



# FIAT Month

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

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

**JAN 2021**

**Damon Earwaker's 500e**

**The Abarth Legacy**







# ZAGAME

A U T O M O T I V E



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

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

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

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

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

**ZAGAME**  
THE ITALIAN MOTORING SPECIALISTS



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



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

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

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

**JAN 2021**



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:

Damon Earwaker's 500e  
The only Right Hand Drive 500e in  
Australia, was built by FCCV member,  
Damon Earwaker

## INSIDE THIS ISSUE

- 2** Club Committee Reps and Contact Details,  
Life Members
- 3** From the Editor...  
Lyn Bartold
- 4-5** Rapporto del presidente  
Roger Beattie
- 6** Club Calendar January to March  
Roger Langdon
- 7** Membership Page and Club Permit Scheme  
Robert Judd
- 8** Featured Member  
Brian Garrett
- 9-10** Competition Report  
Bill Freame
- 11** AROCA Events – Winton and Phillip Island  
Ian Maud
- 12-13** Caffè di sabato -November, December  
Paul Possobon, Lyn Bartold
- 14-18** 2019 Fiat 500e  
Damon Earwaker
- 19-21** Survival of the 1911 Fiat  
David Wright
- 22-25** Abarth – then and now  
Lyn and Peter Bartold
- 26** Targa Florio Australian Tribute Drive Day  
Rob Judd
- 27** Tribute to Guy Croft  
Bill Freame
- 28-30** Tipo Torque  
Richard Unkles
- 31-32** Tech Talk – The Hoist  
Roger Langdon
- 33-34** December Run – Gisborne  
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: March 2021  
Deadline: 5th February 2021

**FIATmonth — January 2021**







2020-21

# 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

## NON-COMMITTEE POSITIONS 2020-21

### 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

## SERVICE AWARD MEMBERS

Sandro Cesario  
Jonathan Crellin  
Bob Durrant  
Frank Fazio

Paul Freame  
Stuart Granger  
Bruce McCann  
Danny Petterlin

Mark Rae  
Tony Romeo  
Joe Sammut

Gary Spencer  
Shayne Williams



It is wonderful to be compiling this months FIATmonth with events to report on and some to look forward to. Of course we still have some restrictions and rules that regulate what we can do and how we do it, but we are back in action. You will read reports in this magazine on some competition events, some runs and of course our November and December Caffè di sabato.

Both of our coffee mornings have been held at the Veneto Club, in their outside space which easily legally accommodated the larger than normal turn-ups we had. This led me to reflect on the excellent relationship we have with the Veneto Club and how we see it as our 'home base'. The club moved our monthly meetings from the Theatre at Camberwell Town Hall in 2001. Camberwell had been the club's meeting venue since the late 1960's ( Peter and I attending our first Fiat Club meeting there in 1970) and while FCCV President, Peter suggested the idea of moving to Veneto. A couple of Come and Try it meetings were held and a vote was conducted with a yes result and the rest is history. The Veneto Bistro is also a wonderful asset and we have a permanent booking each month and we have at least 35 club members who gather for a meal before each club meeting. We also use the club facilities for various social events, like our Annual Festa at the end of the year (sadly not happening this year but we should be back to that in 2021)

## From the Editor...



Augustine Banko's beautiful Balilla with the Veneto lion at the December Caffè di sabato

With our FIATmonth coming out every second month there is always a need to update members on what is happening in between magazines. When I became Editor in 2015 we covered this gap in communications with a home printed Newsletter that was posted to members. We had a competition to select a name for this bulletin and Fiat Pronto was suggested by Robert Toti and selected. As the many new ways of communication online improved and were embraced by members, the decision was made to cease this printed version and to use Mailchimp as a means of keeping members in touch. We now send out Mailchimps at least once a

week and they include all sorts of information that is important to club members. We are also able to advertise cars for sale and wanted, something that does not happen in FIATmonth as it can be up to 2 months between receiving an ad and it being read by members.

As Editor, I was relieved when we made this decision as producing another printed Newsletter as well as a 40 page A4 magazine increased both my workload and stress levels considerably!! So we now have our at least weekly Mailchimps and Peter has taken on the role of producing and sending these, with me writing some of them and checking before they go out, which has made my Editor's role more manageable.

Allora.....we have resurrected the name Fiat Pronto and this will be the title of all Mailchimp send out from now on

Enjoy this FIATmonth and keep sending in those articles

## Pic of the month

John Westcott's 1954 1900A Granluce

Peter got to drive and I was the backseat passenger in this truly elegant classic Fiat. The car is currently For Sale and it would be wonderful for it to remain in the club and/or in Victoria



FIAT month

FIAT month — January 2021





# Rapporto del presidente



Thank you to all the members who were involved with and attended the AGM and welcome to 2021. The difficulties last year threw up have made Zoom meetings essential but it seems we are getting used to them. Hopefully the fact that we did not have many committee changes is a vote of support, I will take it that

way and move on with trying to help make the next year interesting and memorable.

A number of events are starting to emerge from the COVID mire into the New Year. A commitment from a couple of more active members to provide a monthly run should be well rewarded by good attendance. The upcoming Autobella and other display events offer opportunities to show off and talk about your cars. I know that fills some of those who may read this with dread but largely people are happy to hear a story about anything for a few minutes if well presented.

The work of accumulating aged FIATs continues unabated. The recent addition to the stable (1500E 6cyl) should be out and about by the time this magazine hits the news stand. After being delayed by some months from travelling to NE Victoria we were finally able to get there at the end of November. Thankfully the owner and previous driver, an active 93 year old woman who drove the FIAT while her husband drove his A Model Ford, was happy to wait for me to enable its delivery into that most hallowed of venues ... "a good home where it will be well looked after!" If this keeps up I will end up with a full set..... Currently I have in the shed 1100, 1200, 1400, 1500, 1800 plus a couple of ring ins. I noticed a 1300 Ute (South African 128 based) advertised recently so maybe I can still fill a gap or two. A 1600S from Argentina would make an interesting addition too. A



The 1500E



Last touch for Herta

visit to a friend of the club in Bendigo reminded me of how many good FIATs are still out there.

Someone who saw the attached photo of the 1500Es previous owner helping to push it to the trailer made a particularly moving comment about how sad it must have been for the car to leave after her long association with it. The comment certainly caused me to think about the legacy many people leave with regard to their historic vehicles and the planning required to do so. Perhaps the club should be looking to help with succession planning for the stewardship of significant vehicles? It also reminded me of the greatest fear of any classic car owner ..... That their partner will dispose of it ONLY for what they were told it had cost to restore!"

I wondered if I would make it to the close of this month's column without a poor joke but it appears not to have been possible. All that is left at this stage is to mention a couple of upcoming events like Autobella, Targa Florio Australia Tribute, Maling Road Autoclassico and the upcoming weekend trip to Canberra for Autotalia. Keep your eyes on the **FIAT**



Shed visit Bendigo

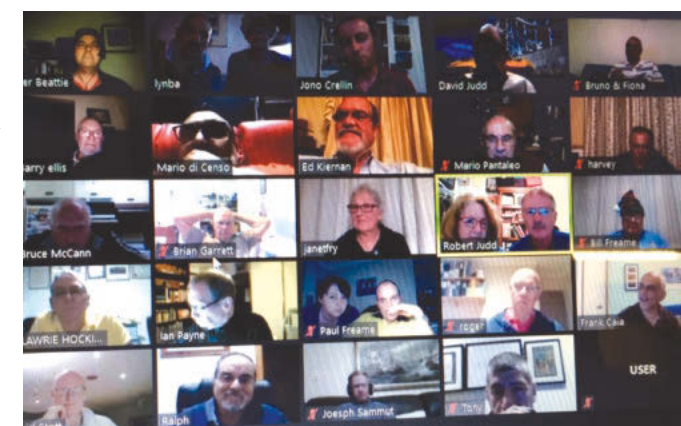
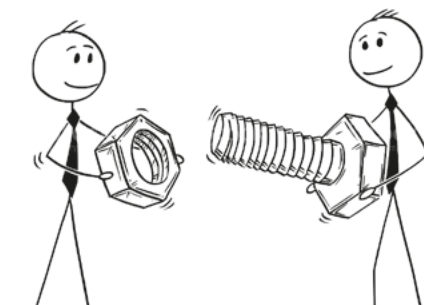
**Pronto** (MailChimp) for up to date details. One of the few things we learned through 2020 was to be flexible with our events and plans.

See you out on the road.



## December General Meeting – Nuts and Bolts Quiz

Traditionally our December General Meeting is when we hold our car themes Nuts and Bolts Quiz, but, as with other General Meetings this year, the December GM was run as a Zoom meeting. Members were invited to join the meeting, bring along their favourite tippie and nibbles and be part of the fun. As usual the questions were devised by Jono Crellin and Roger Beattie was the Zoom operator. Zoom randomly divided us into teams and we got to work with fellow Team members and to come up with the answers. In our "separate rooms" we were able to discuss our answers ( this had to be quick as the next question was on our screen very quickly) We wrote down our 10 answers and them emailed them to Judge Jono who corrected and announced the winners – Team1. It was a bit of fun and gives you some idea of the possibilities of Zoom.







# CLUB CALENDAR

## JANUARY – MARCH 2021

With the lifting of Government restrictions to “Covid Normal”, the Committee is scheduling events for 2021 as the opportunities arise. Events advertised in FIAT Month will be confirmed to members via Fiat Pronto (formerly MailChimp) and on Facebook.

It is essential that Bookings are made for each event that the club holds in this time of COVID restrictions, as we will have limitations on numbers attending.

**Ring the club member(s) listed as being the organiser of each event to make your booking.**

We hope to transition early in the year from Zoom General Meetings to face to face meetings.

### JANUARY

**Thurs 14** General Meeting - Zoom  
**Sun 31** X19 Raduno.  
Open to all members and their cars (not only X19s).  
Kinglake, Romsey, Kyneton area.  
Bookings Peter Bartold 0414 865 280

### FEBRUARY

**Sat 6** Caffe di sabato Veneto Club  
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290  
**Thurs 11** General Meeting – Zoom or live TBC  
**Sun 14** Toscano's Tomato Day at Casa di Bartold, Wonga Park.  
10am. Bookings Lyn Bartold 0433 034 721  
**Sun 21** Club Event. Date and venue TBC  
**Sun28** Display in Carlton for end of Targa Florio Australian  
Tribute TBC

### MARCH

**Sat 6** Caffe di sabato. Veneto Club  
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290  
**Thurs 11** General Meeting - Zoom or live TBC  
**Sun 28** Display at Maling Rd Canterbury TBC  
Bookings Rob Judd 0412 221 581

There are a number of other events in the planning stage or that might be available as we get closer to them Eg Phillip Island Festival of Speed on March 6-7 at present is not accepting spectators but this could change

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



FIAT month — January 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 January Meeting will be on Zoom – details will be sent via Mailchimp.  
We hope that we may be able to run the February and March meetings as live meetings but we will not know until January when the Veneto Club will take bookings for 2021 and how many members will be able to attend. As details become clear you will be notified.

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

Contributions to FIATmonth are always welcome  
Contact Editor  
[editor@fiatclub.org.au](mailto:editor@fiatclub.org.au)  
If you are sending photos please send at high resolution and as separate files to the article

Fiat Car Club of Victoria  
Is affiliated with  
Motorsport Australia  
MSCA

Compiled by  
Roger Langdon

## Membership News

Robert Judd, Membership and Club Permit Secretary

Happy New Year everybody. After a challenging year in 2020 we finally started to have some face to face events again during November. Reports of which will be elsewhere in the magazine. As we get back to a more normal activity level we are looking forward to meeting our new members.

### WE WELCOME THE FOLLOWING NEW MEMBERS –

**Steven & Ligi Aver:** Fiat 500F, Maserati Bi Turbo, Alfa Romeo Sprint

**Nicole & Charlotte Benbow:** family of Dallas, with Charlotte to become a new junior in motorkhanas

**Stuart Worn:** Fiat X1/9

**Mireille Oberholster:** Fiat 500F (ex Mario)

**Jonathan, Jodie & Jordan Henderson:** Fiat 500 Abarth

**Santo Zappulla:** Fiat 500L

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

## MEMBERSHIP & CLUB PERMIT UPDATE

At the time of writing (early Dec) our club membership has reached 574 and we are still getting renewals trickling in.

### CLUB PERMITS

There have been no further updates regarding the permit scheme.

The process for **renewing** permits electronically and paying electronically continues to be a very practical way of processes permit renewals. We have had many members use this with very few issues. I used it myself recently to renew one of my permits and found it very easy and efficient.

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](mailto:permitrenewals@fiatclub.org.au)

Contact Robert Judd Membership and Club Permit Secretary for further information

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



FIAT CAR CLUB



FIAT month — January 2021



## FEATURED NEW MEMBER

Brian Garrett

My interest in FIAT's began around the early 60's when the Abarth name started to appear in motor racing magazines. His 500 and 600 conversions got a lot of attention for their speed particularly on hill climbs. Most of the FIAT range at that time did not interest me greatly due to their small size, average looks and high price. That all changed in 1962 when Fiat released the Mk1 1500. I was immediately infatuated with its looks and specs, however, the new price placed it out of my range. I promised that I would get one eventually from the second hand market. That time came in 1964 when I got engaged. I found a nice 1500 at Bob Janes Fairfield and traded in my Customline. What a car. It steered, handled and braked like no other car I had driven at the time, and there had been a few, seven in the four years since getting my licence. It had the fastest column shift I have ever seen, the brakes were outstanding, being three pot callipers on the front and aluminium finned drums on the rear, and it would rev like crazy. An increase in compression, a Wade cam and lowered made it even quicker. I was in seventh heaven.

My first contact with the FIAT Car Club was one day at Calder when I returned to my car and found a flyer under the wiper inviting me along to a FCC meeting. I nearly succumbed until my fiancée, Irene, pointed out that I was undergoing commercial pilots training at the time and the money would not stretch to cars and aeroplanes at the same time. Flying won. The 1500 was around till 1971 when our second child was on the way and we knew we would need a larger car. Reluctantly the 1500 was traded for a VC Valiant V8 wagon, which was by the way, a great car.

In 2015 a friend mentioned that a reli of his was selling a FIAT 130 Coupe. The 130 Coupe was a car I greatly admired but unfortunately it was expensive. In spite of the expected cost Irene and I went down to "just have a look". Although the 130 had sat in an open face shed on the property near Traralgon for over ten years, it was complete and in not too bad a condition. I made an offer and to my surprise he accepted it. I was now a proud owner of a non running 130 Coupe. Of course it was now imperative to join the FCCV to obtain expert assistance and to fulfil a promise I made many years prior.

Some months later after much work and dollars the 130 was on the road and I was not disappointed. Sometime later my interests expanded to the X1/9 and at a Saturday Coffee morning smooth talking Peter Bartold convinced me to come and have a look at a Series 1 he had with a 1500 motor. It needed work and was priced accordingly so home came another project. The X1/9 at least gave me an opportunity to compete in sprints, hill climbs etc which the 130 was totally unsuitable for.

I would still like to renew my 1500 memories with another car but as no room currently exists for another project it may have to wait a while.

I have not been disappointed being a member of the FFCC with a well run club, great people to chat with, excellent technical advice and events to enjoy.

Brian Garrett



Fiat at Bathurst



My 130 Coupe

# Competition Report

Bill Freame, Competition Secretary



Competition Secretary, Bill Freame

Although this is being written in early December and you will be reading it in January, I would like to comment that I was probably very happy to see the end of 2020! No doubt most of you are also pleased we are into a new and hopefully a better year. Many lives have been changed totally and very, very unexpectedly, from job loss, travel restrictions to working from home for the lucky ones who could. Thank goodness we were all able to keep in touch by email, telephone and Zoom. Yes, 2020 will soon be forgotten as a bad dream, as we slowly return to almost normal lives.

## PAST EVENTS

Motorsport at our level returned after lockdown, with the Alfa club running a sprint meeting at Winton on Sunday November 15th. Then a week later the MSCA sprinted at Sandown. Both events were supported by a few of our members, keen to resume and return to where they had been previously enjoying the fun of sprinting with fellow members, in similar(?) cars. December became Phillip Island month, with three events scheduled, two by the MSCA and one by AROCA.

### Pakenham Out of Lockdown Khanacross 12 Dec 2020

Report and photos Paul Freame

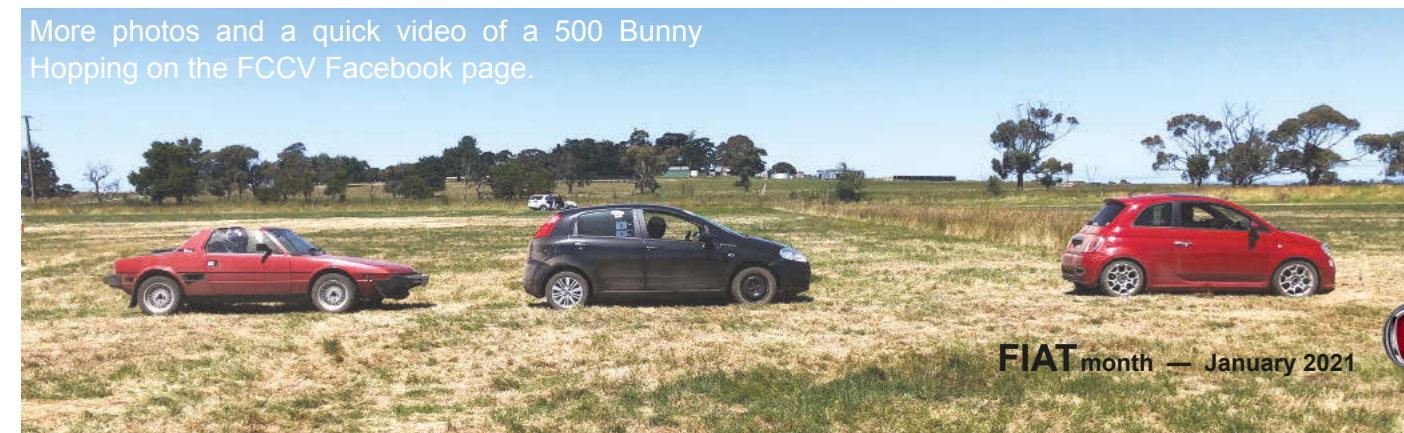
There were 5 Fiat members entered for a bumpy 800m khanacross course on Pakenham Auto Clubs new Khanacross ground. Father/Son Ian and Alastair Jorgensen in their red 500, Dallas Benbow in his X19 (to bring his 12yo daughter next time), and Erin and I in Grandpa's Punto. All of us in Class A (under 1600cc). We completed 5 runs in each direction, progressively getting faster, or more brave over the bumps.

Alastair was fastest Fiat clockwise, and I was fastest Fiat anticlockwise. A 5% spread across those with a road license, and Erin leading the Juniors.

The other half of the entrants (no more Fiats) compete on the Sunday



More photos and a quick video of a 500 Bunny Hopping on the FCCV Facebook page.





## COMING EVENTS:

There is a practice motorkhana scheduled at Werribee that includes a Come & Try segment for club members who have never motorkhana'd before. This practice is on grass/ dirt and is reasonably close to Melbourne, so easy to get to. Great opportunity to ease back into the motorkhana season.

January 31st has the first Victorian Motorkhana Championship (VMC) scheduled, at a venue yet to be named. Round 2 will be at Ararat, on grass, on 27th February, with Round 1 of the Victorian Khanacross Championship (VKC) the following day, at the same venue. Round 3 of the VMC is to be on March 14th, at the Pakenham venue, on grass. It would be good to get a few more members involved in this cheapest form of motorsport, having lots of fun with their cars.

FCCV has been approached to run the motorkhana section at the 'Winton Festival of Speed', similar to how we did it about two years ago, but that has yet to be discussed at committee. I fully support us running an event at this level, as we have done successfully in the past. The event is set for early August and is run on the skid pad, situated on the inside of the sweeper corner at Winton.

### February 5-7th The rescheduled, Targa High Country

The clubs' usual entries of Jack Waldron and Vin Gregory in the Sigma plus Phil Buggee and Paul Freame in the FIAT 131 will be giving this excellent event another 'Red Hot Go'. Situated in the beautiful high country around Mansfield and overnighting in the Mt Buller ski resort, this three-day event draws amazing cars and skilled crews from all over the country. This year the event finishes with the final stage as a street stage through Mansfield which should have lots more spectators taking advantage of the many viewing points in Mansfield.

### Saturday 20th February HRA run 'George Woods Rally'

George Woods was a regular and enthusiastic Peugeot club competitor, competing in rallies and he also raced his Peugeot 403 sedan as a touring car. Since his passing, each year there is a George Woods Rally as a fitting remembrance of someone who was a clubman competitor in the true meaning of the term. However, this rally is the night before 'Autobella', so

you wouldn't want to get your FIAT dusty that close to an FCCV 'Show and Shine' event, would you?

### Saturday 27th Rally Retro Festival, at METEC, another HRA event

Several of our members attended this event last year, an event where surviving Australian Rally Championship cars are displayed and many of them participated in the 'non-competitive?' Khanacross. This year there will be a repeat of the Khanacross, however some will be only on the sealed surfaces, unlike last year which included some gravel roads. Spectators are welcome for a small fee. Many former Australian Rally Champions usually attend and mingle amongst the crowds. Last year there were ten in attendance and they all enjoyed the experience and recognition.

Getting into March and the AGP is scheduled to be at Albert Park between 19th-21st March 2021. Daniel Ricciardo will be driving in the McLaren team having bailed from Renault at the end of 2020. Of added interest is that Mick Schumacher will be driving in the Haas team in his first season and his first race in Formula One. The Haas team are Ferrari powered so Mick will not know what to expect. I will certainly be cheering for both of them and I hope they both have a successful year.

### Historic Winton 22-23rd May .

Always an excellent event and full access is usually allowed to wander through the pits.

### Other Possible Happenings:

Following on from previous workshop tours through motorsport-oriented businesses, it had always been planned to run a few more through last year (2020) before COVID scuttled those plans.

### Bathurst Sweep

As a bit of fun and distraction from lockdown, I ran a Bathurst 1000 sweep for any of our members who wanted some involvement in the race, other than also watching it on TV.

The winners of the sweep were, **1st Rob Jorgenson, Car #97, 2nd Mike Cary, Car #6 and 3rd Bill Freame, Car #25**, (oops that wasn't expected to happen) There was no entry fee involved but there will be a prize for the winner at the next "live" GM.

# AROCA SPRINTS

## - WINTON AND PHILLIP ISLAND

By Ian Maud

Photos by Mario Di Censo and John Corneille

Two AROCA sprint meetings were held in November and December with a good turn up of Fiat Car Club drivers on each day.

### WINTON NOVEMBER 15TH

Winton was a hot, dry day when around six FIAT club members made the journey for some close racing and good story-swapping. The Alfa club ran both the long and the short circuits during the day, both of which rewarded those tussling in braking duels and pushing the edge of performance in cornering. The FIATs were sent out together as part of a large group that made personal best lap times difficult, but racing side-by-side with mates in the club was a grand compensation.

There was a small group of Fiat Club members at Winton, Mario Di Censo, Frank Spinosa, Adrian Masocco driving Abarth 500's, Tony Romeo in his Punto, Frank Caia in the Abarth 124 Spider Replica, Ian Maud in his X19 Prototipo and John Corneille in his modern Abarth.



### PHILLIP ISLAND DECEMBER 6TH

By contrast to this event, Phillip Island on the 6th of December featured wind, cold, wind, rain, and... wind. Attendance by FIAT Club members had swollen wonderfully to around 10 for this event, and we were treated to almost constant buffeting throughout the day: a bit exciting when you're trying to settle onto a cornering line at speed, only to find the wind re-positioning you! The group had a great time drafting each other, pushing cornering speeds with great focus when the track was wet, and returning to the pits to animatedly exchange tales and give each other more 'stick.' Curiously, Shayne had a problem with his X1/9 brakes, which understandably took the edge off his times. Adrian was having a first run on his 500's new suspension, as was Frank in the 124 Spyder, while Mario took out the 'fastest FIAT' gong with his quick tuned Abarth 500. 'Spinna' was uncomfortable with back troubles on the day, but still kept the others honest out on the track. It was also great to see member Simon Crellin running in his Alfetta GTV.



A beaut couple of events: why not join us next year? Maudy

FIAT month — January 2021



# Vita Sociale

## Caffe di sabato is back!!

By Paul Pozzobon, Lyn Bartold  
Photos Peter Bartold

We have been able to hold our November and December Caffe di sabato events (observing COVID 19 guidelines) at the Veneto Club, outdoor area. Both days we very well attended as club members were keen to catch up and talk all things Fiat.



### December

Another good turnout with interesting cars on display as well.

Thanks to Mario Di Censo and Paul Pozzobon for organizing these days and to the club for holding the free raffles and providing members with a free coffee at the December event. There were lots of smiles and happy people!... Lyn

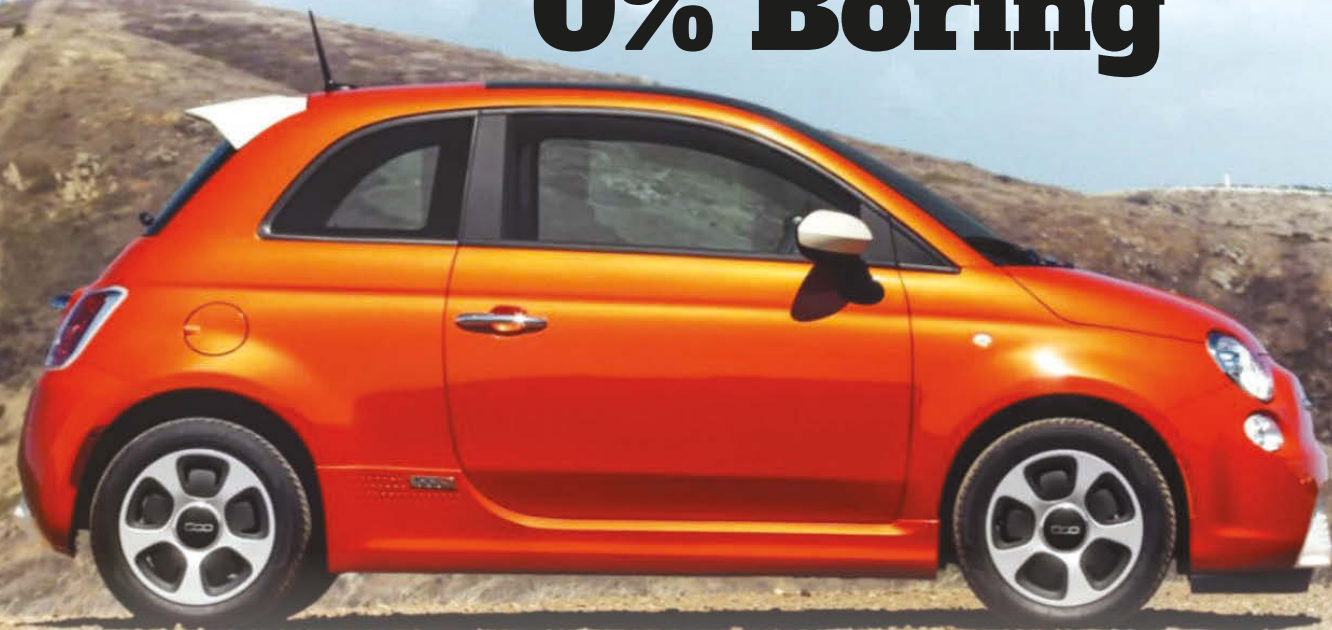
### November

Our first club event since lockdown, the sun was shining and club members came out to enjoy a coffee and a good old chat at the Veneto Club.... Paul





# 2019 Fiat 500e 100% Electric 0% Boring



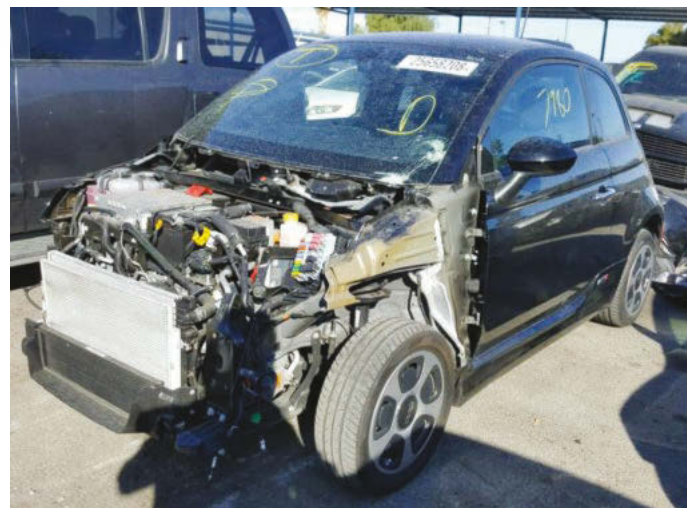
**HERE'S THE STORY BEHIND DAMON EARWAKER'S FIAT 500 ELECTRIC AND HOW THE ONLY RIGHT-HAND DRIVE FIAT 500E KNOWN TO EXIST IN THE WORLD WAS CREATED... IN MELBOURNE.**

In 2017 I started to get interested in exploring the technical concepts and developments in the EV area with the initial idea of converting a classic Fiat 500 to electric drive as this was beginning to occur in Europe and even the US.

The costs however simply didn't justify the effort involved and limited capabilities of the finished product but led me to investigation of the modern day Fiat 500 electric, a vehicle developed by FCA as a 'compliance car' to meet clean air standards in California. This concept made sense- a modern vehicle which perfectly suited requirements of a daily commuter, including all the safety and convenience features of a modern car but with the uniquely Italian style of a Fiat 500.

Unfortunately the first generation 500e was only sold as a Left hand drive vehicle within California in limited numbers due to its cost of manufacture vastly exceeding the price that it could sell for. At that time it was legally impossible to import one for road registration in Australia so I decided to follow the path of purchasing a damaged salvage vehicle from the US and then converting a local market RHD

petrol powered vehicle into a fully road legal electric version.



The starting point- Two cosmetically similar Fiat 500s - a Black LHD 500e and Riviera Green 500 1.2 Anniversario in RHD. it might seem like a relatively simple project: 1) remove the petrol motor and install the electric one in its place; and 2) remove the petrol tank and install the EV battery pack! However, it was not quite so straight forward. The battery pack is significantly larger and heavier than a petrol tank

and many challenges were caused by the different production locations, the ICE version from Poland and the EV manufactured by Chrysler in Mexico. While many parts looked superficially similar they were often subtly different enough to not fit or function without modification.



It was a significant conversion project, due in part to it not only being a conversion from internal combustion engine (ICE) to electric vehicle (EV), but it also entailed conversion from a left hand drive (LHD) drivetrain to right hand drive (RHD)! This was uncharted territory as there was absolutely no crossover of part numbers or technical information between the Chrysler produced EV and Fiat Manufactured ICE versions. As the EV drivetrain and wiring was not intended to be produced in RHD configuration the conversion involved much more than simply swapping in a motor and a battery!



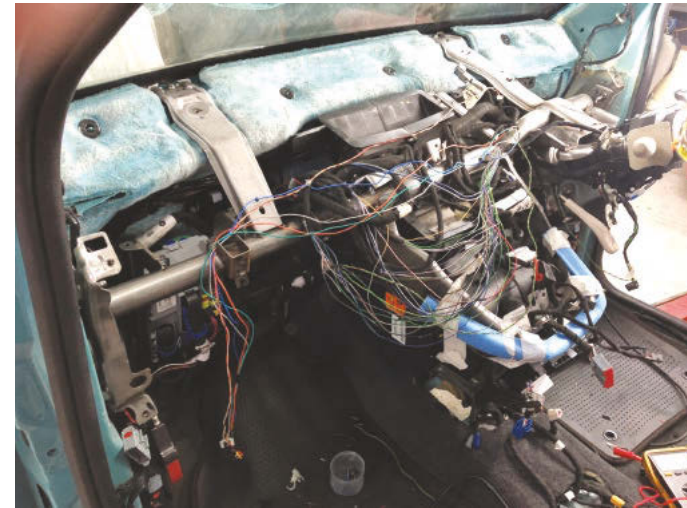
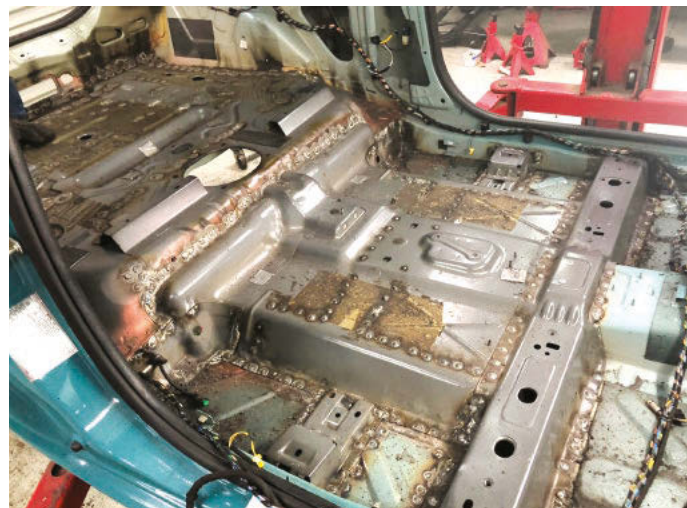


# 2019 Fiat 500e (cont.)

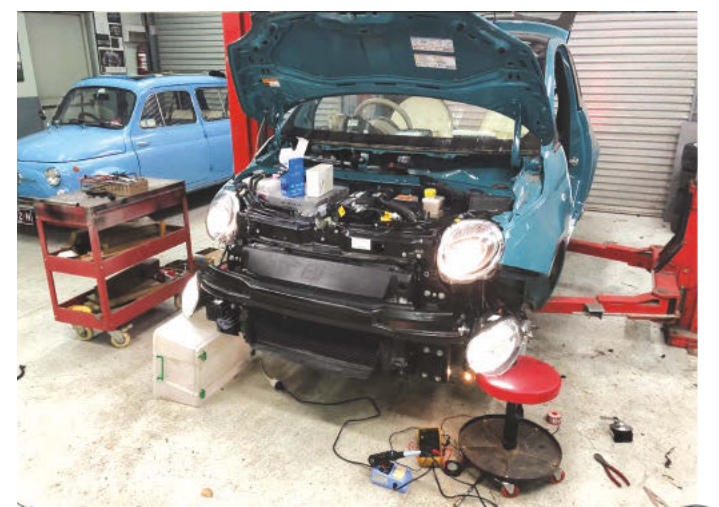
Firstly it required stripping everything out of both cars and a series of full engineering assessments to determine how to 'reverse engineer' the EV drivetrain and electronics into the RHD bodyshell and comply with ADR requirements. This involved removing the entire central and rear section of the floor by drilling out hundreds of individual spotwelds, cutting out the ICE floor and then carefully transplanting and welding the EV structural components into the RHD shell.



Once this was completed and inspected then the task began to reassemble the uprated suspension, brakes and drivetrain in the RHD shell and convert the EV components to operate on the other side of the vehicle. In addition to retrofitting all the EV charging and control systems this also involved adaptation of the electric power steering, electric heater and air conditioning system, SRS and regenerative braking systems, accelerator, instruments and control stalks, central locking and electric windows to work in RHD configuration.



There were many hours of carefully stripping and rebuilding the individual wiring looms wire by wire as well as adaptation of many other items such as the seats to comply with ADR requirements and were then retrimmed in leather afterwards. This was accomplished over a 3 month period of every available late night, RDO and Sunday afternoon with final engineering inspection and registration completed in November 2018.





# 2019 Fiat 500e (cont.)

Was it worth it? Absolutely. While it will most likely remain a one off as it wouldn't have been a financially viable exercise at commercial labour rates to do the conversion, it was an amazing learning experience to see and understand the technology in a modern EV from the inside out.



As a daily driver over the last 2 years the car has been exceptionally reliable and has now covered 40,000km at an electricity cost of \$200 per quarter for 6000km- that's around 3c per km with a range of up to 160km. Charging can be done anywhere via a normal 10amp 240V 3 pin plug overnight or faster at public chargers which are mostly free and easily located by phone app. Maintenance requirements are minimal- just brake fluid, pollen filter and wiper blades. The drivetrain is maintenance free, brakes last indefinitely due to the regenerative system although tyre wear is greater due to the vastly increased torque and extra weight.



The 500e is very enjoyable to drive even in heavy traffic, instantaneous torque delivery with no gear changes is an absolute transformation over the

sequential manual ICE version. Acceleration off the line is particularly impressive, with the 0-100km/h performance being now comparable with an Abarth 500. The increased weight (+400kg) distributed in the lower section of the car and between the axles totally changes the front/rear weight distribution and unsprung weight ratio, giving the car a vastly improved ride quality and very different feel of solidity on the road - normally the characteristics of a much larger vehicle.



The car has been very well received within the EV community who were very helpful in encouraging the project- the AEVA are a fantastic resource and if you would like to know more about the conversion this webinar explains more of the detail:



[https://www.youtube.com/watch?v=Jatx67iYZo8&list=UUSm8pUOoG\\_vxki5ydoLKePA&index=14&t=4s](https://www.youtube.com/watch?v=Jatx67iYZo8&list=UUSm8pUOoG_vxki5ydoLKePA&index=14&t=4s)

I can now really enjoy both contrasting driving experiences- the addictive acceleration and calming efficiency of the 500e ideally suits my commuting requirements, it is undeniably the best tool for the job and solution for the future. In the weekends however and away from the traffic I still hope to enjoy many future years with my older Italian classics in their true fossil fuelled form!

# THE REMARKABLE SURVIVAL OF A 1911 FIAT SPIDER

Story and photos by David Wright

## VETERAN TIPO 1 FIAT'S ARE RARE AND THE SURVIVAL OF CHASSIS NO 171 OP IS AN INTERESTING STORY.

The late automotive historian, Michael Sedgwick, regarded the Tipo 1 as one of the great landmarks in Fiat's history as it incorporated the best skills of the celebrated engineers, Fornaca and Cavalli. This extremely talented pair were responsible for the all-conquering Grand Prix Fiats of the period and the Tipo 1 was Fiat's first venture into smaller high-quality cars designed for enthusiastic owner- drivers.

The Zero, released in 1913, is a much better- known Fiat model and many features attributed to it were derived from the earlier Tipo 1 series.

But back to Tipo 1, 171 OP. This car was imported in chassis form in 1911 by Garratt's in Sydney who, at that time, were the largest Fiat distributors outside Europe. Garratt's had their own coachworks and, as this car was built to Spider specifications, it was fitted with an open 2 -seat body. The use of Spider in Italy started in horse-drawn times to describe vehicles with a low body structure, four large wheels and two seats. This translated quite effectively to motor-driven vehicles as Fiat's Tipo 1 Spiders had a low steering column rake allowing a seating position where the main controls fall readily to hand for keen drivers. And this is most fitting as the Tipo 1 is a delight to drive with road holding and general handling more in keeping with a sporting car from the 1920's.

The first owner of 171 OP, Dr Anderson from Goulburn, took delivery in late 1911. It was used for his medical rounds until the early 1920's when it was sold locally to a person unknown. In 1962 it was discovered under railway bridge in Goulburn where it had been driving a water pump for many years. The body and pedals had been removed but it was otherwise complete and, most fortunately, it had not been mechanically molested.

The new owner was the curator of the Powerhouse Museum in Sydney and it remained 'as found' in his private collection for 22 years. After a considerable amount of tracing, the first owner, Dr ,Anderson, was



David's magnificently restored 1911 Fiat Tipo 1

contacted in Orange and, along with its history, the original tool kit which had remained in Dr Anderson's possession was re-united with the car.

In 1984, another Goulburn identity, Ken Ainsworth, happened to hear about the Fiat and purchased it still in its 'as found' condition with a spare Tipo 1 engine. It remained safely stored in this condition for another 22 years, but at least it had returned to Goulburn.

Enter Dr Peter Burgess, a car enthusiast friend of myself and Ken Ainsworth from Bathurst. Peter was involved in a steam engine project with Ken Ainsworth in 2006 and spotted the Fiat in Ken's shed. He could not believe that this car had been rescued from the railway bridge and stored in enthusiast's care for more than 44 years without any sign of restoration. Ken Ainsworth had several years of steam engine projects ahead of him and Peter Burgess convinced him it was time for the Fiat to move on to someone who would put an end to its interminable hibernation.

When I received a call and saw photos of the car resting in its shed in Goulburn, I was immediately seduced by its well-proportioned chassis frame and the clean design of all the mechanical components. The superb castings and high-quality engineering was clearly evident and I could not believe that the opportunity to be the custodian of this extremely interesting car was offered to me.



# THE REMARKABLE SURVIVAL OF A 1911 FIAT SPIDER (cont.)



Rod Cripps working on the body



Me with the car after the body work was completed

In May 2006, only days after knowing of its existence, the Fiat was collected from Goulburn and delivered to Melbourne. The first task was to establish its exact model identity as I had discovered that four different Tipo 1 models were produced by Fiat between 1908 and 1914. A visit to Terry Wilson, a Veteran Fiat enthusiast in New Zealand, resolved this as Terry clearly identified the car as a Tipo 1 bis which was the second series produced in 1910 and 1911.

After the chassis was completely stripped and all components cleaned and assessed, serious restoration work commenced in 2009 and the engine was started on a test bed in May 2011 to celebrate 171 OP's 100th birthday. This was a milestone that could not be missed and in July 2012, after 2,500 hours of painstaking work, the restoration was completed. This would not have been possible without the expert skills of Veteran Car Club members Allan Lethborg, Rod Cripps and Jeff Alcock. Allan Lethborg reclaimed an incredible variety of parts on his lathe while Rod Cripps and Jeff Alcock were responsible for the bodywork.

The Tipo 1's first event was the Veteran Car Club of Australia's National Rally in Queensland in August 2012. Since then, it has been rallied in South Australia, New South Wales and used extensively in Victoria.

COVID-19 has obviously interrupted things this year, but I get immense pleasure from dusting it off and starting it up while thinking of the remarkable series of events that led to this car's survival.

## Technical Details.

1911 Fiat Tipo 1 bis Spider.

ENGINE: Four cylinders in line monobloc, L-head, 70 x 120 1,847 cc capacity, magneto ignition, full pressure lubrication, roller cam followers.

TRANSMISSION: 4 Speed + reverse, right hand change, multi-disc clutch, enclosed tail shaft.

SUSPENSION: front, semi elliptic springs, rear,  $\frac{3}{4}$  elliptic

BRAKES: hand brake on rear wheels, transmission brake operated by foot pedal.

WHEELBASE & TRACK: W.B. 2,740, T. 1,400.

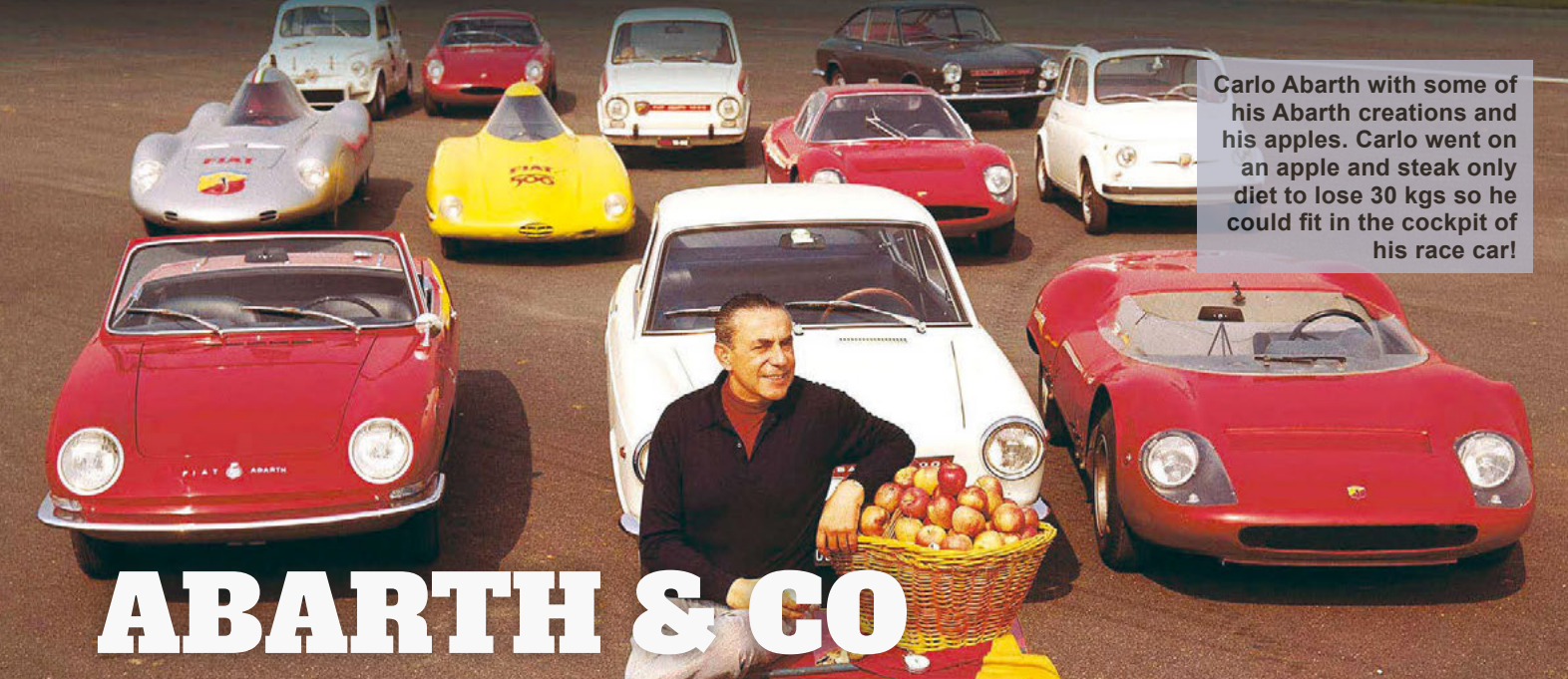
WEIGHT: complete car, 980kgs.



The 1911 Fiat Tipo 1 fully restored and on the road







Carlo Abarth with some of his Abarth creations and his apples. Carlo went on an apple and steak only diet to lose 30 kgs so he could fit in the cockpit of his race car!

# ABARTH & CO

By Lyn and Peter Bartold

Karl Abarth was born in Vienna in 1908 and from a young age he was an innovative thinker. He remained in Vienna with his mother after his father moved to Merano, Italy to manage his father's hotel. Karl was good at school and he developed an interest in mechanics and he learnt the basics of engineering at a workshop in Vienna that specialized in precision manufacturing in his spare time

At 19 Karl was employed by a company producing motorbikes and in 1927 he built his own bike by assembling parts from various makes and a year later raced in the Austrian Grand Prix. From 1934-38 he was a professional sidecar racer and won many races. A serious accident ended his race career and eventually he was reunited with his father, moved to Italy and changed his name to Carlo..

In 1949 after Cisitalia, where he was an engineer, folded Carlo founded Abarth & Co with Guido Scagliarini in Bologna and he chose the Scorpion as the emblem because it was his zodiac sign. So Squadra Carlo Abarth was born. The first vehicle produced was the 204A Roadster, based on the Fiat 1100 that won the 1100 Sport championship and well as Formula 2. In 1951 he moved the headquarters to Torino and his relationship with Fiat grew stronger. As well as racing, the company started producing tuning kits that improved performance, power and speed of standard vehicles. Abarth & Co were producing exhaust systems that were fitted to the works Ferraris.



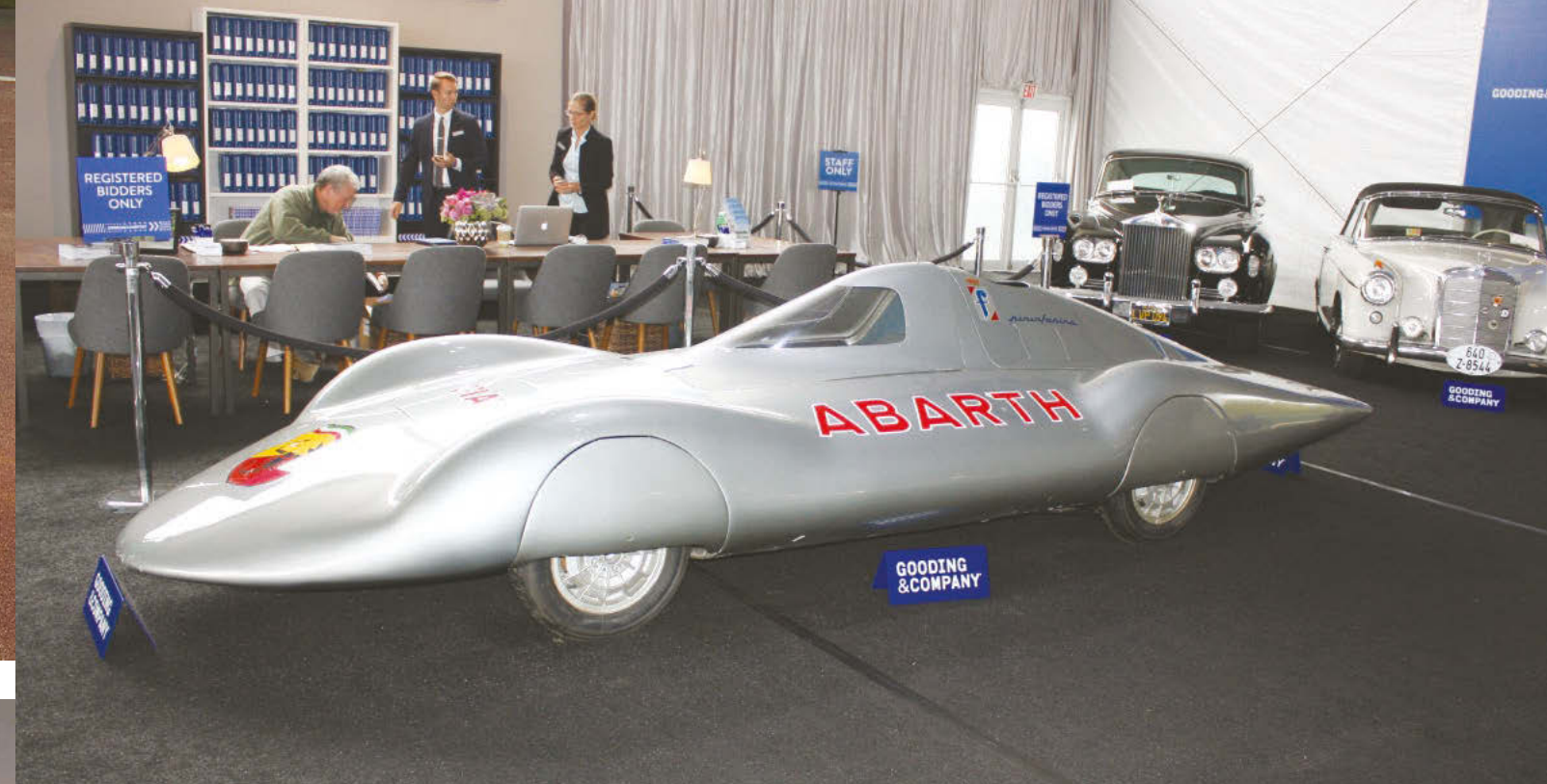
Cisitalia Abarth 204

In just a few years the company had 375 employees and production of around 300,000 exhaust systems. Carlo took the Fiat 600 and transformed it into the 750 which was raced with great success. This was followed, a few years later by the Abarth 500 and the Fiat 600D which became the basis for the Abarth 850TC, a car which would further increase the company's success both in sport and sales. Everybody now wanted to "Abarthize " their car!!



Carlo racing

In 1971, Abarth designed the Formula Italia single seater, along with the Autobianchi A112 Abarth. Activity was high with around 200 employees and the production of exhaust systems was around 200,000



per year. However, the International economy was worsening and Abarth was forced to give in to Fiat's takeover offer. The Scorpion was bought in 1971 and for a few years Carlo retained his position as consultant to Fiat. He retired to Vienna and died in 1979.

Carlo had been married 3 times and his third wife Annaliese who continues to head the Carlo Abarth Foundation.

Abarth vehicles were re-known for being high performing and powerful, but first and foremost small and agile like the Scorpion. His performance modified cars achieved success in every competition and with Carlo behind the wheel, took many records. In the 50's and 60's, the Abarth brand consistently made a name for itself for sport, tuning and performance changing the sports car world.





# BERNI MOTORI

Information from Berni Motori website

When Fiat took over Abarth & Co in 1971, all parts and remaining cars were handed over to Enzo Osella, an ex-Abarth mechanic and technician who planned to keep building and developing Carlo's creations. Fiat was not interested Abarth's line up and were heading in a new direction with their motor sport interests. For the next few years owners of Abarth racing and road cars were faced with a dwindling supply of original spare parts. By the late 70's and 80's these parts had largely dried up and as well as this people were realizing the collectability of historic Abarth cars but were no longer able to source parts for rebuilding or even just keep their cars running

British born Anthony Berni moved to Italy in 1979 to work in Ferrari's racing department and he gained invaluable knowledge of where to source spare parts and knowhow for top quality racing parts. In 1981 Tony set up a business exporting parts for Italian historic and collectors cars such as Ferrari, Maserati, Alfa Romeo and Abarth.

A meeting with Leo Aumuller, the fabled German collector of Abarths, changed Tony's life and strategy for his new company. Aumuller had gone to inspect the Abarth parts that Tony had found at an ex-tuning shop in Milano and he purchased most of them. Tony also visited Aumuller's collection and this experience

lead him to purchasing a 1000 TC Berlina Corsa as a restoration project. When he could not find parts for his restoration he began remanufacturing many missing items for a large range of Abarths.

Not satisfied with reproducing parts to original spec, Tony wanted to test them in race conditions so Berni Motori Racing was born. He has gained valuable experience on the track that has transferred to parts production so clients can enjoy tested and proven material.

Tony now operates from Maleo, near Cremona, and is celebrating his 30th Anniversary

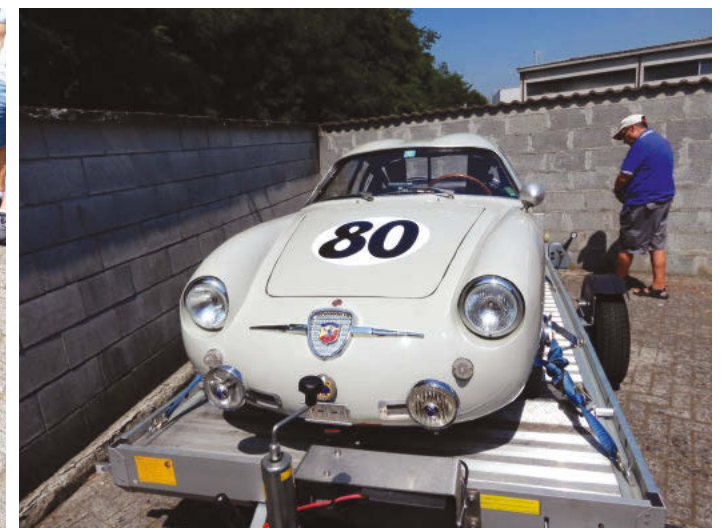
We first visited Berni Motori in 2010 on a trip we did in Italia. Tony was very welcoming and has not only manufactures and sell Abarth parts but also Abarth memorabilia. When we were planning our FCCV Italian trip in 2017, Berni Motori was on our list to visit but unfortunately Tony was not available when we were passing through. We were determined to visit on the FCCV 2019 trip and were able to spend some time with Tony on our way to Modena. When we contacted him we found that the week before our visit Tony had one of his Abarth Track Days at Varano near Parma.



As some of us were in the UK or Europe prior to the Club trip beginning, we, Rob and Deb Judd were able to re-arrange our travel plans and attend this day. As a bonus, the day before the Abarth Track Day, Berni Motori had arranged a visit to Dallara Academy so a double win for us. Roger Beattie and the Lemms also managed to get to the Track Day for part of it. This visit was certainly one of the highlights of our trip watching Abarths of all shapes and sizes flying around the circuit.

The following week the Fiat group visited Berni Motori and we were treated to an amazing display of Abarths that had been racing at the Track Day, arranged around Tony's factory for us to get up close, inside, outside and under the bonnet and to talk to the expert about the cars. Another fabulous highlight of the trip!!

Visit Berni Motori website for further information.





# TARGA FLORIO AUSTRALIAN TRIBUTE DRIVE DAY

By Rob Judd  
Photos Peter Bartold

After many months of limited movement here in Melbourne a few of us took the opportunity of a little freedom on Saturday November 28th. A number of Fiat Car Club couples took part in a drive with the Targa Florio Australian Tribute (TFAT) crew. This has been the first group drive organised since our lockdown was relaxed and the large attendance was indicative of how much people have been looking forward to getting out their special cars.

Early in the morning, Tony and Toni Romeo (Fiat Abarth 500), Frank and Cathy Marinelli (Fiat 500X), Peter and Lyn Bartold (Fiat Abarth 500) and Deb and I (Maserati Bi Turbo) met at the Peddlr Cafe in Richmond. Along with about 50 others from various car clubs - including friends from the Alfa and Lancia fraternity - we enjoyed an early morning coffee before setting off.

We followed route instructions down the coast to the Point Leo Estate for a mid morning coffee and met up with others including David and Robyn Judd (Fiat Dino Spider). Next stop was Green Olive Farm at Main Ridge, travelling along some great roads via Arthur's Seat. Here we had a wonderful lunch and much chatter. The instructions were simple and the roads inspiring.

As you would expect this event was to promote the TFAT and it looks like at least this group of



5 Fiat couples will be taking part in next year's Targa Florio - part of an expected group of 80 cars. Many of us have all taken part before so we know the challenge and the fun to be had over this 4 day event. We are certainly looking forward to it.

There is a club display planned for the finish in Lygon Street, Carlton on Sunday Feb 28th 2021. Last year our club was well represented

at the finish display and we hope to improve on this next year. This will be our first chance to display in Lygon Street for 18 months.

The TFAT event follows our planned Autobella on Feb 21st and then an early Maling Road display is proposed for March 28th. So, for those into displays there will be many opportunities coming up early in the year.



# GUY CROFT TRIBUTE

By Bill Freame  
Photos Phil Buggee

Guy Croft passed away in the UK, in the early hours of Monday, 9th of November, 2020. Although he had been ill for a long time it was still a shock to those who respected what he had achieved, in his serious years of working with mostly the FIAT twin-cam engine. He was a published author of several books about servicing, tuning and rebuilding of those engines, with most of his many tuning secrets clearly available in print in his books. He firmly believed in sensible and correct methods of engine reconditioning, just as we all should if we want to have success and consistent performance.

Guy was born on 10th of October, 1954. As part of his education he served for 11 years in the Royal Engineers and graduated with an honour's degree in automotive engineering from the Royal Military College of Science. When his military career eventually finished, he formed Guy Croft Tuning in 1985. Apart from his own books about FIAT tuning, he was often sought out to provide technical articles for many other publications, based on his success and knowledge of the FIAT twin-cam engines.

Phil Buggee had a good relationship with him and is so thankful that the opportunity arose to spend several hours talking face to face with him during Phil's trip to the UK in mid 2019. Phil was able to have a Guy Croft book signed by Guy during that visit. They both enjoyed the visit, which was fruitful for both of them as they discussed various solutions to engine problems they have seen and solved. The Guy Croft books have been considered 'The Bible' of FIAT twin-cam development and tuning.

Long will Guy Croft be remembered through those excellent publications and also appreciated as an enthusiastic ambassador of the FIAT and Lancia marque.



Guy Croft meeting with Phil Buggee 2019

Guy at work





David Stott is pushing ahead with preparing his Itala Tipo 50 for the RACV Centenary of the 1921 RACV Alpine Trial. He has noted that every part on the Itala is numbered with the part number. As he already has a water jacket for the top of the engine being made, he is working on the springs and transmission. Oddly there are no bushes in the spring eyes. A simple replacement of the shackle pins has been modern greaseable trailer shackle pins which come in a variety of useful sizes. The diff and gearbox are certainly substantial and well engineered items and take some muscle to remove. He reports he does not expect any differential trouble of the like of some Fiats of the era. The handbrake works on the transmission and so the diff may be designed to take these loadings.

**Tim Palmer** near Christchurch has discovered that 501 wheel nuts can loosen themselves on a recent run. Photo shows Tim and the RH rear wheel which was to be its and his undoing later in the day. An earlier TT showed the type of 2 piece washers that self tighten. Seems a worthwhile investment Tim.



TIM PALMER PRE  
WHEEL NUT PROBLEM



## The News Stand

RICHARD UNKLES

**David Gower** is progressing with his 509 in Adelaide. Most recent work that had to be undertaken on his radiator shell to build up the thinner sections prior to repair by copper plating. He is expecting the car back by Christmas and the upholstery and hood to be completed early next year. He is planning an entry into Motor Classica in October 2021 as matters being equal.



DAVID GOWER'S 509

## Swap Meetings

At this stage it appears that the Korumburra Swap Meet will occur on Sunday 10th January 2021. The Berwick Swap is also programmed for Sunday 6th February. The Ballarat Swap will not be held in February 2021 due to the long lead time necessary for booking the site.

**Des Donnan** has got his car back from the guy that has undertaken the fabric covering of the spider body. Des is very pleased with the job. The car is a copy of an Italian design originally available. The scan of the original shape is from a New Zealand brochure from Maoriland Motors from September 1925. Elsewhere (if space permits) is a scan of Firsts achieved by Fiats from 1920 to September 1923. Clearly the firm was keen to publish relevant achievements.



ORIGINAL 501 AS PER  
DES DOONANS



DES DOONANS' 501

## Spare Parts

Last issue we believed we were getting some progress with the 4.6:1 crown wheels and pinions. We have been advised of good intentions but feel the task is not the choice of the Production Manager. Our contact has been primarily with the owner/manager so we trust that the correct directives are being dictated. We do appreciate that there have been having staffing problems due to the virus situation. At home it has been difficult with the lockdown to get access to club spares.

Generators – 501 to 512. Roger Beattie had identified a mini Kubota alternator that is only 58mm in diameter that could be fitted inside a standard Fiat generator. The one external change would be the need to change to negative earth. Technically two units could be fitted inside. We anticipate more news next issue of Fiat Month.

## Spares Shed

Thanks to the lockdown we have not made any progress as most volunteers could not assist even when the 5km limit was expanded to 25km. There have been changes made but only to make extra room for a vehicle which means that the spares are piled even higher. Requests will definitely take longer to undertake as some spares are under others or we just are unsure where they went.

## Mystery Gear

The following gear may not be recognizable to many. It is tooling made by Augustin Banko in the 1980's to spin the dents out of the headlight and sidelight rims of Tipo 501's. When used by a steady hand and a lathe it does produce a good result. If you wish to borrow it contact Richard Unkles.

RIM  
SPINNING  
GEAR





Peter has provided a run down of the family's 501.

"My father bought the car in 1963 from the original owners and I subsequently inherited the car. When my father bought the car, it was completely original, included the owners manual, which comes with the car.

Having bought it we pumped up the tyres, changed the engine oil, filled the radiator and petrol tank, cranked it and then drove it home . . . from Warrnabool to Torquay. It had a registration sticker on the windscreen dated 1959. YES, we drove it home unregistered. Those were the days."

The car became Peter's student transport and he was one of the first members of the WVFC. Restoration became necessary and progressed to a degree and then family responsibilities stalled matters for a few decades. Then his brother Anthony progressed the restoration to being able to be Club Permitted. The red and grey colour scheme does suit the car well. A while later Anthony bought a RR Phantom sedan so he passed the 501 back to Peter.

This car will be eligible for the Centenary Run next year of the 1921 RACV Alpine Trial. Peter has decided it is time for the next custodian for the James family 501. The car is in Torquay. He can be contacted on 0408 616 196.



PETER JAMES FIAT 501



ENGINE REUILD



THE JAMES FIAT 501 AND DEBONAIRE AIRCRAFT

## RACV News

The AOMC have advised that the RACV is apparently going to continue to sponsor motoring events. At this stage we assume that means that the sponsorship anticipated for the Centenary of the 1921 RACV Alpine Trial will go ahead. The event will be run by the Vintage Drivers Club. Watch this space.

# TECH TALK – THE HOIST

By Roger Langdon

Photos Roger Langdon and Richard Brewster

When we purchased our current house almost 30 years ago it had a largish carport with a sloping floor, but no garage. In the interests of marital bliss, a new kitchen went in almost immediately and the garage went on hold. Eventually I converted the carport into a garage with a narrow entrance, but wedging out to a nice useable space for two cars, a workbench and mezzanine storage. The sloping floor has remained and as several FCCV members will attest, it is a problem. My dog liked it for rolling a ball around, kept him amused for hours. Not so good for cars on jack stands!

Once I started seriously fiddling with Fiats, many sharp minds suggested I put a hoist in, but how? Four posts and two posts were not going to work. Enter Bob Reid, Mechanical Engineer and friend of my Fiat partner in crime, Richard Brewster. Over coffee at Geelong Revival (remember when we did runs to exotic places outside Melbourne!) Bob showed me photos of his single post hoist. Ideal for storing his MG's and equally suited to Fiats. Imagine a forklift backed into the wall with its forks supporting the track of a car.

Bob came over and took measurements and thought he could locate a hoist so I could park a Fiat 124



Roger and hoist

Coupe or Spider on it and also fit our Volvo with its nose underneath. A few adjustments to a rear roller door and a little slice out of a beam and it would work. "Bob, what about the slope?" "No problem that a nice spacer plate can't fix"



Bob adjusting bolts



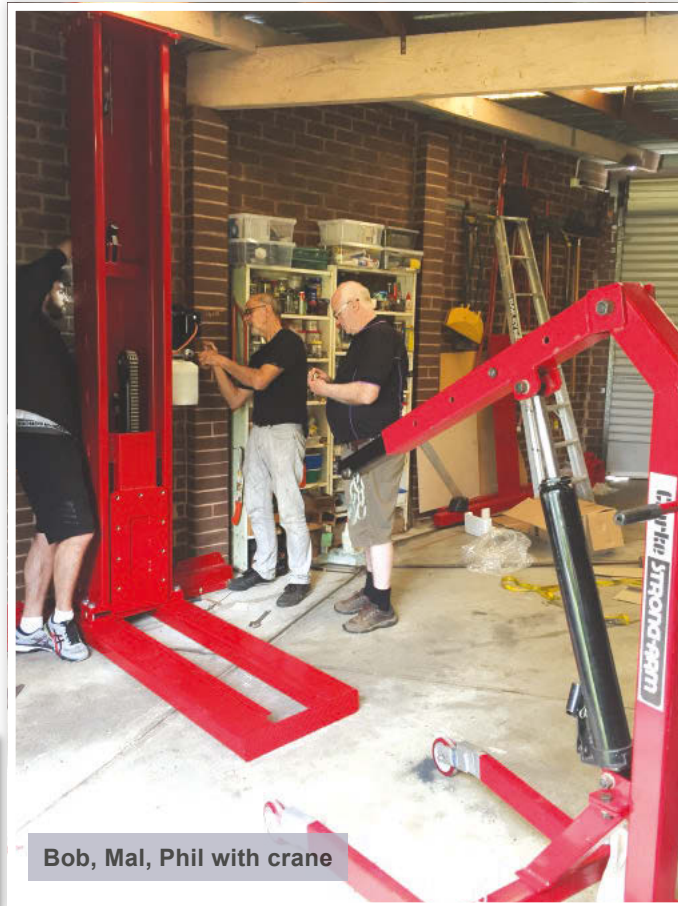
# TECH TALK – THE HOIST (cont.)

The base of the hoist arrived and Bob came over to set up the spacer. The end result is a perfectly vertical post on a floor sloping two ways. The post is a seriously heavy piece of engineering that, even using a heavy duty modified engine crane, it took six of us to get it upright and manoeuvre.

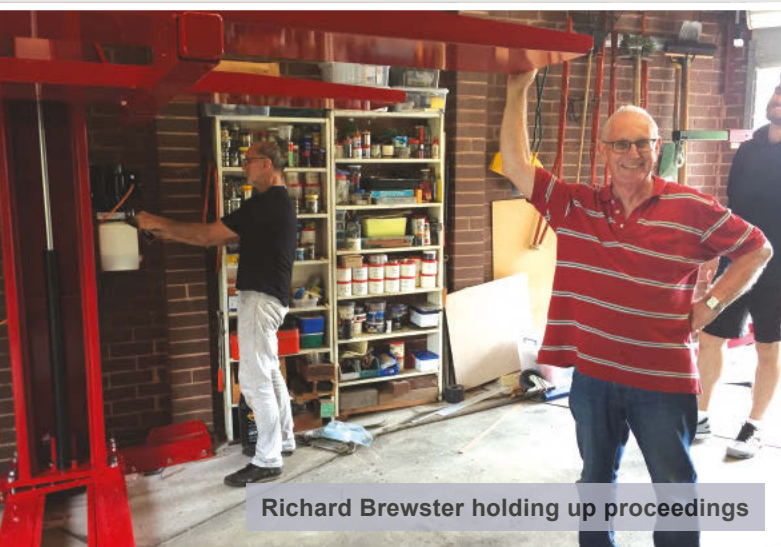
I have had to learn to duck because the limited ceiling height is a restriction. With a Volvo as a daily drive, maybe I should wear a hard hat at all times. However, the end result is a usable hoist for parking a Fiat and doing underbody work. No more rolling around on a garage creeper or danger of a car falling off axle stands on a sloping floor.

I can highly recommend Bob Reid to anyone looking for a similar hoist solution.

Fiats fit right underneath and yes, the Volvo does fit, but watch the windscreen.



Bob, Mal, Phil with crane



Richard Brewster holding up proceedings



The Fiats



Volvo under the hoist

# DECEMBER CLUB RUN

By Lyn Bartold

Photos Joe Sammut, Peter Bartold, Trevor Prasad, Anthony Cementon

Our first Club Run since June (we did manage to get in the Beeac Run in before Stage 4 Lockdown was introduced) drew an enthusiastic group of club members in an array of Fiats. Ric Volpi and his wife Lisa made their wonderful property at Bullengarook (near Gisborne) available as the destination for our run. The run was organised by Joe Sammut and Sandro Cesario and began at the Calder Park Service Centre. There was a wide range of Fiat models and a few other marques present when we set off for the drive to Gisborne and then onto Bullengarook. The variety of cars ranged from old to new, with Ross King's Topolino as the oldest model present, through the modern classics and modern 500s to the latest Abarth 124 Spiders of which there were a big group in attendance. Pat Giovannucci drove his newly acquired Fiat Dino Spider which attracted a lot of attention.

Our destination, at Ric and Lisa's amazing property was a wonderful place to spend a beautiful sunny day. Their magnificent rose garden, vineyard and entertainment area provided a perfect backdrop for the cars and we all enjoyed a lovely morning tea and chance to catch up (observing the COVID social distancing rules and maxim of course) Ric and Lisa have so many projects on the go that a wander around the property was mind blowing. Ric had his Abarth 124 Spider on display also and he even invited the coffee aficionados into their house to sample an espresso made by him using his classic Gaggia – a treat in itself to see this machine.



The drive



Gisborne stop



Gisborne stop



Ric and Lisa in their rose garden



Rocco Campesi's 128



# DECEMBER CLUB RUN (cont.)

Everyone present agreed. it was a wonderful way to break the drought of social events as our lives slowly return to some sort of normality. It is not too difficult with events such as this one to conform with the current rules and regulations, with a large outside area in which to spread our cars and attendees. Joe and Sandro have plans for more runs; they are aiming at one a month, so that we can go out with our cars in a safe and enjoyable way.

Any members with suggestions of destinations and of similar events should contact Joe and Sandro or any Committee Members with your ideas.



Ric and Lisa with Joe and Sandro





**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, Recurring Distributors.

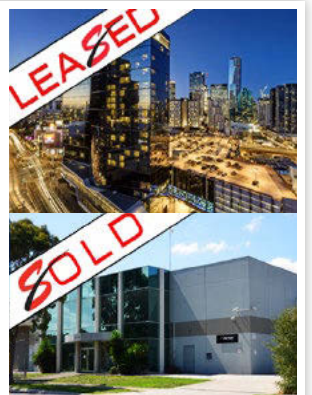


77/22 Dunn Crescent Dandenong Vic 3175  
Ph/Fax: 03 9794 8882 Mob: 0417 307 188  
Phil Buggee  
PTCC Winner, Targa Tasmania Class Champion  
Email: boi@phalink.com.au  
Web: www.boiperformance.com.au

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

- RESIDENTIAL
- COMMERCIAL
- PROPERTY MANAGEMENT
- INVESTMENTS

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





**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**  
Find us on Facebook

Salvatore  
+61 409 181 100

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

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



**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**  
ICSUNO NOVE  
x19workshop.com.au

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



**TOSCANO'S**  
EST. 1950

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



**X1/9 AUSTRALIA**

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

join others on the Facebook group  
Australian X1/9s  
or Email [register@x19.com.au](mailto:register@x19.com.au)



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

30x40cm  
FIAT 500  
15x20cm  
FIAT 500

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

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




**FIATMONTH ADVERTISING RATES**

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

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

CONTACT PETER BARTOLD ~ 0414 867 280  
FOR FURTHER INFORMATION

**STUCKEY**  
CLASSIC TYRES

Not only Cinquecento  
but for all Classic Fiats

**STUCKEY TYRE SERVICE**  
[www.stuckey.com.au](http://www.stuckey.com.au)

MICHELIN CLASSIC TYRES PIRELLI AVON DUNLOP BFGoodrich REDESTEN GOODYEAR



# 2021 CLUB CALENDAR

Our new 2021 Club Calendar is now ready for distribution to members. They are free to members and all you have to do is to attend a club event to collect your calendar. Speak to any Committee member at the event and you will receive your calendar. Thanks to Roger Beattie for organising these calendars which have become a necessary addition to our desks each year, for many of us.



**JANUARY 2021**

S	M	T	W	T	F	S
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30





# Coming Events

## WE ARE BACK !!

We are finally able to report on some events we have run and advertise some coming events that will take place in the next few months.

### General Meetings

January 14th 8pm Zoom  
February 11th 8pm Zoom /Live\*  
March 11th 8pm Zoom/Live\*

\* TBC – Zoom or Live

### Caffe di sabato

February 6th, 9.00am,  
Veneto Club  
March 6th, 9.00am,  
Veneto Club



### X19 Raduno

Sunday 31st January  
– Eltham/Kinglake/ Romsey/ Kyneton  
Open to all club members ( not just X19's)  
Bookings: Peter Bartold 0414 867 280



### Toscana's Big Tomato Day

Sunday February 14th 10am  
At Casa di Bartold, Wonga Park

BYO Picnic lunch/ chairs/ picnic rugs  
Bookings: Lyn Bartold 0433 034 721

### Other Events TBC and COVID permitting

Feb 21st Display and picnic day

Feb 28th TFAT Finish – display in Lygon St

March 28th Maling Rd Display  
Check Club Calendar page for more



## POSTPONEMENT OF AUTOBELLA 2021



Autobella is your Club's premier public event, held each year for the last 23 years. The Autobella Committee in conjunction with the General Committee have made a united decision to postpone the event in the best interests of the Club, the motoring enthusiast public, and the reputation of this great event.

The decision involved much discussion and was made in the detailed knowledge of the published rules and guidelines for running a Tier 3 public event during these Covid times. Your Committees would not risk the Club's reputation, or Autobella's reputation, when we could not guarantee to hold such an event safely by meeting the current published guidelines.

Autobella was one of the last Car Club displays before the Covid shutdowns earlier this year and we wanted to be the first back. An admirable objective, however the published guidelines rightly place many responsibilities and restrictions on organisers of Tier 3 events which we believe would have been hard to comply with.

Autobella invites cars and members from many other Clubs as well as a big contingent of the motoring enthusiasts in the general public. Part of the guidelines meant we could only allow a maximum of 500 attendees and needed to have full details and control of who was there and where they walked etc.

As our community starts opening up in the "COVID normal" mode your Club is making sure that we have an appropriate range of events and opportunities on offer for members. We will ensure these are run within the guidelines. We can and will run Club member only displays, keep an eye on FIAT Pronto for further information and details of what might come up in the New Year.

**AS SOON AS APPROPRIATE AUTOBELLA WILL BE BACK, BIGGER AND BETTER THAN BEFORE, TO CATER FOR THOSE WHO LOVE THEIR ITALIAN CARS.**

Prior bookings are essential for all these events.  
Fiat Pronto (mailchimp) will have details closer to the date.