that 1200 or more cars could be marshalled into some sort of order for the start, with the minimum time spent at the venue before departure. We were asked to stay in our cars as much as possible – comfort stops allowed, but no catering was provided so no queues for coffee or food. In practice, people did move about a bit, but mostly not far from their own cars, just stretching the legs and having a look around the immediate area. Unlike other years, there were no spectators allowed, only entrants and their nominated passengers, so the people density at the start was quite low, and social distancing was quite easy to maintain.

Once we were started, the drive was much like other years – crossing Adelaide suburbs in a parade can be bit of a drag in a manual car, with a lot of stopping and starting in traffic being heavy on both the clutch and the leg operating it. But what made it a delight still was that the crowds along the route were wonderful as usual, a little fewer this year maybe, but just as enthusiastic. Our bright green X1/9 seemed to be quite popular, with much energetic waving as we passed, from kids and adults alike. I think we returned almost every wave we got!



Moving into the hills, we got a bit more flow into the trip, with only a few minor holdups. Here the spectator activities changed a little, with many groups on the side of the road having picnics or BBQs set up, as well as locals in their front paddock with family and friends at their own private vantage points. Although it was quite cool and still earlyish in the morning, there were a few bottles of wine already cracked open. Some people you just know you would like, even if you haven't met them yet!

After officially finishing at Birdwood, we could take the option of stopping in the carpark for a comfort break and maybe a quick drink and bite near the car (which we chose to do) or cruising straight through. There were toilets provided but no catering or entertainment, and our stay was strictly time limited. Entrants were encouraged to go on to any of the many Adelaide Hills restaurants, hotels, wineries etc which have this year been doubly hit first by the bushfires, then the coronavirus restrictions. On our cruise through the hills we saw classics parked everywhere, so happily many of the struggling tourist venues were getting a benefit from the event.

There were twelve Fiats entered this year, and with the restrictions imposed it was impossible to make contact with (or even catch sight of) most of them.

With the help of a couple of other SA club members we managed to get a few photos, but unfortunately none of the older cars (1924 and 1925 Fiats, and the early 500s). Nearly all entrants were local SA cars, with only a very small handful of interstate plates seen; we Croweaters really missed having our friends from across the border as our guests, and hope it will all be back to normal in time for the next event.

Was the 2020 Bay to Birdwood a great event? With the necessary restrictions applied, there was no way it could ever be as exciting and entertaining as other years. There was the same exuberant celebration of the cars, their history, and their owners, but the party was painfully missing. Yet somehow there was a cheerful atmosphere of defiance, of triumph even. That bloody virus might have nobbled our wonderful event to some degree, but no way was it going to kill it.

I am in awe of the organisers of the 2020 Bay to Birdwood event; they refused to lie down and accept what many thought inevitable, and it could still have been called off as late as a month or so before. Instead they came up with a plan, one that would reduce risk, comply with the restrictions, and still provide an event that was enjoyed by thousands of safely isolating people. Theirs was a heroic effort.

2020 Bay to Birdwood List of Fiats entered

Entry	Entry Number	Entry	Entry Number
1949 Fiat 500C Cabriolet	0293	1978 Fiat X1/9 Convertible	0941
1978 Fiat X1/9 Tourer	0381	1974 Fiat 130 Coupe	1130
1950 Fiat Topolino Sedan	0458	1924 Fiat Tourer	1149
1970 Fiat 125s Sedan	0598	1925 Fiat 501	1241
1969 Fiat 500 Sedan	0629	1968 Fiat 2300 Deluxe	1302
1981 Fiat X1/9 Tourer	0791	1978 Fiat X1/9 Convertible	0941
1985 Fiat Spider Europa Roadster	0947		



Start at West Beach



Finish at the National Motor Museum, Birdwood



Fiats at Bay to Birdwood

VIRTUAL BAY TO BIRDWOOD

By Lyn Bartold

It seems to be commonplace in these COVID-19 times that when we can't participate in an event that it becomes a "Virtual" one where you use Zoom, photographs etc to pretend you were there. However, this is small consolation for missing something you have been looking forward to for some time and all you can do is watch it on-line and /or communicate with others and pretend it is happening.

And so it was for we Victorians who had entered the Bay to Birdwood event and could only watch from afar due to Stage 4 Lockdown in Victoria and Border closures with SA. It was great that the event was Live Streamed for 3 hours with plenty of interviews and footage pertaining to the event for us to watch but it is not the same as being there!! FCCV had planned a 4 day road trip, from Friday to Monday, taking in time spent touring the famous silos on the way, staying in a Adelaide Hills, catching up with our friends from the SA Fiat and Lancia Club, driving in the Bay to Birdwood and all that goes with that experience, then a leisurely drive home on the Monday. A small but

enthusiastic group of club members had entered early in the year, so as not to miss out, and when COVID hit we continued to be optimistic that it would still happen, until we went into Stage 4 Lockdown and our hopes were dashed!!

So, all we could do was to pretend to pack our cars, get out our costumes to wear on the drive, take photos of all this and stay at home!! Still, there is always next year or the year after and I guess we are now all very used to making compromises and just getting on with life as we now find it

Thanks to Mike Coles and our SA Fiat Club friends for providing the backdrop to our Virtual experience this year.

1. Roger Beattie with his 1200 Cabriolet
2. Deb and Rob Judd appropriately costumed for the 850Spider
3. Virgie Hocking with Lawrie and Virgie's 128 Coupe
4. Lyn and Peter Bartold in early 80's outfits with the X19



THINK YOU DRIVE A FIAT? YOU'RE PROBABLY WRONG.

AN ARTICLE THAT WILL PROBABLY APPEAL TO THE MOST PEDANTIC IN OUR MIDST

By Ian Maud

Years ago, in my work with school-based robotics, I used to work part-time for LEGO. This led me to some interesting discoveries, such as that 'LEGO' is actually a Danish phrase, meaning 'play well'; that LEGO had (at the time) the third-most consistently accurate manufacturing tolerances, surpassed only by the space and aeronautic industries (think about it- what's the use of LEGO blocks if they don't reliably bond to each other?); the original LEGO blocks were made from wood; and so forth. The perceptive amongst you will notice I have always written 'LEGO' here, not 'Lego' as it is too often shown in the media. This is because LEGO is fiercely protective of its brand and logo, and ALWAYS show it as LEGO. It is their trademark, their logo, their brand. You will never find it otherwise in any of their publications or packaging. It would be like writing 'Ford' with a small 'f' – just doesn't happen.

So, what's this doing in a car club magazine? Nearly all members would be aware that the company that made our cars was formed as Fabbrica-Italiana Di Automobili Torino – this is not exactly a catchy title for marketing gurus to include in pamphlets nor conversation, and would be a bugger to fit on a grille badge: it would take up so much room the car would overheat from lack of air flow! So, it became FIAT. Now, the sticklers for correct English in our midst will approve that this name is an acronym, and as these go, it should be F.I.A.T. – but that's a bit ugly, so we allow FIAT. And here – finally – is the thrust of this article: you drive a FIAT, not a Fiat, though it is commonly written as such.

To support this claim, I table in my defence FIAT itself. Have a look at some of the images on this page. Does FIAT ever represent itself as Fiat? Certainly not in its badging. Despite the grille/bonnet badge (and others) evolving over the decades, I – and here's a bold claim to make – don't believe it has ever been represented as other than FIAT, and I'm prepared to

put my ego on the line and be publicly humbled by offering a challenge to FCCV members: can anyone prove this otherwise? Can anyone come up with an 'official' badge that shows other than FIAT?

Note: in chewing over the production of this article, I am indebted to an article I found on-line from the Ontario (Canada) Fiat Club, which really does make an interesting read as it explains the evolution of the FIAT grille/bonnet badging over the years, and what each change represents. You might not have realised, for example, that the 'A' in FIAT doesn't match the other letters: if it did, the logo would appear asymmetric and awkward. There you go: another bit of trivia to wastefully occupy a few neurones. Anyway, I encourage you to have a read at:

<http://www.ontariofiatclub.com/article/fiats-logo-thru-the-years>

That is why I insist on the title of this magazine being FIATmonth - Editor





DAVID GOWER'S 509

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

In times of isolation I admire those who can produce meaningfully full magazine content. Where there is much less interaction between members there is clearly less to report. So, after dealing with more recent matters it seemed a good time too delve into the old records I have acquired over the last 40+ years. Perhaps finally getting a return on money spent at swap meets and motoring bookshops.

Locally David Gower in Adelaide is pushing for completion of his Tipo 509. He is expecting it to be finished, upholstery and hood excepted, by Christmas. Currently waiting for the bonnet hinge to return from the platers. He is planning it to be at Motorclassica next year. Looks like it will be a stunner when completed.

But first we should look at a centenary for Fiat Tipo 501. Last year was the centenary year of the first 501, but it is doubtful if there is a 1919 model 501 here to celebrate. There are claims of one in Melbourne, but any claims are difficult to establish based on how the family that owns it avoid contact due to past "indiscretions". There was talk of fitting a 1923 engine to it which would not be in keeping with the supposed history of the car.

However, I have seen a couple of 1920 engines in Victoria, and there is a 501 in Brisbane in long term



LUCY AT 100

ownership that apparently has the original sale papers from 1920. The car whose centenary we can celebrate is one in UK of Jeremy Marshall Roberts. It was sold new on 8th June 1920 after being fitted with a local English body. It was acquired in 1958 by an Ian Smith who restored the car and used it a lot in UK and the Continent. Reminiscent of Stephen Mayer here.

When Trond Thorbjornsen drove his 501 the 2000km from Oslo to Turin for the Fiat Centenary in 1999 he met Ian Smith and his wife. When Ian died he was hopeful that Jeremy would buy the car. Ian's wife's request was for his to bring her for a drive on the day of Ian's 100th birthday, which he did. Lucy's birthday has been on hold due to an engine rebuild which has taken the proverbial month of Sundays.

Locally we can celebrate Rob Poynter's 1921 Tipo 501 early next year. If he really extracts the digit it may also be mobile in it's 100th year, but no chance for its birthday in early next year. After that comes Dominic Greco's mid 1921 project followed by a handful of 1922 cars, including Don and Liz Wright's tourer, then 1923 will be represented by the Poynter's yellow spider and the Unkles sedan. The years 1924 and 1925 will be very well represented as this seemed to be the peak of Fiat sales in Australia. After that the lower price of comparable American cars seemed to take precedence.



TROND'S 501 IN 1999

Finds and Discoveries

David and Jenny Stott took off for a week around Mildura with their caravan only to find that once in NSW the border closure meant they decided to make a real holiday and see much of NSW and avoid much of the lockdown. As part of their travels they visited a half restored Itala Tipo 51M, the only known survivor from 39 made of the M variant. Most of the mechanics were restored 45 years ago and the current generation are considering completion. Looks like it is the dumping ground in the garage at present, However the owners have been helpful to an Itala restorer in Geelong by providing 3 doors for his rebuild of the body. It is a pity that it will not be a starter for the RACV Centenary Alpine Trial in November 2021 as it was won by an Itala Tipo 51 and the organisers are seeking any Italas they can find. Your scribe is aware of 2 that were destroyed in a bushfire in the Adelaide hills circa 1983 and several have gone overseas. David Stott is making sure his Itala will be on the line next year.

David Gower reports the entry of a one family owner Fiat 52B to a restoration shop in Adelaide, bought new by the current owner's grandfather. We are aware of one other 52B in Adelaide in a collection along with 2 Tipo 505 tourers. One of the 505 tourers is a nearly finished project bought from Alan Collis in Bright some years ago. The other was acquired over 35 years ago.

Here is a suggestion for Roger Beattie for his 503F truck. It does have a cab and he is thinking of building a tray on the back, but this illustration from a 1927 Fiat publication seems simple to build and might be useful to ferry people at The Nationals. Speedy driving is restricted by the 7:1 worm drive diff so we do not see it as a candidate for the proposed Centenary Run to and from Perth. In 1926 the Fiat Car Club of WA drove several Tipo 501 and a new 503 across Australia. Roger is planning this one for all Fiats over 25 years old.



ITALA 51M IN NSW



FIAT 52B PROJECT REAR



Giardiniera Fiat 503F, Portata kg. 800/1000
il veicolo che vi fa risparmiare denaro
FIAT 503 CHARABANG

Modifications for your vintage Fiat

The following accessories were made by a French firm, Societe des Etablissements A. Salvi in Lyon. The illustrations following come from copy of a catalogue found in New Zealand. I have not seen a 501/503 diff centre here cast in steel but I have seen at least one cast in bronze, which implies local manufacture. There are some good ideas here, especially the one that allows removal of the generator without the need to remove the timing cover and drive chain.



Bob Robinson's 519A

This magnificent car was restored by the late Bob Robinson over 18 months starting in May, 1977 and completed in only 18 months. Originally owned by a Mrs Wormald, whose husband started the Wormald Fire Extinguisher business. Mr Wormald ordered a 519S seems not to have survived. The car has a glass division and so is designed for a chauffeur. The body is Italian and both cars arrived in December 1925. Now for private sale in NSW. POA implies it is worth more than a 501. Bob also had a 1912 SPA tourer that had won concours awards in the 70's which must have survived somewhere. He also kindly assisted a Norwegian restorer in 1999 with a SPA engine for his project which was missing most of the engine.

Spare Parts

At last we are getting some progress with the 4.6:1 crown wheels and pinions. Needless to say, the manufacturer in India has been having staffing problems due to the virus situation. Otherwise it has been difficult with the lockdown to get access to club spares.

Any interest in manufacture of the easy generator removal system illustrated elsewhere? If so contact Richard Unkles.

ABOVE AND BEYOND – DRIVING THE FIAT 2800 ROYAL TORPEDO

Submitted by Richard Unkles from article by Martin Buckley – Courtesy Classic and Sports Car – August 2020

The 2800 was the final new Fiat introduced before the Second World War. What political machinations were behind its introduction in 1938 we will never know for sure, but we can permit ourselves an informed guess. At first glance such a low-volume, Detroit-inspired limousine looks an odd sort of vehicle for this rapidly industrialising company to have created at that particular moment.

Basking in the popular success of the 500 Topolino, Fiat was already thought of as the leading producer of cheap and thrifty 'people's cars', not a maker of grand chariots for delusional despots. On the other hand, with Fascist Italy increasingly appearing on the world stage — and given Benito Mussolini's penchant for military parades, autostradas and all of the modern, go-ahead possibilities of motor cars in general — there was a lot to be said, from Fiat's point of view, for placing a truly imposing large saloon at the disposal of Il Duce's government.

This dignified 'representative' car would put the name of the most important industrial entity in Italy front and centre in the fast-moving European events of the late 1930s. Equally, the notion of a grande Fiat may have been presented to Turin management as *afait accompli*; Mussolini was, after all, the prototype dictator who, as well as making the trains run on time, had provided the model for Adolf Hitler's brand of leadership.

Both men understood the power of the still-young automobile as a way of projecting authority and, by funding national Grand Prix teams, technological prowess. But while Hitler couldn't drive and had no personal interest in racing beyond its ability to promote German technical supremacy, Mussolini was widely noted for his love of all things fast and four-wheeled. In fact, when he wasn't strutting and preening before his public (arms folded, chin out), Il Duce was almost as consumed by an addiction to speed as he was in the pursuit of his own self aggrandisement.



This manifested itself in an exuberant driving style that could reduce his passengers to a state of nervous exhaustion according to Enzo Ferrari, who once rode with Mussolini in his Alfa Romeo on a trip from Milan to Rome. Even his personal chauffeur was no mere 'driver', but a class-winning Mille Miglia pilot called Ercole Boratto. As someone who we would today refer to as a 'petrolhead', it is perhaps grimly appropriate that Mussolini should end up hanging from a girder above a fuel station forecourt in April 1945.

Still, he had good taste in cars. While Hitler and his cohorts stuck with the monstrous, chrome laden Mercedes-Benz 770 'Grosser' limousines Mussolini at least tended to spread his favours.

The Fourth Series Lancia Astura Alfa Romeo Q1;-2300 and Fiat's late-to-the-party 2800 all featured in his official stable.

There had been large, expensive Fiats before, although the firm's track record was hardly promising. In the early '20s it announced the 6.8-litre V12 'Superfiat' for the American market, but it disappeared without trace after a showing at the 1921 Paris Salon and only three (or possibly five) are thought to have been built.

Thus, when he was tasked with creating a 'dignified company vehicle', Fiat's then engineering manager Dante Giacosa was not hopeful for its prospects. The co-creator of the Topolino was not a fan of big cars, preferring the intellectual challenge of small, rational vehicles, but tried to make the best of it by scheming a flagship Fiat with a transversely mounted rear engine.

Even an idealist such as Giacosa must have realised that a rear-engined limousine would have been commercial suicide in the conservative ranks of the luxury car market. Therefore, he was probably not surprised when his superiors wisely sanctioned against the idea.



ABOVE AND BEYOND – DRIVING THE FIAT 2800 ROYAL TORPEDO (cont.)

The large, formal six-cylinder Fiat 2800 that emerged at the Paris Salon in 1938 was in many ways a scaled-up version of the well-established 1500, but with a bigger cruciform chassis similar to that of the 508C. That is to say it was thoroughly modern for the late '30s, without being particularly novel or advanced.

Italians were taxed on overall cubic capacity rather than bore size, which is why the engine, at 285Zcc, seemed small in relation to the Fiat's imposing bulk. But this was a smooth, up-to-date short-stroke straight-six, with overhead valves in its aluminium head and side plates in its iron block (over the water jackets) to save weight.

Able to run up to 4,000rpm, the 2800 put its 85bhp through a four-speed manual gearbox with synchromesh on second, third and top. With one of the less hefty bodies, the big Fiat would just exceed 80mph. More important, given its intended use, was the ability to pull smoothly from low speeds in high gears.

Even so, Giacosa considered the 2800 overweight for its power, but then so were the contemporary Lancia Astura and Alfa Romeo 6C-2300. The front suspension was independent by Dubonnet-type trailing links, with a live axle on cart springs at the rear.

Considerable effort had gone into giving this 4000lb monster efficient self-adjusting brakes and acceptably weighted steering. Even such banal-sounding amenities as headlamp flashers and self-cancelling indicators were luxuries well beyond the experience of most drivers 80 years ago. Thus, when he was tasked with creating a 'dignified company vehicle', Fiat's then engineering manager Dante Giacosa was not hopeful for its prospects. The Italian Interior Ministry ordered its Fiat 2800s in batches of up to a dozen at a time, mostly as Ministeriale limousines, usually bodied by Pinin Farina, Viotti, Castagna, Boneschi or Bertone.

However, whatever the coach builder or the chassis, the style of body was of the same single type officially approved by the Ministry, a six—light seven—seater on a 10ft 6in wheelbase. The overall shape of the closed Ministeriale was cast in the mould of the latest Buick

limousines from General Motors but, in the case of the 2800, featuring Fiat's new corporate Vee -or mussone - grille that later came to prominence on its smaller post-war models.

Of the 621 2800s built between 1938 and '44, 288 had this officially prescribed limousine body. For the use of the nation's highest—ranking dignitaries, however, 12 2800s were created by Pinin Farina in the open—top so—called Torpedo Reale (Royal Torpedo) style of the grand Asturas in which Hitler and Mussolini famously paraded through Rome in 1939.

The Fiats, all finished in Imperial Black with rear-hinged doors and special anti-puncture Pirelli tyres, were part of the same motorcade. Mussolini gave one of the parade cars to fellow dictator General Franco of Spain. Making presents of these grand state vehicles was becoming a theme: Hitler had already gifted a 770 Grosser to Mussolini.

Other 2800s were used by Pope Pius XII and various members of the Italian royal household. Six of the 12 parade cars were named after horses from the royal stable: Augustale, Auspicale, Amicale, Alceste, Admento and Alcinoo, each with sequential ROMA number plates.

Chassis 000276, Alcinoo, was reserved for the use of Prince Umberto and seems to have led the most colourful existence, transporting not only Hitler but Franco, Emperor Hirohito and Nazi foreign minister von Ribbentrop on official visits before being used exclusively by Mussolini between 1940 and '43.

After he was deposed, Alcinoo became the property of the Open City of Rome then, after 1946, of the Italian Republic. Following the war, the Germans sought to dissociate themselves from the big black, menacing cars that had been such a memorable element of the Nazi regime. Not so the Italians, who, after repainting and retrimming them, cheerfully carried on using the 2800 Fiats as ceremonial vehicles through to 1963. They were at the disposal of the Quirinal Palace, official residence of the President of Italy.



FIAT SURVIVORS

From an article by Chris Rees "The Survivors" in Auto Italia magazine. See Auto Italia August 2020 for the full article

Collated by Lyn Bartold

Photos by club members who own these models

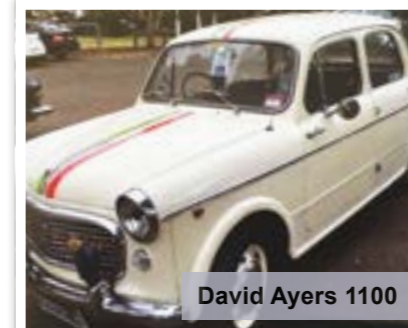
Fiats might have had the reputation of "Fix It Again Tony" at certain times but if you look at the number of years that some models continued to be produced, albeit in other parts of the world other than Italy, you may have to re-think that idea

Chris Rees tells us that "...for the real endurance kings, you have to step back into the past. You also have to travel the world- because in many cases, old car designs never die, they survive in a second, or even third, life in faraway lands. Italian companies- and in particular Fiat- have long had a strong foothold in world markets. Healthy demand for well-known and well-loved models in places as far-flung as India, Brazil, Poland and Russia have kept some models in production for decades."

Here are some of the champions:

FIAT 1100 – 47 YEARS (1953 – 2000)

Fiat first launched the 1100 in 1953 and over 2 million were made until the end of the line in 1969 (in Italy). The same model was made in India, first as the Fiat 1100 Delight from 1964 and later named the Premier Padmini which continued to be made until 2000 and was very popular as a taxi.



David Ayers 1100

FIAT 124 – 46 YEARS (1966 – 2012)

The Fiat 124 saloon and estate were produced in Italy from 1966-1974 but in other parts of Europe the model continued. In Spain the 124 was made by Seat until 1980, in Turkey, called Murat and Serce, they were produced until 1994 and the Indian company, Premier made its version from 1985 – 2001



Sandro Cesario's 124

Fiat built a plant in Russia in the town of Togliatti which began churning out a variant of the 124 called Lada and although mechanically different, it still looked like a 1960's 124. More than 17 million Ladas were produced up to 2012, almost 50 years.

FIAT 128- 40 YEARS (1969-2009)

Launched in 1969, the 128 was Fiat's first front-wheel drive car, which dominated the small car market in Europe and more than 2.7 million were made until 1985. Zastava, in what was then Yugoslavia, produced over 1 million of them, adding a hatchback version to the saloon and estate and continued production until 2008. Egypt, several South American countries, Spain, Sri Lanka and South Africa also produced the 128 variants and more than 4 million were sold in 40 years



Rocco Campesi's 128

FIAT 127- 37 YEARS (1971-2008)

The 127 was a small front wheel drive hatchback that appealed to both Italian and drivers all around the world. By the time production stopped 3.7 million had been sold.

The 127 and derivatives such as the 147 and Spazio were made in Brazil from 1976-1986 and continued in Argentina until 1996. Zastava, in Yugoslavia, produced their version called the Koral which was sold in the UK and USA as the Yugo and the very last one left the factory in 2008. Adding all 127 production together, over 7 million were sold around the world.



Brendon Pitts 127

FIAT SURVIVORS (cont.)

FIAT 131 – 35 YEARS (1974 – 2010)

The 131 was launched in Italy in 1974 and over 1.5 million were sold. In Spain, hundreds of thousands more were sold under the Seat brand. In Egypt the 131 was variously called the Murat, Dogan, Sahin, Kartal and the run lasted from 1986 – 2002 but it was continued in Ethiopia until 2010.



Rob and Deb Judd's 131

FIAT UNO – 31 YEARS (1983-2014)

The Fiat Uno was Fiat's greatest success story. It was practical but thanks to designer Giugiaro also very stylish. Fiat also produced the Uno Turbo one of the great hot hatchbacks of the 80's. The Uno sold faster than any other car produced in Italy with 6.4 million sales in Western Europe between 1983 and 1995. It survived in Poland until 2002, Morocco till 2003, South Africa until 2006 and in Brazil a number of variants were built and sales continued there until 2014



Fiat Uno

FIAT 600 – 30 YEARS (1955- 1985)

The Fiat 600 was the car in post war Italy, to get the population motoring. The Mirafiori plant in Torino produced almost 2.7 million of them between 1955 and 1969. Production continued in Spain with the Seat 600



The Crellin 600

until 1973 and in Uruguay until 1982. The Zastava badged 600, 750 and 850 sold almost 1 million in Yugoslavia until 1985

FIAT 126 – 28 YEARS (1972 – 2000)

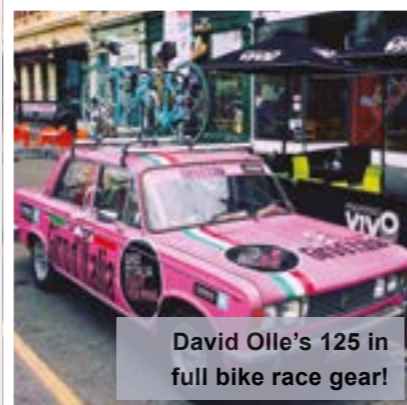
The 126, although less loved than it's predecessor the Fiat 500, it actually sold better with 4.6million 126's sold versus 3.8 million 500s and lasted longer – 28 years for the 126 to 20 years of the 500. They were built in Italy from 1972 – 1980 but lasted as the Polski 126p in Poland where they continued to be sold until 2000 (sold as the Niki in Australia)



Luigi Giacomantonio's Niki (126)

FIAT 125 - 24 YEARS (1967-1991)

The 125 was a bigger and more up-market car than its predecessor the Fiat 124. Once again, this model was very popular in Poland as the Polski-Fiat 125p which was made until 1991 and sold more than 1.5 million cars.



David Olle's 125 in full bike race gear!

OTHER FIAT SURVIVORS...

Fiat Panda Mk1 – 23 years (1980- 2003)

Fiat 500 – 20 years (1957-1977)



Luigi Manzo's 500 The 500, with a 20 year production run, is still one the most loved Fiats

Fiat Palio – 20 years (1996 – 2016)

Fiat/ Zastava-1300/1500 – 18 years (1961-1979)

Fiat Ritmo/Regatta – 17 years (1978 – 1995)

Fiat Tipo – 17 Years (1988-2005)

Fiat / Zastava Punto Mk 2 – 14 Years (1999-2013)

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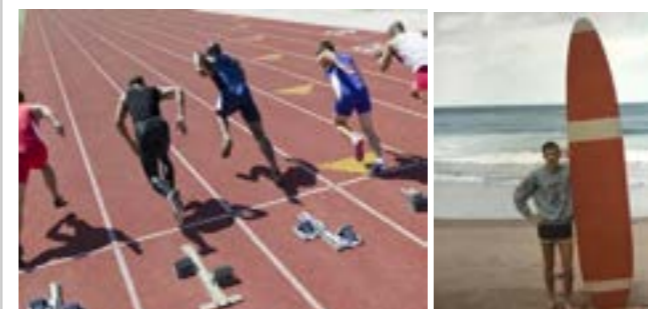
FCCVGETIT

- Our version of the Saturday Age Good Weekend Get It guessing test.

We decided to use the Get It idea from The Age to give our Facebook members a bit of fun and keep us connected. We put some on FB and challenged other members to make up their own. Answers hidden somewhere else in FIATmonth – can you find them?!!

There are 2 photos and a clue and the theme is cars. Here are some of the fccvgetit that were posted.

1. Clue: Car Interior



2. Clue: Model and Factory



3. Clue: Car Maker and Fashion style



4. Clue: Car Model



HOW TO STAY CONNECTED TO YOUR CLUB

FCCV Website: fiatclub.org.au

Our website has club information, photos, past and present FIATmonths, downloads and web links, so it is an important source of information.



ZOOM Meetings and Events



November GM and AGM – 12th at 8.00pm
December GM – 10th with Nuts and Bolts Quiz
JANUARY GM – 14th at 8.00pm

CAFFE DI SABATO
November 7th at 10.00am
December 5th at 10.00am



FCCV Facebook

Our club Facebook site is a great way to keep in touch with Fiatisti – from our club, interstate and overseas



Mailchimp

Our regular Mailchimp keep members up to date between FIATmonths. Make sure you open each one so that you know what is happening in your club