



FIAT Month

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

www.fiatclub.org.au

S E P 2 0 2 0

Finalists 2020 Photographic Competition

Vintage and Veteran Fiat Club





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. 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

www.facebook.com/FiatCarClubOfVictoria

SEP 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:

Winner of our 2020 Photographic Competition, John Corneille and his Abarth 124 Spider
Story and Finalists of the competition
Page 22- 24

INSIDE THIS ISSUE

- 2** Club Committee Reps and Contact Details, Life Members
- 3** From the Editor...
Lyn Bartold
- 4** Rapporto del presidente
Roger Beattie
- 5** Topolino 84th Anniversary Celebration
Kevin Lemm
- 6** Club Calendar September to November
Roger Langdon
- 7-9** Membership Page and Club Permit Scheme
Robert Judd
- Featured Member
Fiona Tonizzo
- 10-11** Competition Report
Bill Freame
- 12-15** Vintage and Veteran Fiat Club
Ian Payne
- 16-17** Stephen Mayer's Fiat 501 Colonial
– where is it now
Jim Dalton and Kevin Lemm
- 18-19** Blowing a Bambino
Lawrie Hocking
- 20-22** Searching for Vignale
Lyn and Peter Bartold
- 23-25** FCCV Photographic Competition
– Finalists/ Winners
Peter Bartold
- 26-28** Tipo Torque
Richard Unkles
- 29** Abarth Expands
Ian Maud
- 30-31** A Friend in Need
Fabian Dixon
- 32-34** Stage 3&4 Lockdown Photographic Competition
Lyn Bartold

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: November 2020
Deadline: 5th October, 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		



Looking back to the report I wrote for the July FIATmonth and I commented that we were in a better position than we had been in previously during the initial Lockdown and that we were slowly introducing some events to our calendar. We have held the Beeac Run (on 2 days to accommodate the number of members attending) and the Test and Tune Motorkhana which gave 24 members a chance to brush up their motorkhana skills. We had some Coming Events listed for August and September and we were planning these within the guidelines and restrictions of that time

Who would have thought in mid-June as I collated the information to go into the magazine that none of these planned events would take place and that when I would be writing my Editorial for the September magazine that we would be in our toughest lockdown to date with ever increasing Covid-19 numbers in the community and a horrifying death rate. As I write this now we cannot advertise any events that would take place at, least before the end of November and even those would have to be very strictly controlled in terms of numbers and activities

Allora.... you will not find any definite dates for future events in this magazine as we believe it is better to not get your hopes up at this point when we really don't know what the next few months will bring. Your committee is certainly

From the Editor...

planning activities for later in the year and into next year and we will inform you via Mailchimp of what is happening, so make sure you open these messages when they appear on your emails. As we have a small number of members who do not have an email account we will make sure that important information is posted to you. We will hold our Annual General Meeting as soon as we are able, and we are looking at ways in which we can do this within the restrictions that we have. See the Back Cover of this magazine for an explanation of what these options are.

Although we physically can't get together at the moment, we are still keeping in touch through our Mailchimp send outs and on Facebook. We continue to run our photo competitions on Facebook and it is good to see what members are doing with some great posts and photos. Facebook is also a place for getting advice from other members and Fiat fans on how to do something, problem solve restoration projects and to ask where to get parts etc, so a very useful tool. There have been lots of reminders of our past with a number of photos popping up of past events and cars that members have owned in the past – I guess it is at a time like this that we have a chance to clean out draws finding old photos which then prompt us to get our the old photo albums – now a thing of the past!! I must say that in my job as Editor I do appreciate modern technology and how easy it is to search back for photos of past events from 10 or 12 years ago. However, nothing really beats

finding all those old, actual photos of times gone by – I guess that is one positive of this pandemic and its lockdowns. With the lack of events, we have delved back into the past for many articles in this magazine. Thanks to those people who have put pen to paper already and I encourage any members who have an idea for an article to write it up and send to me

I have spent some of my lockdown time making masks for family and friends. Every time I find a piece of fabric in my stash, I make it into a mask, to the point where I have a mask for every occasion... but no occasions to go to!! I was getting very inventive when I came up with this idea for the Car, Mask, Coffee Photo Competition (of course this could only be used at home in Iso as it certainly does not comply with Covid-19 safe mask recommendations!!)

Keep positive and connected with the club – just think about how enjoyable events with other club members will be when we can finally get back to them.



Rapporto del presidente



Greetings to all from Lockdown

It has been a troubling but interesting time to be involved in a car club. While there has not been a lot of driving going on it has been good to see the level of communication maintained between club members.

We are currently working our way through a number of issues to keep the club

business running smoothly. For starters you will notice that there is now the opportunity to arrange payment of club permitted car fees to VicRoads electronically. It seems that it has taken a long time to get there but as we are so happy with the scheme we have endured its foibles thus far. The AOMC and Federation have taken up the running on behalf of all clubs and seem to be coordinating effective changes over time. I have spoken previously about the need for car clubs to maintain a political focus to ensure the continued acceptance of our hobby and recognition of its role in promoting business and tourism throughout the state.

One of the topics I have been following closely are the sweeping changes to historic car usage across Europe. Legislative changes designed to ensure cleaner air in many cities have had the unintended consequence of limiting access for older cars. Last October there was a change in Turin, a city many of us hold dear, that stopped any use of older cars apart from a few certificated events. Thankfully a moratorium was put in place and just a few days ago the revisions were passed. Now cars between 20 - 39 years old can be used on particular days and cars older than 40 years can be driven as desired. The catch is that they have to be recognised and certified as historic cars which is a few steps beyond our CPS scheme. My concerns lie in ever getting another car onto the list in these places.

The changing coronavirus restrictions have made planning almost impossible. Nowhere is this more evident than in our attempts to arrange our AGM. It seems we will be conducting a club meeting via Zoom shortly with a view to gaining experience toward hosting an online AGM if we can't get back to the Veneto Club (remember that place?) any time soon. Keep an eye out for nomination forms and Mailchimp information regarding the upcoming meeting as the situation develops under the coronavirus.

Other occurrences behind the scenes have seen the commencing of the registers of historic models still with us around Australia. I have been tracking down 1400s and early 1100s but like all of these things the work is slow and cumbersome. Something to keep me busy while locked down and out of the cars.

Yours Fiat..hfully

Roger



This Fiat 1400 with Pinin Farina custom-built body is believed to be the only model of its type in Australia. Under Queensland traffic regulations, the left hand drive has to be converted to right hand.



Still about and undergoing restoration

The 84th Anniversary of the Fiat Topolino

By Roger Beattie and Kevin Lemm

This year is the 84th Anniversary of the Fiat Topolino and with the current COVID-19 restrictions all around the world, the Topolino Autoclub Italia was not able to celebrate as it normally would. The club asked Topolino owners to celebrate by sending a picture of their car with an Event Banner.

The result is this very special fotomosaico with over 3600 photos of Topolino enthusiasts and their car from all around the world. FCCV was represented several times with photos submitted by Kevin Lemm and Ross King.

Thanks to il president, Roger Beattie for:-

- finding their images amongst the 3600.
- enlarging those photos on the mosaic background and adding to this work of art.





CLUB CALENDAR

SEPTEMBER 2020 – NOVEMBER 2020

Due to the hard Stage 4 lockdown in Melbourne and Stage 3 in 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 will advertise confirmed events to members via MailChimp and on Facebook.

The **ANNUAL GENERAL MEETING**, usually held in June, will be held as soon as practical to the official guidelines. See Back Cover for details

Possible future general events usually run in the September to November period are:

- General Club Meetings on the second Thursday of each month – we do not know when General Meetings will be able to resume. Information will be sent via MailChimp as soon as the decision has been made. We are considering hold some meetings using Zoom
- Caffè di sabato coffee mornings, usually held on the first Saturday of each month, and other events will recommence when allowed.

COMPETITION EVENTS ARE NORMALLY LISTED on the Competition Report page.

Motorsport Australia has announced that by government regulation, motorsport events are currently not allowed in the State of Victoria.

TARGA FLORIO AUSTRALIAN TRIBUTE 2020

TARGAFLORIOAUS.COM



A message from Linda Lawson on behalf of the organising group for TFAT

We have continued to work on the event up until the introduction of Stage 4 and are now waiting to see the effectiveness of this lockdown.

On the assumption that Victoria's Stage 4 restrictions work and borders are open we will look forward to enjoying a great event with everyone at the end of November. (Thursday 26th to Sunday 29th)

If there are still border restrictions in place our backup plan is to move the event to run from **Thursday 25th of February to Sunday 28th of February 2021.**

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

Compiled by
Roger Langdon

Membership News

Robert Judd, Membership and Club Permit Secretary

Wow, how optimistic was I in my article last magazine? I had imagined that I would have completed the transfer of all the data across to the new database by the time of writing this article, but instead I have been madly processing membership renewals and dealing with a couple of updates on the Permit Scheme. More about this after I introduce our new members:

WE WELCOME THE FOLLOWING NEW MEMBERS –

Fiona Tonizzo Returning member - wife of long time member Bruno. Welcome onto the member list – badge coming!

Melina, Sophia, Gabriele & Andrea Cremasco – family of member Daniel

Fotios Koutsogiannopoulos – Fiat 131 Superbrava

Francesco Salvatore

Diane Newton – wife of Frank and regular at meetings and Costumi D'epoca

Maziyar Nezamislami – Subaru Impreza

Diego Maia dos Santos – Modern Fiat 500

Anthony Marino – family member of Franc

Rona Morgan – partner of John Duffin

Aldo & Lyn D'eraimo – Fiat 124 Spider

John Corneille – Modern 124 Abarth

Gary Scavo – family member of Venerando

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 Aug) our club renewals have reached 479 and we are still getting renewals trickling in daily. There is still the potential for more than 100 renewals, so our membership may actually reach the 600 mark during this club year, which would be only 2 years after we met 500.

CLUB PERMITS

Vicroads have been busy these last months and have proposed a number of changes to the CPS. Most of the changes are about controls and administration. There are some cost increases and additions, but finally the long requested option of slimline number plates will be available. We await the final details of the changes which are expected to come into effect at the start of October. We'll keep you informed.

Another request has been the ability to pay for your Permit renewal electronically. It seems that due to the COVID situation this has been resolved and the system for this payment was sorted out and implemented on July 31st with little notice. The system allows for complete non contact so there are some steps you need to take. Details about the system and how to use it are on **Page 9** of this magazine These details have been sent out via email during early August also.

Please note this applies to renewals only, not new permits.

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

Fiona Tonizzo – Returning member, wife of Bruno

Fiona was an active member in the club in the 70's and 80's but her busy life as a mother of young children and a teacher gave her little time to keep up that active involvement. Now that she has retired from teaching, we see her at most General Meetings and many events and she has decided to 'return' officially and is once again a paid up full member. We welcome Fiona back. Editor

Hi everyone, it does seem strange to be writing a new member profile - returning member is probably closer to the mark (perhaps marque 2?)

For those who didn't know me back in the old days, I first joined the club fresh out of high school and within weeks was helping out on a checkpoint at a FCCV run rally in the Wombat State Forest - quite an introduction! It soon became quite a regular thing to do timing, selling raffle tickets, setting up supper at the Camberwell meetings, in fact anything that would help out, including typing the club magazine for a couple of years in the mid '80s (electric typewriter & gestetner) with Bruno and other members who would call in to help collate, staple, fold and add address labels each month.

Italian cars and Fiats in particular have been an important part of my life. My father had a Topolino for a while and has a number of European cars now. My first Fiat was a 131 station wagon, but Bruno (and I) has had a number of Fiats too. We had a 125 sedan that took us along Nepean Highway as a fun run was being set up with all of the streamers, tin cans and "Just Married" signs still on it from the night before. That car also brought our first baby home from the hospital, while my 131 did the job for the other two. My favourite though, would be the lime green X-19 - a fabulous car that always made you feel special whether you were driving around the streets of Melbourne or at an FCCV event (which, as this piece is being written during Stage 4 Lockdown in Melbourne, feels very distant!)



Above: The 124 Spider

The current car is more of a project - a 124 spider that still needs some work, but is coming along nicely thanks to Bruno's hard work and persistence along with the help of many FCCV members. It is this support and the life-long friendships with wonderful people that brings me back to this great club!



Right: The X19

ELECTRONIC PAYMENT FOR CLUB PERMIT RENEWALS AT VICROADS

VicRoads have introduced a system for electronic payment of Club Permit renewals and this system also allows for a complete non contact process for the renewal.

The Fiat Club has tested and reviewed the system and can confirm it functions well and efficiently and we have set up a new process to manage this, to make it easier for our members.

The first step is to set up your myVicRoads account via the attached link.

<https://www.vicroads.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

Your account will show all cars linked to your name on the VicRoads database and 'may' include some or all of your Club Permit cars. If a specific car is not listed you can call VicRoads on 13 11 71 to have it linked, but it is recommended you take this step at the time this vehicle is ready for renewal.

Once your car is on their system the process is relatively simple.

- If you are able to get your Permit Renewal form signed by one of our signatories, you follow the instructions on your myVicRoads account and simply download this signed form to the VicRoads website (myVicRoads) and pay by credit card. You will receive an acknowledgement relatively quickly and in 1-2 working days get a further acknowledgement of the permit renewal.
- If you prefer to work in email only, (necessary during our lockdown) you can email your Permit Renewal form to the dedicated Fiat Club email address permitrenewals@fiatclub.org.au. Our signatory will fill out a Club Permit endorsement form and email it back to you. Via your myVicRoads account you then download this endorsement form and your permit renewal (unsigned) and pay by credit card. The acknowledgement will follow as above.
- To help us with our database we would also appreciate a current photo of your car which you can send to the same email address.



Where would we be without our Club Permit Registration?!!

Competition Report

Bill Freame, Competition Secretary

We all want our lives back to what we consider normal, and we want that to happen soon! But think what stress people in nursing homes are going through, they watch TV and read newspapers, so they are feeling very vulnerable to this virus. Then weddings were cancelled. Their first marriage is such a huge build up for most women and they want it to be in front of their family and friends. That can't happen currently. Finally, when our friends or relatives pass away, it is so important to the ones left behind to pay tribute to them and to remember their contribution to our lives. That can't happen either. The world has lost both Sir Stirling Moss and Ron Tauranac AO since last I put a finger on the keyboard, both these men deserved a huge send-off, but even that couldn't happen.

Personally, I am several thousand kilometres less travelled than I expected to be at this time. It had been planned to compete at the Fiat Nationals, in NSW, service crew for our two teams at Targa Tasmania, compete at Deniliquin (NSW) and Bendigo, at the state Motorkhana Championship, plus probably a few trips to Winton, Phillip Island and perhaps some of the hill-climb venues, purely in support of our club members participating there. Additionally, I would probably have travelled over the 2020 EcoDrive course several times to ensure the accuracy of the route instructions. These are strange times indeed and the effects on many families and businesses will last a very long time. Our club is fortunate to be supported by businesses that advertise in FIATmonth, so please try to purchase your parts and show your support to them during the COVID 19 restrictions.

It's difficult to write a Competition Secretary Report to report on events when there haven't been very many, plus while no spectators are permitted. Victorian based football teams, for the three codes, have all fled to other states to try to keep their competitions alive during this lockdown and lockout. Additionally, the Victorian based 'Supercar' teams have also had to flee North, to enable them to participate in their own reduced championship competitions. All of the above are short term solutions to an enormous problem that is very challenging for organisers of any 'high profile



Competition Secretary, Bill Freame

events', as the Government imposed restrictions can increase and do change at very short notice.

On the strength of our successful practice motorkhana, at METEC on June 21st, this club was planning on running the second round of the Victorian Motorkhana Championship, on August 1st, again at METEC. The preliminary planning had taken place, documentation submitted electronically to Motorsport Australia, and the venue had been tentatively booked. But all that was while we were briefly in eased off restrictions. Then the positive infection numbers increased dramatically, the Stage 3 lockdown restrictions were reintroduced to all of Melbourne and Mitchell Shire, and we had to cancel or postpone the event until more favourable conditions exist.

Despite the gloomy outlook and difficulties to plan an event, we were pleased to have been advised that the Alfa Club were still planning of their 12-hour Regularity event, at Winton, on October 17th +18th. It was looking like FCCV could possibly have 2 teams competing, with a team of post 2000 Fiats and a team of pre 2000 Fiats. That would have required additional club members to act as officials and to assist with our teams, providing an event to prepare for and look forward to.

Regretfully, I have been advised by the Alfa Club that with the current Stage 4 restrictions, and not knowing what restrictions will be in place by October, it is not viable to run this event.

We commend AROCA for their efforts in working hard to provide us with motorsport events, but with the level of uncertainty that we are faced with at present, it is the only decision to make. It probably has had a very large costing/ impact on their club funds, despite cancelling it in early August.

Report on AROCA Winton and Phillip Island Sprint Events

By Frank Spinosa – Words and photos

WINTON

The day started as usual, waking at 5am for a leisurely drive to the race track. Gulp down a quick coffee and toast, jump in the car and off I go, despite the pitter patter of rain. Get down the road a few km and the pitter patter has turned into cats and dogs. With the road covered in water, I started to worry, "Is this a good day to go racing?" Having looked at the weather map, the Benalla area was a little better, so I kept going, but wasn't until the final 20km's that it stopped raining.

At the track, I was greeted by the rest of the crew, Mario 'More Horsepower' Di Censo, Tony 'The Tulip' Romeo and Frank 'Wants to be Fangio' Caia. The wet track for the first session was a bit hairy, to say the least. There certainly were no records broken. Late in the second session, the track had dried enough to put down some reasonable times. The weather looked ominous for the rest of the day, but it stayed dry. We ended up with three sessions on the long track and three sessions on the short track, which was enough to make anyone happy. Thanks Alfa Club, another great event.

PHILLIP ISLAND

I woke again to the rain falling, as I pondered, "Will we ever get a dry track day again?" The day before it had rained all day, so we ended up putting road tyres on all cars. The fab four arrived at the track sporting a new driver in Joe, 'I'm not allowed to beat Tony' Rocca, sharing the drive with Tony Romeo, plus Paul, 'I think I fixed it' Scambler. As usual the track started off wet, as Paul found out on the hairpin, slewing straight off the track.

On the second session it had dried enough for most of us to get down to a reasonable time. Actually, Paul reacquainted himself with the recovery crew, getting towed in again. The track was dry for the third session, with the sun out so no excuses for putting down a bad time. Regrettably, both Frank Caia and Paul had issues with their cars. The fourth session was a mixed bag, as some got to run on a fully dry track, while Tony and myself ran on half wet and half dry, which is a specialty that can only happen at the island. It is always a pleasure to drive on Australia's Premier racetrack and it is a shame we can't get a few more members to join in. Alas the corona virus has put a huge dampener on things, but hopefully we can get a few more runs in this year. Thanks again to Neil Choi and the gang at the Alfa Club for putting on another great event, and as always, hoping next time we will see a few more members show up.

Till the next time the red mist sets in
Frank Spinosa.



VINTAGE AND VETERAN FIAT CLUB

By Ian Payne – Words and Photos

When I was researching my article for the 50 years+ members of FCCV which appeared in July FIATmonth, I was conscious of the fact that we have a number of current members of our club who began their involvement with Fiats as part of the Vintage Drivers Club. Because there were a substantial number of Italian car owners within this very large club, a Fiat Italian Car group was formed which eventually became the Vintage and Veteran Fiat Club, which then joined FCCV in 2000. I have asked Ian Payne to tell us the story so that we can welcome a number of members into our 50 years + club. Editor

The V&VFC came into being in December 1973 but the seed for its inauguration came many years prior!

My personal journey began in 1966, as a then 16-year-old my father informed me that if I wanted a car by the time I was 18 then I had best start saving and looking now!

So as most people did then, I bought the Saturday Age newspaper and scanned its vast motoring classifieds. Having just started work I set my budget at £15 as that was my weekly wage and figured on buying something that 'needed work' but could be made ready in time for my 18th! I didn't have any particular make or model in mind, I just circled all cars that fitted my budget then trooped up to the phone box with a list and rung the sellers of the cars. After many weeks of searching a 1929 Fiat 521c sedan sounded promising. The inspection showed a complete car but disassembled and for £15 it matched my budget, so a deal was done.

As this car was deemed 'vintage' (1919 – 1930) I joined the Vintage Drivers Club in early 1967 so I could obtain the help and expertise in putting the car back on the road. Having an Italian car put me in the minority but soon a Peter Bradbury and Colin Smith, both with 501 Fiat's joined that club. Back then the VDC was a huge club with well over one thousand members and to help members with similar vehicles connect, the committee instigated the formation of 'One Make Groups' which saw the creation of Ford, Chrysler, Austin and GM groups. By this stage the VDC had 20 members who owned a vintage Italian car so in May 1971 we formed the 'Fiat Italian Car Group'.

Over the next couple of years, the Group bubbled along conducting their activities under the VDC umbrella but as news of our group spread, many



Ian's Fiat 521C first run on the road

interstate owners of old Fiats joined, some seeking information or just a sense of association with other similar cars. Hence, by 1973 we had over 100 members with 140 cars on our books.

With these high numbers it was decided to float the idea of forming a separate club and move away from the VDC One Make Groups! Subsequently, in August 1973 a meeting of the group voted to formalise a club, adopt a constitution and elect a committee of management. A steering committee was formed comprising: Michael Sutcliffe, Colin Smith, Geoffrey Hewitt and Ian Payne who after attending to these matters called a meeting for December 11th 1973 where the **Vintage and Veteran Fiat Club** was formed with Colin Smith as its inaugural President.

Much thought had gone into what the club would represent, as the Fiat marque was the most prevalent it would be the focus and name of the club also it would cater for vehicles of the Vintage (1919 – 1930) and Veteran (up to 1919) era and be a 'restorers club' to help members repair and renovate their cars.



The car restored at Deb and Rob Judd's Wedding

By August 1974 the club had grown with a membership of 136 members and 150 cars, of which 36 were restored and going. Being an Australia wide club, our membership comprised 73 in Victoria, 27 in SA, 28 in NSW/ACT, 8 in QLD and 4 in WA.

Much of the discovery of these Fiat's was facilitated by Peter Bradbury, who being our registrar, corresponded with and travelled the length and breadth of Australia seeking out owners of old Fiats – much of this done in a red Fiat 124 sedan!

The high number of vintage and veteran Fiats in Australia is understandable as Fiat had been selling cars here since about 1912 and they also made a 'C' version of their popular models which were produced with a wider wheel track and higher ground that was ideal for the rough bush tracks in the colonies of Australia, South Africa, New Zealand and South America!

Being predominantly a restorers club, much effort was spent sourcing or making items that helped with the restoration of vehicles. So, over the years the club instigated the manufacture of head & manifold gaskets, wheel nuts, crank-hole covers, grease caps, generator covers, headlight glass, crown wheel & pinion sets, globe adaptors and wheel bearing adaptors. We also collected any used parts that were available and over time built up an extensive array of parts that were stored at various times by different members. We also had/have an extensive library of car manuals, body/vehicle blueprints and period specific literature. Currently these parts are housed at Frank Fazio's property and our library has been incorporated into the FCCV.

Although the modern Fiat Car Club was in existence at the time, we'd had limited interaction but in early 1980 I was approached to provide my car for the wedding of Rob and Deb Judd and probably through this meeting the VVFC was asked to attend the March 1980 FCCV concorso.



In the early days of the club our social activities consisted of general meetings, garage crawls, working bees at club spares and a club site at Bendigo Swap Meet but as more of our members cars were restored, our focus turned to day runs and Rally's.

The first rally was in April 1983, an overnigher to Castlemaine! I attended but unfortunately not in my car as it had been destroyed in the February Ash Wednesday bushfires at Cockatoo where I lived!



All that was left of Ian's car after the Ash Wednesday bushfire

Our next rally was held in Swan Hill to enable members from NSW, SA and Vic to attend and was called the '1st National Rally'. It was a great success with 38 cars and over 80 people attending. Then in conjunction with the NSW Fiat Club we participated in the National Historic Fiat Rally held in Parkes in April 1991.



FIATmonth — September 2020

Vintage and Veteran Fiat Club (cont.)



Participants in the 1996 Bright Rally



Elsa Unkles and Kerrie Gooding at Bright

The last rally was the Easter Rally of 1996 Which was based in Bright, I fondly remember driving Rob Poynter's yellow 501 roadster (then owned by Richard Unkles) from Bairnsdale up over Hotham and down into Bright and I marvelled how capable this old car was! It should not have been a surprise as after all it was designed with the Italian Alps in mind!

From inception the VVFC published a newsletter, initially monthly that was posted to all members to inform them of meetings, outings, spare parts and also 'fixes' or modifications like, strengthening 501 differential carrier or adapting modern roller/thrust bearing to the front end. Then in February 1981 we renamed our newsletter 'Tipo Torque' of which the name continues as a segment in the current FCCV Fiat Month magazine.

Being a fairly small club and based in Melbourne, committee positions were always a bit challenging to fill but as the late 1990's approached it was getting more difficult to attract members to meeting let alone stand for election or publish a newsletter!



Stephen Mayer and his 501

By June 1999 the situation was dire, so Stephen Mayer who was President at the time put a proposal to the members for consideration – Revert back to a group within the VDC, become a small register similar to the Lancia Club or approach the modern Fiat Club to discuss amalgamation.

Most respondents felt an affiliation with the modern club would be a good fit,

so in April 2000 discussions commenced for the joining of the two clubs – and as they say "the rest is history".

Time has shown there have been benefits in the addition of the VVFC to the FCCV as it has allowed owners of not only vintage and veteran cars but also pre 1960's Fiats to join a club that supports and appreciates them. A fact proven by the many VVFC members who moved across to the FCCV and are still active and enthusiastic members

It has also broadened the reach of the modern club in showing what a diverse range of vehicles Fiat make and the extensive history of the parent company.

RECOLLECTIONS OF PETER RUMPF WHO BEGAN HIS FIAT JOURNEY WITH THE VINTAGE AND VETERAN FIAT CLUB

Peter joined the VVFC in the early 70's so will clock up 50 years of continuous membership in the next year or so. Peter shares his early memories of the club....

"The following correspondence shows that I was involved with the inaugural committee and its activities

The earliest correspondence in my file is an invitation from the just established VVFC to a garage crawl – Tour de inspection, dated 23February 1973. Five garages and cars were on the list including my then unrestored 1925 Fiat 501C tourer.

The next item is a letter from the Fiat/Italian Car Club dated October 1973 The members of the steering committee to form the VVFC were Michael Sutcliffe, Colin Smith, Geoffrey Hewitt and Ian Payne.

Another item of interest is Newsletter No 1 from the Vintage and Veteran Fiat Club, dated December 1973.

My first Fiat – 1925 Fiat 501C Tourer, Garrett Body My car was a gift from an old family friend, who had

a dairy farm at Woori Yallock in the Dandenongs. I used to help him during my school holidays and he gave me the car in 1960 after he sold the farm. He was the original owner and it was registered until 1957 when he purchased a Standard Vanguard. The car arrived on his property in the Riverina, NSW at Easter in 1926.

Committee postions held

I was the registrar of the VVFC from 1986 until 1997. I also contributed to the work of the committee from time-to-time. I recall how pleased I was to join a group of guys and partners who shared my interest in the restoration and enjoyment of veteran, vintage and classic cars.

Memories of other club members in the early days

The following members: Richard Unkles, Stephen Mayer, Augustine Banko, Ian Payne, Peter Bradbury, Arnold Chivers, Lindsay Jones and many others were generous with their advice, support and assistance during the lengthy periods when I was restoring my two cars; initially, the 501C and later the 1929 Fiat 525S – Sports. The body for the latter car is based on the famous Viotti designed 525SS.

Club Activities

The early standout feature of the club was the focus on assisting members with the restoration of their cars. Other enjoyable activities included: day runs, working bees at club spares – Cockatoo and High Camp, garage crawls, Bendigo swap meets, trips to find and collect parts with other members and formal rallies such as the 21st Anniversary – 1st National Rally Swan Hill 1987, National Historic Fiat Rally Parkes NSW 1991 and the 30th Anniversary National Rally Bright 1996.

Reasons for Continuing Membership

Some brief reasons: renewing and enjoying our long term friendships, ability to use my remaining car – 1929 FIAT - under the rules and auspices of the club, opportunities to visit interesting places and to participate in club events.

Peter was the winner of our Concorso Originale Trophy at our 2016 Autobella with his magnificent 525S Viotti bodied roadster.



RICHARD UNKLES REMEMBERS THE EARLY VVFC DAYS

Richard was also a member of the newly formed VVFC

Richard remembers....

My first running Fiat was a silver 501 which was restored by Peter Bradbury and he sold it to Bruce Spinner, and I bought it from Bruce. It was good family car.



The Silver 501

I replaced it with the yellow 501 that now belongs to Rob Poynter. I sold the 501 to buy the charabanc and I sold that to buy the 501sedan which I still own but rarely use.



Elsa driving the charabanc into Cooma in March 1988 on the Bicentennial Tour from all states to Canberra

OTHER CURRENT FCCV MEMBERS WHO WERE IN THE VVFC AND WHEN THEY JOINED:

Augustine Banko	1973
David Stott	1979
Frank Fazio	1988
David John	1996

Long time FCCV member, the late John Crellin joined the VVFC in 1974.

Peter's 525S Viotti bodied Roadster (a photo of Peter's 2 Fiats appears amongst the 2020 Photographic Competition Finalists on Page 24,25)

STEPHEN MAYER'S FIAT 501 COLONIAL - WHERE IS IT NOW?

By Jim Dalton and Kevin Lemm
Photos Jim Dalton

Long-time members will remember Club Life-Member Stephen Mayer and his well-prepared Fiat 501C. These days the car is owned by Jim Dalton and resides in the pretty village of Barkway situated about 35 miles from London and 15 miles from the centre of Cambridge. Jim, who is now retired, has had an interesting career, mostly connected with the motor industry. In the early 1970s Jim worked for Pirelli Tyres, and lived in Turin for a few years thus acquiring his appreciation of Italian cars.

"While there I gained a great respect for Italian engineering, technology and design skills. On quality control I prefer not to comment.....". Before he retired, he owned a company manufacturing technically specific webbing straps of all sorts. Jim also owns a very original Austin 12/4 Saloon and a couple of Fiat 509s.

But how did Jim acquire his 501? Well, there's no prize for guessing Richard Unkles was involved! Jim explains, *"In 2014, to celebrate our retirements, Jenny and I embarked on a long holiday in Australia. We drove a campervan from Adelaide to Sydney*

by a tortuous but beautiful route. By that time, I had been in contact with Richard Unkles and he kindly arranged a couple of FIAT visits in South Australia and invited us to stay for a few days with them in Melbourne. On one of the days out he took us to see his 501 Taxi at David Stott's house. David had a beautiful 501C that I much admired. Therefore, when Stephen Mayer's 501C came up for sale in 2015 I did the deal and bought it blind. If there was only one person in this world whose car judgement you were allowed to trust, it could well be Richard!"

"We arranged for the car to travel in splendid isolation in a container to itself, with customs clearance arranged in UK by an agent with whom I was connected whilst still working. I was therefore able to be there when the container doors were opened; exciting. It was well strapped down as were the spare wheels with beaded edge tyres and the unbraked front axle. Richard also included some spares and accessories, one of which he doubted if we would ever use. That was the windscreen sun shield! Cheeky!"

Having safely arrived, the car needed very minor work before being registered. There are rumours that the car was initially sighted being driven by a very happy Mr Dalton at a Club outing sporting number plates normally affixed to a Fiat 503. This sighting has never been confirmed, and the car was registered BF-7765 soon after. Vintage cars imported into the UK get a number from a never-before used series starting with the prefix BF.

Jim is an active member of the VSCC in UK and uses the 501 regularly for club trials and rallies. A 90-mile event is not out of the question for Jim or the car. His local countryside is ideally suited to motoring events, surrounded by pretty villages, thatched cottages, stately homes, and quaint churches. The 501's roof is permanently down as the Cambridge area offers lots of dry weather to enjoy Light Car Section events. "Being under 1500cc and less than 30 bhp the 501C is eligible as a light car. It is bigger than most of them, but needless to say, it always performs well."

Jim has driven the 501 in the Goodwood Revival Transport Corps, a fleet of perhaps 30 period cars used to ferry guests between the circuit, the Clubhouse and the Hotel. Jim said the FIAT was by far the oldest vehicle in the fleet that year. It is also where the car suffered one of its few failures. "A big guy dressed in immaculate all white military uniform: medals and all, and who only spoke Spanish, got into the back of the car after a long lunch for a return to the circuit. He stood up prior to getting out, stumbled, then dropped back heavily on the back seat doing a permanent damage to seat base. Well that was the end of my taxi duties for the day but at least it meant I could watch more of the racing".

Keep motoring and flying the FIAT flag Jim! It's good to know that a vehicle with significant Australian and FCCV history is alive and well in the UK.....



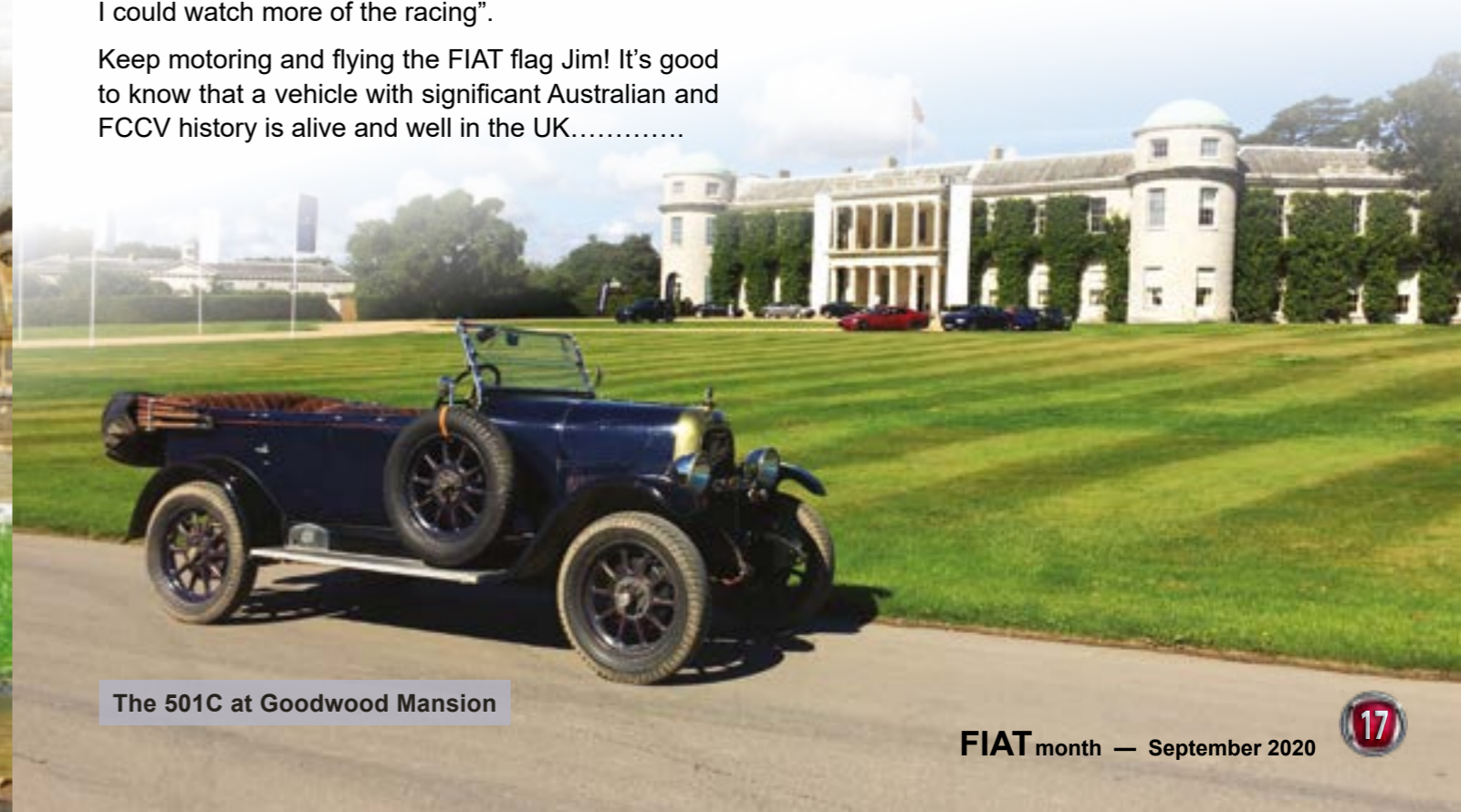
Jim at the car's arrival
in the UK



On a drive in Wales



Jim and wife on VSCC Tour
near Cambridge



The 501C at Goodwood Mansion

BLOWING A BAMBINO

By Lawrie Hocking – Words and Photos

Many people have seen my supercharged 1960 Abarth Replica Fiat 500N around various shows and club events and I thought it might be of interest to others to learn of the pitfalls and pluses in its development.

When I first bought the car in 1995, the development brief was always to supercharge it originally using a draw through carburettor. Once I looked closely at what I bought I found it to be in floorless (pun) condition and full of fatigue in the rear suspension mountings. I traded a good FSM Niki with a mate who had his written off and after some examination I found that the floor pan was exactly the same shape as the 500 up to the front of the back seat from where it widened about 40 mm. This set the tone for the rest of the development as I then separated the bodies from the floor pans and built the 500 on the Niki one. In hindsight I would keep the full Niki inner guards on the floor pan if I was to do another one.

Now equipped with a 650cc engine and full Niki running gear I started by rebuilding the engine using an Abarth Camshaft (Grind Unknown) and fitting an Aisin 300 Supercharger drawing through a 40mm DCOE Weber. I fitted an "Abarth" aluminium fan, fan cover and rocker cover and an Alquati Aluminium sump

THIS IS WHERE THE PROBLEMS STARTED.

Firstly the Weber would turn itself into an iceblock and freeze.

Secondly once it got hot it would detonate and stop.

I replaced the Weber with a 1 ½ inch SU and fixed the freezing problems. The detonation continued and resulted in a broken piston. After fitting a pair of indestructible pistons the next problem was a destroyed supercharger due to a backfire causing the rotors to slip their timing. Aisin 300 superchargers were not available at the time so a new mounting and manifolds had to be made. That done it still didn't fix the hot running problem. I then removed the supercharger and fitted a 32/32 Weber from a 128SL.

The next problem came when the "Abarth" manifold blew off taking the end of the head studs with it. It had required drilling and tapping the head studs to fit 6mm studs to hold the manifold. The detonation problem still wasn't solved. After some head scratching I realised that using the Aluminium "Abarth" fan cover there was no internal ducting to direct the airflow. I cut down an original cover and fitted all the original ducting. Detonation problem solved!

The next modification was to the 32/32 Weber manifold which was really poorly finished. The

mounting holes were welded up and an internal counterbored hole and external hole were drilled to use the original carburettor mounting threads. I decided at this point to discard the original type head gasket and fitted a 0.7mm copper gasket. Once it was all together it was running well having good power and the progressive throttle opening gave a good spread of response.

This wasn't part of the original brief so it was back to the supercharger with a blow through setup. Blowing 11PSI was too much for the carburettor so I fitted a larger pulley and reduced it to about 5PSI. I wasn't happy with the amount of fuel leakage so I decided to bite the bullet and fit fuel injection.

Using a Haltech Elite 550 management system I built a throttle body using half a Kawasaki Ninja unit and TPS. This was made to fit on the Weber manifold. A trigger wheel from an unknown source was fitted to the crank pulley. Fuel pump is VL Commodore. Coil is half an NA MX5 unit. Intercooler is from a Nissan Silvia S14.



Finally everything was starting to come together with the remaining obstacles being high oil temperature and intake temperature. An additional oil cooler mounted in the front crossmember solved the oil temp and a NACA duct in the right hand rear quarter panel and an electric fan mounted to the intercooler solved the intake temp.

THE FINAL BREAKTHROUGH.

All the while I had oil leaks which despite using Permatex Ultra Grey, in my mind the best sealant going continued to dog me. It was then I realised that the only breather was through an 8mm hole in the outlet in the "Abarth" rocker cover. This was already routed through a catch tank but wasn't up to the task. As there was no longer a distributor in its hole I fitted a 25mm breather pipe into the crankcase and up to a catch tank with large ports and an external filter. The rocker cover was modified with a 25mm pipe welded in and the small hole plugged.

WHAT AN AMAZING TRANSFORMATION!

Top end Rev response was dramatically improved with an extra 200 RPM available up to a limited 7,000 RPM. This is amazing for a Bambino engine. After replacing the original type rocker gasket for a 4mm aluminium shim and Permatex Ultra Grey there are no more oil leaks. The "Abarth" rocker cover had to be greatly machined internally to clear the valve springs hence the need for the 4mm shim when the gasket was discarded.

I now have a car that I can confidently drive anywhere, will cruise at freeway speeds and will surprise many when they get overtaken by a humble Bambino.

WORDS OF ADVICE TO ANYONE USING "ABARTH" ALUMINIUM ENGINE BITS.

Do not use the fan cover without cutting down an original steel cover and using all its internal plate and ducting.

If you already have one of these covers without the ducting then

I recommend you go back and do this.

Rocker Cover Bore a 25mm hole in the oil filler spout below the cap and above the internal hole and weld in a 25mm aluminium pipe to a catch tank.

Because both pistons are going up and down at the same time the crankcase volume varies by 650cc each stroke of the engine. An 8mm hole just cannot keep up.

If you are using the 32/32 Weber manifold weld up its mounting holes, machine out the inside to improve airflow and drill it to use the original carburettor stud holes. Counterbore it inside and use long capscrews with Loctite. This carburettor option works well for a naturally aspirated engine.

For hard driving I recommend the fitting of an oil cooler, large capacity aluminium sump and an oil temperature gauge.

This has been a huge learning curve for me and I am happy to share any ideas with others who are into developing Bambino engines.



SEARCHING FOR VIGNALE

By Lyn and Peter Bartold



The Bartold Fiat 124 Vignale Eveline

In 1982 Peter was told of a Fiat Vignale 124 Eveline that was for sale in Geelong. He knew of the model because Sports Car World Magazine 1969 had a picture of the Eveline on the cover and an article inside. He eventually decided to buy the car which was not in very good condition and parked it amongst his other restoration projects for many years. Eventually the Vignale restoration was undertaken and by the mid 90's our beautiful, very rare Fiat Vignale 124 Eveline was on the road and being driven to club events. As far as we know, ours is only one of two Evelines in Australia. The other one belonged to Peter Taylor in Adelaide, which he sold to Phil Buggee who sold it and but is now in Tasmania we believe. In the 80's we were also offered the opportunity to buy a Vignale 125 Samantha, but sadly we declined (too many projects on the go at that time !), something we regret now. The last we heard was that the car was being restored, after sitting in a paddock for many years, and resides in Central Victoria

It was during this process of restoration and ownership of our Vignale that our interest in Carrozzeria Alfredo Vignale was born and we have been on a mission to find out more about him and the magnificent cars he

created. Over the years we have discovered a lot of information from various sources about this master coachbuilder and have been fortunate to visit places relevant to him and to see examples of his work on various trips we have had to Italia in the last 10 or more years. So, this is really a story about our love for and interest in the Vignale brand and not about the restoration of our car – that is a story for Peter to write in the future!!

Probably what inspired me to translate this interest into this article was the visit to the Alessandro Sannia's collection of books that he has produced over the years, in Torino which Roger Beattie organised for us, on our the FCCV 2019 European/ UK trip. One of the books that Alessandro had for sale was **"Vignale, Ferrari and all the other models"** written by **Alfredo Zanellato Vignale**, Alfredo Vignale's nephew, which was fortunately written in both Italian and English. Of course this was a "must" to add to our collection and considering Vignale, in the early days was often described as Enzo Ferrari's preferred Carrozzeria, for us it is wonderful that his amazing coach building flair extended to some Fiats also.



Alfredo Vignale was born in 1913 in Torino and as a teenager he worked for Stabilimenti Farina. By 1946 Alfredo and his brother, Guglielmo, had started a business in Torino, building components and parts for Pinin Farina and this business became, Carrozzeria Alfredo Vignale & Co. His first body creation was a Fiat 500, followed by a Fiat 1100. His first designs were spontaneous, so it was when Giovanni Michelotti joined him and "so was born, the most prolific duo of designer and coachbuilder ever seen in automotive history" (quote from Alfredo Zanellato Vignale's

Alfredo Giorgio Giovanni Vignale

book) They mostly built cars on Fiat chassis but also produced Maserati's, Lancia's, Cisitalia's and Ferrari's. In fact, Vignale was Enzo Ferrari's preferred coachbuilder in the early years.

By 1967 Vignale & Co were producing Fiat 124 Eveline, 125 Samantha, and 500 Gamine, and Maserati Quattroporte and Mexico. They were producing 25 cars per day, were winning many awards in Concorso's and displaying at the major European car shows. At this time the Italian Carrozzeria and those abroad appeared to be doing well but in reality, things were not so good. Car manufacturing at the time was entering a phase of more complexity with more options and extras required which lead to more industrialised production, in contrast to the artisan approach by the smaller coach builders who aimed at a limited production of high quality products for a small consumer base.

The years from 1967-9 were difficult times for Alfredo and by 1967 the company was put into temporary receivership and eventually the factory and business was taken over by De Tomaso, with Alfredo retaining 5% of shares.

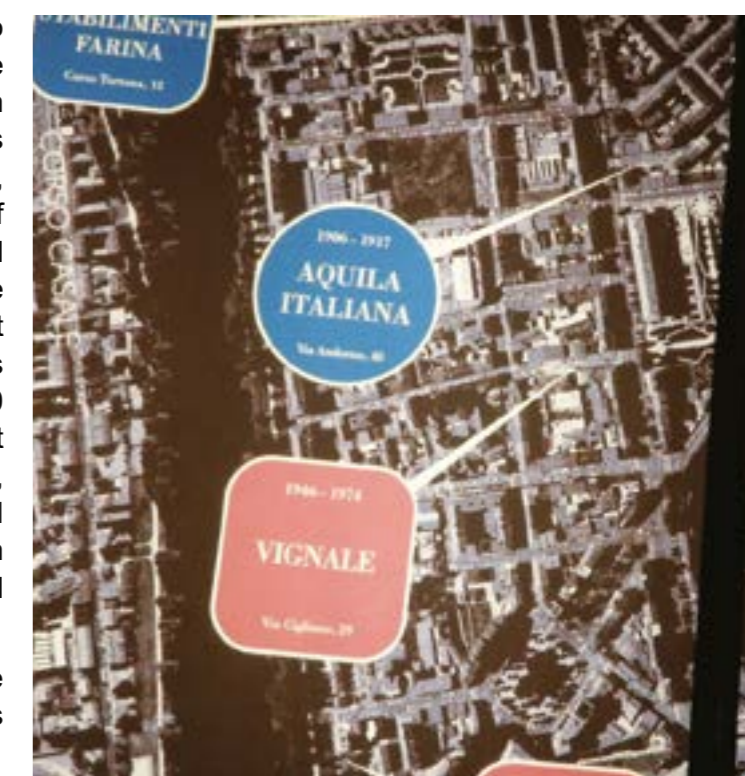
Three days later, Alfredo was driving his Vignale-bodied 1500 home, when probably falling asleep at the wheel, his car hit a lamp post and he was killed. This was a tragic end to an immensely talented Carrozzeria



The Story of our Fiat 124 Eveline

So, you may ask how did our Vignale get to Australia? It seems of the Evelines that were built from 1967- 69, a good percentage of them were Right Hand Drive. A Greek Cypriot, Frixos Demitriou, who operated a casino in London, visited Vignale and ordered 200 cars, a mix of 124 Evelines, 125 Samanthas, 850 coupes and 500 Gamines, all in RHD, for a dealership he was setting up in England. The venture was not successful with very few selling so Demitriou re-exported the cars to Cyprus, (well over 100 cars), arriving there in 1970. With a bizarre twist to the story, just months after returning to Cyprus, a runaway British tank careened into a parked Fiat- Vignale that Frixos was sitting in, killing him – a year after Alfredo Vignale was killed in a road accident in his Fiat Vignale

We have to assume that our Eveline came from the consignment sent to the UK for Frixos Demetriou's failed car selling business.





In our travels over the past years we have tried to track down places relating to Vignale and have, by chance come across examples of his designs at car shows and Concorsos. We spent some time in Torino looking for where the original workshop was there was nothing left of the factory at that address. We did, however find the marker on the fantastic floor map of all the car manufacturers in Torino at the Museo Nazionale dell'Automobile di Torino.

We had always thought that the tower on the Vignale badge was on a church but with a bit more investigation, found that it is the spire on Le Mole Antonelliana, which is now the wonderful Museo di Cinema in Torino. The car badge on the Vignale represents the V for the family name, the profile of Le Mole Antonelliana and the winged crown on top to indicate custom of the Royal House.

On one of our Italian trips we attended the Modena Mostra Auto d'Epoca Italiane and by chance, found at beautifully restored 125 Samantha in the display. With some stilted Italian and a bit of sign language we managed to chat to the owner and admire his car.

On that same trip we went to Concorso di Villa d'Este on Lake Como, where we saw a number of Vignale designs, with a particularly beautiful Cisitalia Vignale.

Another chance encounter was to have the chance to sit in a beautiful Vignale Gamine whilst in Roma on the 2107 FCCV Italian trip when one of Tony Romeo's cousins drove it to our hotel to visit.

Guy Moerenhout's Fiat Abarth Museum in Lier, near Antwerp also have 2 125 Vignale Samathas in the collection that we have visited (most recently Peter and a couple of other club members visited the Museum whilst on the 2019 FCCV Europe/UK Trip)

So our journey in search of anything Vignale continues.

Hopefully we will have a chance to travel again in post COVID-19 times and add to our contacts and also to hear about any other Vignales, whatever marque, that are in Australia.



2020 FCCV Photographic Competition

By Peter Bartold

This is our third year of running this annual competition and once again we have had some excellent entries. This year due to COVID-19 we extended the finishing date by a couple of months to allow members to settle into their "new lifestyle" and give them some time to look back over their photo collections.

There are three categories

- **FIAT THE CAR**
- **FIAT IN ACTION**
- **PEOPLE'S CHOICE**

The competition was open to club members only and the photos submitted must have been taken by the entrant (it is a photographic competition to demonstrate the skill of the photographer)

Although the number of entries was a little down on previous years, the standard was excellent.

I particularly liked the clever use of focusing and the black and white photos as well as those that used a mix of black and white and a touch of colour. There was an excellent range of subjects- from vintage, to classic and modern. There were also some wonderful, sharp images of race cars in this year's competition. The finalists appear on these pages and they were posted on our Facebook site and sent by Mailchimp to members for the voting for the People's Choice Award

A cash prize of \$100 was awarded to the each of the category winners

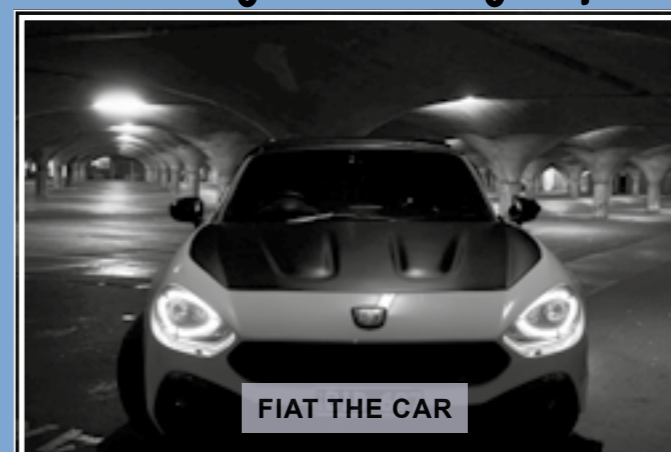
Congratulations to our winners. The prizes will be presented at our next General Meeting (whenever that can happen).

Winning Photographs

FIAT THE CAR
John Corneille

FIAT IN ACTION
Joe Sammut

PEOPLE'S CHOICE
Marisa Gangemi



2020

ECCV Photographic Competition



Finalists

- | | |
|--------------------|--------------------|
| 1 Jacklyn Black | 11 Nathan Iacopino |
| 2 Joe Sammut | 12 Peter Rumpf |
| 3 Joe Sammut | 13 Steve Schmidt |
| 4 Joe Sammut | 14 Steve Schmidt |
| 8 Nathan Iacopino | 15 Trevor Prasad |
| 9 Nathan Iacopino | 16 Vicki Lemm |
| 10 Nathan Iacopino | |





501 ENGINE WITH SHINY SU CARBY



The News Stand

RICHARD UNKLES

First apologies for no Tipo Torque in the last issue of Fiat Month. Seems Tipo Torque was due for a holiday, despite the leeway provided by your editor.

In this period of lockdown we are indebted to Brodie Bishop for significant content. First he explains the change to his 501. He finds it particularly good on take-off after idling and increased torque. He explains:

"I fitted a bronze bodied SU from a Morris flatnose. It was originally a 1&1/8" and had been bored out to 1&3/16", perfect match for the 501 block! There was noticeable improvement in throttle response, owing to the latency of the SU piston providing tip-in enrichment. No more lean-misfire on tip-ins and improved low-down torque from the longer intake length. I can now power away in top gear at low revs vs needing to downshift and rev it out. The exhaust is notably louder too so there must be more bang! Drawing cold air now instead of warm air through the block would also improve the amount of air getting

to the cylinders. I do want to make a period looking air filter though. Cold starting is also much improved due to having mixture control from the cockpit, I adapted the economiser to take care of this."

Brodie has also tracked down the 501S that Stan Smith had in his shed at Mirboo North for so long. Your scribe remembers seeing it there some 20 years ago and was polite enough to hide his lusting. Stan bought it from the first owner and passed it to his nephew who has done a very sympathetic recommissioning whilst retaining its oily rag reality. The original upholstery is still in surprisingly good condition for its 98 years. Photo shows the 501S and Brodie's 501C. The wider track of the 501C does show a different stance.

We regret to say that Brodie will be returning to his native South Australia as his employment by General Motors as a Transmission Engineer is finishing. His new area of expertise will be submarines. The FCCV wishes Brodie the best of luck with his new career. We have no doubt that visitors to SA from his wide circle of Victorian friends will be welcomed.

Roger Beattie has succumbed to the temptation of owning one of the 4 Fiat 1500 cars here. Real Fiat 1500 cars have 6 cylinders, not four and are of pillarless. This car is believed to have been bought by an Italian who worked on the Snowy Scheme in 1950 as the chassis is a late 1949 and was restored by the late Bill Byrne of Wangaratta in the 1980's. Bill bought it from the large wreckers at Cooma. It was originally a dark blue or black, but Bill was determined for it to be red everywhere. Since Bill died it has spent over a decade gathering dust in his widow's garage. Bill's best friend has recommissioned it and Roger thinks he can squeeze up the collection to fit in one more.



ROGER'S 1500

Pocher Model

We are indebted to the Fiat Register UK for the following article and Alastair Jones in NZ for the photo of his F2 model.

The Early Years

Arnaldo Pocher was born in 1911 in Trento, Italy. He trained as a goldsmith engraver and went to work in Turin. In the years following the Second World War he became interested in railway modelling and in 1951 he formed Pocher Micromeccanica S.n.c. alongside Corrado Muratore producing train signals, platforms and points using innovative production techniques. Under a change of name, The Corrado Muratore and Arnaldo Pocher Company, they produced finely detailed freight and passenger carriages in white metal and later locomotives and power cars.



THE FIAT F2

Pocher 1:8 Model Kits

At the International Toy Fair of Milan in 1966, the Pocher stand astonished the world with its wonderfully detailed 1:8 scale model of the Fiat F2 130HP, the car which won the 1907 French Grand Prix driven by Felice Nazzaro. The model contained 144 high-resistance plastic parts, 173 in brass and 506 in steel, copper, leather, rubber and aluminium. The Company went on to produce ever more detailed models of motoring classics including the 1931-34 Alfa Romeo 2300 Ac Monza, the 1932 Rolls Royce Phantom II Drophead Sedan Coupe, the 1932 Alfa

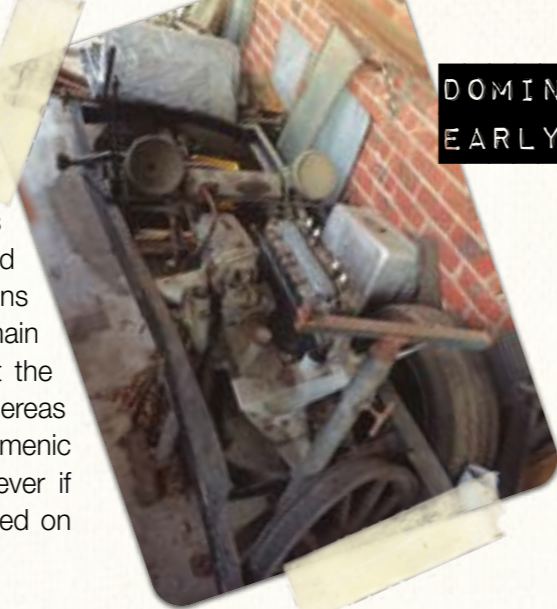
Romeo Touring, the Mercedes-Benz 500K/AK containing 2,378 part and then the Rolls Royce Torpedo Phantom II Convertible with 2,905 parts.

These kits were based on original plans from the manufacturer. Two features present on some models were spoked wire wheels that were assembled spoke by spoke, and engines with working crankshaft and piston assemblies. Assembly was mostly accomplished with threaded fasteners (screws, bolts, nuts) and very little glue. This created finished products that could theoretically be disassembled and repaired or modified. Kits came moulded in colour and ready painted. Finished preassembled versions were also sold.



FIAT 501S AND BRODIE'S 501

Domenic Greco is well known in the club for his Lancia weakness. Less known is that he has had a Fiat 501 tucked away for 4 decades. He started on this as a joint project with some mates, but somehow he is the only one left. The car is clearly a low mileage one due to little wear on the pedals and dates to mid to later 1921, making it an early car. The sad remains of the body identify it as a Melbourne Motor Body tourer. The main difference from Rob Poynter's early 1921 MMB tourer is that the headlights are mounted on a cross bar like all the later ones, whereas Rob's has the headlights on separate supports off the chassis. Domenic rebuilt the engine long ago and regularly turns it over. However if the right person has good intentions for it he can be contacted on 0432 441 687.



DOMINEC'S
EARLY 501

Fiat S74 series race cars

The following article has material taken from the April 2009 issue of The Automobile

Whilst the S76 it is well known as "The Beast of Turin" and developed for land speed record attempts you may wonder why the S74 was developed. The answer is that Fiat wished to expand its factory in Poughkeepsie, north of New York City. The factory was started in 1911 and developed models of its own, though ball bearings and axle casings were imported from Italy. Poughkeepsie specialized in large cars for the rich, following on from sales of 181 Italian Fiats sold in 1908.

To produce a suitable race car they reworked the S61 race car design, mainly by increasing the bore and stroke from 130 x 190mm to 150 x 200mm to give a capacity of 14.137cc. Power was estimated at 140HP at 1700RPM. It used a single OHC design operating 4 valves per cylinder. In a sense the design was outdated with a low tension ignition system and chain drive. It is thought that 4 cars were made for the USA and the total unclear to this author..

The first outing was planned in the USA at the Thanksgiving Races at Savannah, Georgia in 1911. The American Grand Prize was contested by 3 Fiats, a Benz, a Lozier, a Mercedes among other American made cars. The race was much anticipated and \$15,000 was spent oiling the dirt track. After many changes of place, partly caused by tyre changes, David Bruce-Brown brought his Fiat in first and followed by Caleb Bragg came in fourth in his S74. Wagner's Fiat was a DNF.

Post race Caleb Brown kept his 14 litre monster and converted it for road use with acetylene headlights. The Fiats of Bruce-Brown and Wagner were sold and went racing on the west coast. The main driver there was "Terrible" Teddy Tetzlaff.

Fiat ran two S74 in the 1912 French Grand Prix, driven by Bruce-Brown and Louis Wagner. These were fitted with wire wheels unlike the wooden ones used at Savannah.

Bruce-Brown drove his from Paris to the event and the following observations were made of his driving: "His foot on the brake just reduced the last 5mph, when he let go the handbrake and used both hands to lock over for the corner (having first, of course, positioned the car). In the corner itself Bruce-Brown, and I think most of the other crack drivers rolled the first part and then opened up hard, to slide and drive the bus out of it."



DAVID BRUCE-BROWN'S F74



THE S74 NOW



FRENCH GRAND PRIX

Abarth Expands

From an article in Sports Car World magazine, October 1958

Article found and submitted by Ian Maud

Carlo Abarth, having moved production of his special exhaust systems to a new factory on the outskirts of Turin, has turned over the original works entirely to the modification of engines for the Fiat 500 and 600 and the production of experimental cars. Four dynamometers are now installed to test the enlarged 750 version of the Fiat 500 and 600 and it produces at a rate of two a day, and his modified Fiat 500 units which emerge at a rate of three a day. The 500 engine runs up to 6,000 r.p.m. and produces 24 b.h.p against a 13 of the standard unit, with the aid of modified cylinder head, higher compression and larger valves

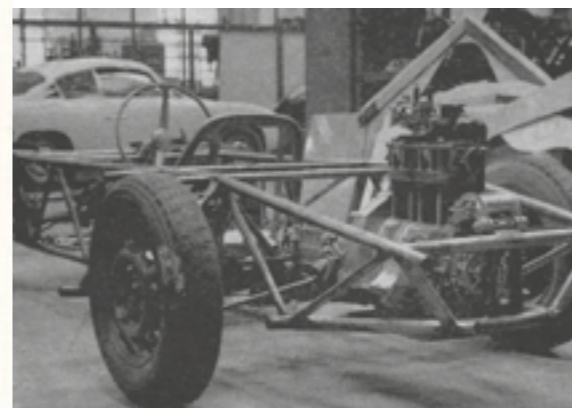
In collaboration with Alfa engineers, Abarth is also building a lightweight experimental chassis for the Giulietta, using a tubular space frame with standard suspension and steering and a new 5-speed gearbox. A series of modified Giulietta engines is being produced for competition, retaining the normal 74mm, bore and using a 58mm stroke to give 1000cc and a 63mm. stroke for 1100cc. By increase of both bore and stroke it will be increased to 1600cc. Finally, there is a new lightweight tubular single seater chassis with Fiat 500 engine at the rear which will be fitted with streamlined body and used for class record attempts over long distances late this year. Suspension, steering and transmission are Fiat 500: wheels and tyres are Fiat 600. No front brakes are fitted.....

And I guess we can say "the rest is history"

We were very fortunate to attend an Abarth Track Day run by Tony Bernie at Varano just prior to the FCCV 2019 Europe/UK trip. There were Abarths on the track dating from the 1950's and we certainly saw many 500 and 600 variants that were being talked about in the 1958 article. My favourite memory of that gobsmacking day was the line-up of these Abarths which were being driven within an inch of their lives!! Editor



A long line of Abarth modified Fiat 600 motors (bored out to 750cc) await delivery, while a Fiat 500 receives a power unit which almost doubles the b.h.p



The chassis is being built up by Abarth to attack long distance 500cc class records, has one seat, tubular chassis, no front brakes and Fiat 600 wheels and tyres





A FRIEND IN NEED

By Fabian B Dixon SC
Photos by Kevin Lemm

I have owned my 1951 Fiat Topolino for approximately 45 years. I originally purchased it in Tasmania where I resided, until 2008 when I moved to Melbourne. Upon moving to Melbourne, I gave the car a complete make-over. You can imagine how it looked on a huge car carrier coming down the Eastlink, this tiny little vehicle which, according to the driver of the car carrier, put a smile on passing driver's faces who would toot their horn and give him the thumbs up.

I now garage "Topi" at my property on the Mornington Peninsula. During the period of my ownership I only take Topi out on the road on approximately 7-8 occasions per year. However, if I do drive Topi to Blairgowrie for a coffee, and I park in between a Lamborghini and a Porsche, it is always Topi that drew the crowds and that everyone wanted to sit in and have their photograph taken with.

Imagine then my concern when one morning I went to start Topi only to find that there was no response coming from the little motor. I tried, and I tried, and I tried, but it simply would not come to life.

Being a barrister, and not mechanically minded, my despair was growing by the minute. What could I do, who could I contact? I had however been a member of the Fiat Car Club since I came to Melbourne and decided to contact a member of the club to see whether they could give me the name of someone who might be of assistance.

Luckily for Topi, and for me, I was put in touch with Topolino enthusiast Kevin Lemm. Arrangements were made and Kevin travelled down to my property. Like a doctor inspecting a new patient, he carefully went through the procedures to see what could be causing the problem, a tap here, a line checked there, was it old fuel, was it petrol pump problems, or was it a blockage in the fuel line? Acting in accordance of instructions from Kevin, the area around the motor vehicle was set out like a hospital theatre, with me dutifully handing, when called upon, the appropriate tool or instrument that Kevin required to work his magic, and work it he did, with me as the "apprentice" trying to take it all in.

On this first occasion, which took at least 2-3 hours, the engine fired up and we both congratulated each other, I thanked Kevin, and for the exchange of a few fresh nectarines he went on his way.

Imagine my dismay when I went to start the motor vehicle on the very next weekend, but without any success, I had diligently followed to the letter all the procedures that Kevin had told me, what should I do?. Only one thing to do in this situation, and that was to call a friend in need, Kevin Lemm.

Without hesitation Kevin made arrangements and once again travelled to the Mornington Peninsula to diagnosis the patient and carry out remedial work. This time I had the "operating theatre" set out with all

the instruments at the ready and was ready to assist in work on the patient in my capacity as "theatre sister". Once again Kevin and I went through the procedures and eventually, after dismantling what seemed to me to be a large part of the motor vehicle, the trouble was found to be in relation to the fuel pump which had succumbed to dirt, old age, and varnish. "No worries" was Kevin's reply when I queried as to what we would do from there, and he sourced and reconditioned a fuel pump and filter, which he came and fitted. Fingers and toes crossed as Kevin pushed in the ignition key and pulled the starter motor knob, Topi fired up, what a relief! Kevin then suggested we change the oil which hadn't been done for years, and one could almost feel the relief as the new fluid coursed through Topi's mechanical veins.

Since then there have been no problems in relation to my Topi and she now, on the occasional weekend, graces the roads in and around the Mornington Peninsula.

I therefore express my gratitude to the Fiat Car Club of Victoria for putting me in touch with such a gentleman and can only say that Kevin was not only a friend in need but is now very much a friend indeed.



Kevin at work

STAGE 3 AND 4 LOCKDOWN PHOTO COMPETITION

By Lyn Bartold

Once again we have tried to keep communication going between club members on our Facebook page with another Lockdown Photo Competition.

This time we decided on 3 categories with different themes:-

1. Car, Mask and Coffee
2. My First Fiat
3. The Fiat I wished I had never sold
4. As usual there was the People's Choice Award based on the most likes or comments

Again, members were creative in their interpretation of the themes and there was obviously lots of flipping through old photo albums, or digging in draws to come up with some classic old snaps.

Thanks to Vicki Lemm who agreed to be our judge this time and she put time and effort into selecting photos with artistic merit and technical skill

We awarded two prize for the first 3 categories and one winner of the Popular Choice. The prizes were a customised Face Mask of the winner's choice.



Here are the prize winners and a selection of the photos received

CAR, MASK, COFFEE



Trevor Prasad, Abarth 124spider



David Ayres, 1100

MY FIRST FIAT



Brian Garrett, 1500



Chris McQuellin, 125 Special

THE FIAT I SHOULD NEVER HAVE SOLD



Luigi Ghezzi, Topolino



Chris Alger, 124 BC

PEOPLE'S CHOICE



Joe Sammut, 1500




OTHER GREAT ENTRIES IN THE COMPETITION



Terry Poole
16 h · 🌐

My first car and entry in the photo comp.
A great vehicle in which I learnt many driving skills and frightening experiences, it was such a forgiving car and the first of many Fiats.





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:


- ALFA ROMEO
- FIAT
- LANCIA
- MASERATI

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




**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



**FRATELLI
ENGINEERING**

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

The Italian Job Automotive P/L



ABN 23484198175/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.
- Dynometer Tuning, EFI ECU Installations and Upgrades.
 - Custom Brake Upgrades, LSD Conversions.
 - Electronic Ignition, Recurving Distributors.

77/22 Dunn Crescent Dandenong Vic 3175
Ph/Fax: 03 9794 8892 Mob: 0417 307 188

Phil Buggee
PTCC Winner, Targa Tasmania Class Champion

Email: boi@phalink.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




77/22 Dunn Crescent Dandenong Vic 3175
Ph/Fax: 03 9794 8892 Mob: 0417 307 188

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
TO REGISTER YOUR
X1/9

Join others on the Facebook group:
Australian X1/9s
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




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

STUCKEY
CLASSIC TYRES

Not only Cinquecento
but for all Classic Fiats

STUCKEY TYRE SERVICE
www.stuckey.com.au



PIRELLI AVON BUNLOP BF Goodrich VREDESTEIN GOODYEAR

FIAT ADS FROM THE PAST

A few reminders of what ads were like in the past and of the dealers who were selling Fiats in Melbourne. Devon Motors is an important part of FCCV history as the first meeting to form the club was held there in 1957.

FIAT 1100 An Old Friend with the **NEW LOOK**

Flat 1100 gives you MORE motor car for LESS money. BETTER styling, GREATER power, INCREASED comfort plus NEW mechanical features.

- * New Cylinder head — 11.4 engine develops 43 h.p.
- * 45 per cent. more loading area—self centering type.
- * New Electro-magnetic switch key starting.
- * Still over 40 m.p.g. at cruising speeds.

Flat — Internationally Famous since 1899

Phone, write or visit — compare price and low deposit with nearest — permanent

VICTORIA: DEVON MOTORS SALES PTY. LTD.
93-97 Queen's Bridge St., 3th. Fl., MELB. MA 3121

N.S.W.: McLAUCHLIN MOTORS PTY. LTD.
177 Elizabeth St., Sydney. MA 5596—BM 6049
42-46 Church Street, Parramatta. YL 9979



Portrait of a Champion!
FIAT ABARTH

WINNER OVERALL — SEBRING 4 HOUR RACE FOR GT CARS UNDER 1000 CC.

ROOSEVELT
Automobile Company, Inc.

2025 V Street, N.E., Washington 18, D.C.



Club Meeting Information Update



FIAT CAR CLUB OF VICTORIA



ZOOM-ZOOM
LIVE!

Yes, FCCV is moving to ZOOM!

UPCOMING CLUB MEETINGS:

September 10th at 8pm

October 8th at 8pm

November 12th at 8pm inc. AGM

Details on Mailchimp soon!

AGM Agenda question form and Nomination form included with this issue or on the website
fiatclub.org.au

If you have any questions:

Roger Beattie, president@fiatclub.org.au 0400 177278

Ian Payne, secretary@fiatclub.org.au

* No, not ours normally but a nod to the modern Abarth spider.