



FIAT Month

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

www.fiatclub.org.au

JUN 2021

May Caffè di sabato/ Garage Visit

Lygon St Autumn Festa

Rear Engine Drive Display





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JUN 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:
Sam Mazzeo's 500F
at the May Caffè di sabato
and Garage Visit to Robert and
Suzanne Hayden's Garage
Photo: Anthony Cementon
See article inside

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

FIATmonth deadlines
5th of the month prior to publications.
Next issue: September 2021
Deadline: 5th August 2021



2020-21

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Ralph Di Censo
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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



From the Editor...

The lyrics of the start of the Dolly Parton song:

"Here you come again

Just when I've begun to get myself together

You waltz right in the door

Just like you've done before..." says it all to me in this time of Lockdown No.4!! Perhaps we need to rename the song – Living with COVID!

As our AGM had to be postponed until July due to Lockdown 4, the list of our Club Committee that appears in this magazine is the 2020- 2021 list and it will be updated in the September FIATmonth and on the club website after the July meeting.

We had a range of great events to report on in May FIATmonth, and even in this edition there were events held in April and May. However, at the time of writing this, we have had to reschedule a number of events and others have a question mark beside them. If anything is to be learned from this COVID time is that we need to be resilient and to find solutions. One example of this the rescheduling of our AGM from the planned June date to July and to revert to a Zoom meeting for the June GM and the rescheduling of some other events. We have also learnt that we have the ability to let members know, at short notice, of any changes using Fiat Pronto and our Facebook site, so FCCV life goes on

Our May Caffè di sabato/ Garage Visit was an amazing event which attracted a huge group for members and their

cars (see report in this magazine) and is an indication of the desire to be part of a club event. I am sure we were all tempted to believe that we were heading to the other side of all of this when only a few weeks later we are in Lockdown 4. At the time of writing this we have had no power in our home, for 3 days, with the prospect of more days before we are reconnected. Allora... it is not only COVID that can disrupt our lives unexpectedly.

We also have some major events to look forward to that are far enough into the future for us to be reasonably confident that they may happen. The Fiat Nationals are scheduled for mid- September, based in Goulburn, NSW and we are preparing for this major event with lots of enthusiasm. Look at the information on the Back Cover of this magazine to see what is planned and get your accommodation booked. There are plenty of social activities as well as the competition events and the chance to catch up with our interstate Fiatisti.

Speak to any of your committee members for more information.

The other major coming event is the Fiat Club Festa which will be held on December 11th at La Barraca, Veneto Club. This is a great opportunity to get together with other club members, enjoy some great food, display your beautiful Fiats and lots more. See the Coming Events page for more details.

PHOTO OF THE MONTH

Lunch with Fiatisti at Oaks on Melba, after the May Caffè di sabato/ Garage Visit



Rapporto del presidente



While we have enjoyed a couple of months of events and the freedoms they provided I find myself once again writing this from the confines of a Covid induced lockdown. When I started thinking about a Presidents column I was thinking that by the time it is delivered we may have a new club president but since then we have had to move the AGM to July so you have me at least until then. Having received the first jab of my vaccination without any ill effect I await the second enthusiastically. My comments in the last FIATmonth about looking forward to expanding travel opportunities now seem a fraction premature. Overseas trips might take longer than anticipated to return but in a show of optimism I have booked to be in Perth for the WA Fiat Lancia Club 40th Anniversary celebrations in August. Time will tell.

Thanks must be extended to those responsible for providing opportunities for the club members to congregate, race, show off and consume over the past couple of months. We have been to some interesting places with the prospect of many more opening up before us. A number of people have invited the club to regional areas and once we are allowed to hit the road again I will definitely be working to ensure we get out driving and exploring the rest of the State.

I have written a short article about Fiat Spanners included somewhere later in the magazine. I didn't realise the following such things have so please send images and stories about your collections so we can include them in future. My personal collection



A Long lunch at May Caffè di sabato/ Garage Visit



Not us but could be

of them has grown too although I didn't realise I had a collection.

The Nationals will be upon us by the time of the next magazine so it is important that everyone planning to travel to Goulburn (it's not far) in September books ahead. No doubt there will be all sorts of stories emerge from the event again this year.

Yours Fiatfully




Regional Discoveries

Letter to the Editor

On the Miller story in Tipo Torque and Roger Beattie's article on the Balilla, the following has been received from Robert Sales of Newstead.

It has been put forward by some automotive historians that Miller got some of his design ideas for his twin cam 8 cylinder engine from the 1919 Indianapolis Ballot designed by Ernest Henry, whom is credited with designing the first twin overhead cam engine around 1912/13

In the early 20's Ralph De Palma broke the crankshaft in his Ballot. De Palma contacted Miller regarding the repair and Miller sent his foreman, Frank Offenhauser, along to look at the engine, giving both well known engine builders the opportunity to take in the Ballot engines' design.

A bit of speculation but an interesting story.

I would like to add my 508 (picture added from Veloce Today 2016, Ed) to Roger Beattie's list of going 508s. Whilst far from an original and standard car, it is used regularly, putting a smile on my face 2 or 3 times a week. It is a 508S look alike, 508LAL??, based on a 1933 chassis from Melbourne. To my knowledge, apart from the 508s mentioned in the article there is/was a going sedan in SA and a very early going sedan in WA, plus the genuine 508S that now resides in Queensland

At the 1937 motor Show, Devon Motors has at least six 508s on their stand, one bare chassis, three sedans, one tourer and a Flood bodied sedan, Where are they now ?

Editor's note As the Balilla 508S is my favourite Vintage Fiat, I am excited to know there is another one in Victoria and a blue one at that!!





CLUB CALENDAR

JULY – SEPTEMBER 2021

Hopefully when you receive this magazine Victoria will be back to “Covid Normal” and the Committee will continue to schedule events for 2021 as the opportunities arise.

Events advertised in **FIAT Month** will be confirmed to members via **Fiat Pronto** and on Facebook.

Members are strongly advised to read **Fiat Pronto** emails as they often contain new events not listed in **FIAT Month**

JULY

- Sat 3** **Caffe di sabato and celebration of Fiat 500 Club of Italy “Fiat 500 World Wide Meeting.” Veneto Club 9.00 am**
Contact Sandro Cesario 0420 277 701, Joe Sammut 0412 211 581
- Thurs 8** **General Meeting. Veneto Club. 8.00 pm, and Rescheduled Annual General Meeting and election of office bearers for 2021/2022. Veneto Club. 9.00 pm**
Bookings Eventbrite
- Wed 14th** **Mid-Week Run (rescheduled from June 16)**
Contact Roger Beattie for Bookings 0400 177 278

AUGUST

- Sat 7** **Caffe di sabato. Veneto Club 9.00am**
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
- Thurs 12** **General Meeting. Veneto Club. 8.00pm**
Guest Speaker Tim Macrow from Tim Macrow Racing
Booking Eventbrite
- Sun 22** **Maling Road Autoclassica. Canterbury (To be confirmed)**
Contact Robert Judd 0438 871 044

SEPTEMBER

- Sat 4** **Caffe di sabato. Roasting Warehouse/Visit to Wilson Carburettors Airport West (resheduled from June 5th)**
Contact Joe Sammut 0412 221 581
- Thurs 9** **General Meeting. Veneto Club. 8.00pm**
Bookings Eventbrite
- Sun 12** **Harry’s Run (honouring past Life Member Harry Baker)**
Contact Richard Unkles 0411 185 779
- Fri 17 – Sun 19** **Fiat Nationals. Goulburn and sprints at Wakefield Park NSW**
Contact compsec@fiatclub.org.au

COMPETITION EVENTS ARE LISTED on the Competition Report page.
Contact any Committee Member if you have any questions

General Meetings



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

The Veneto Club
191 Bulleen Rd,
Bulleen VIC 3105

Future Meetings:
Thursday 8th July
(General Meeting 8pm
AGM 9pm)
Thursday 12th August
Thursday 9th September

Note: These meetings will be held at the Veneto Club, Gondola Room unless there are changes to the COVID rules.

Notification of changes will be via Fiat Pronto, our Facebook site and on the club website - fiatclub.org.au

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

NEW MEMBER UPDATE

It's a smaller list of new members for this month, but nonetheless we warmly welcome these new members.

WE WELCOME THE FOLLOWING NEW MEMBERS –

Fernando, Barbara, Sabine & Claudia Schiavone: Modern 124 Abarth

Christian Gogos: Fiat 124 Spider

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

MEMBERSHIP & CLUB PERMIT UPDATE

Many membership renewals have been received and processed. Don't forget to get your renewal in if you haven't renewed yet. You must have valid membership to drive your permit car!!

CLUB PERMIT REGULATIONS

With our year of 'hibernation' I thought it would be appropriate to remind us all of our simple obligations in using the permit cars.

- *Firstly, of course, your membership and club permit need to be current.*
- *Next, you must fill out the permit log book (in ink) before you drive the vehicle on any day*
- *You should always carry your log book and membership card with you in your car*
- *If you paid your permit via the internet carry a copy of the receipt in your log book*
- *The vehicle can be used at any time however you cannot use it for business or hire etc.*
- *If you make modifications to your vehicle after it is approved for a permit, it is your responsibility to ensure it is still compliant with any requirements. If in doubt contact one of our signatories for advice*
- *Finally, enjoy using your vehicles*

ELECTRONIC PERMIT RENEWAL

A reminder that the process for **renewing** permits can now be done completely electronically. We have now processed more than 50 renewals by this service and it has been very successful.

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

CLUB PERMIT SIGNATORIES

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

Fiats, Vespers, Strong Women & A Car Club

My Fiat Story, by Janet Fry



Racing my 128sc at Mt Gambier

Growing up as a child, the tales of women in my family were not of domesticity, sewing and cookery, but of motor vehicles, driving abilities and a “can do” approach. The strength of my two Grandmothers was either extraordinarily inspiring or very scary depending on what side of the discussion you were on.

Alice Fry, Dad’s mother, was notorious for riding a Vesper to Adelaide and back with her friend Ivy as a pillion passenger when my Grandfather, Old Ern, would not let them take the car! And, it appears Ella James, Mum’s mother, was no slouch at driving either. Her husband Philip James was a Shire Engineer at Bairnsdale when the Fiat 501 featured. There were stories of my Grandmother driving her five children from Bairnsdale to Rosebud in the Fiat 501 for a camping holiday to catch up with her sister. Their first born, my Uncle Don, seemed to be



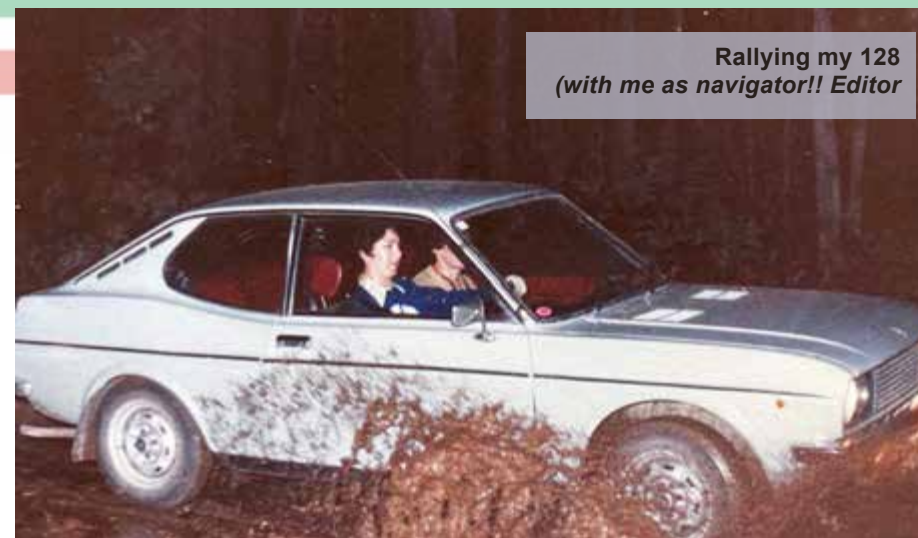
Mum’s 128 sedan

rather fond of Fiats too and owned among others, a 2300 and a 3P while his wife Shirley owned an 850 Sport, “and by golly, she knew how to drive it!” My mother’s favourite car was her beloved 128 sedan which was driven until it went to God at a very old age – an incredibly sad day for the family indeed. Some of you have met my Mother Phylis. Her claim to fame was at all the red traffic lights, quietly waiting for the green light in order to burn off the local hooners and have 300 yards of glory and laughter. A few years after Mum bought her sedan, I bought my 128 Sport and joined the FCCV to “learn how to drive properly”. And “learn” I certainly did.

My first event was “Dubbo” where I was instructed to drive around the flags in a dust bowl and not get it wrong. It wasn’t until much later I learned how advantageous it was for our club that all the “WD’s” (wrong direction) got my fabulously slow times! I went on to drive in other club level events such as autocross, hillclimbs, rallies and circuit or speed events. The economy drives, treasure hunts and social events were all great fun. I loved watching the simple Concourse d’elegance grow into Autobella of today. Even my wedding day was celebrated with the Fiat Car Club when a special supper was organised and a cake was made by Sherry Tyzack.

To my mind, the camaraderie, inclusiveness and encouragement I have received from the FCCV members is the most inspiring part of our Club. I remember Deb and Rob Judd inviting me back to their house after my first meeting, beginning a great continuing friendship. Little did I know when I joined the FCCV to learn how to drive that I would form lifelong friendships, serve on the Committee and sub-committees, attend CAMS workshops - even becoming a CAMS delegate, drive in rallies and MSCA events and within two months of joining, drive to Dubbo on a Saturday, compete on the following Sunday and drive back home to Melbourne on the Monday. Cars and driving must certainly be in my DNA.

I wonder what my grandmothers would think?



Rallying my 128
(with me as navigator!! Editor)



My Wedding Day



Rob Cowley and I with Novice Trophy



Concourse d'Elegance



Italian Trip 2017

Competition Report

Bill Freame, Competition Secretary

Just as we all started to get our lives back, with activities and employment building back to near normal, along came Lockdown Mk4 to well and truly put the brakes on again. For the second year, the MSCA had scheduled a sprint at Taillem Bend on the Queen's Birthday long weekend in mid-June and once again we can't travel that far for fear of spreading the Victorian version of the COVID plague. Two months prior to the event, entries had been oversubscribed by over 100! Despite the distance to travel there, that's how keen the MSCA clubs are to drive on that fabulous race track. Let's hope the track owners are understanding and can substitute a hirer of the venue from another state at short notice. Maybe it can happen in 2022?

Speaking of the FIAT Nationals, the previous event was held in April 2019, and the next will be held in September this year. A lot has happened in that time, including FCA transforming into Stellantis and the addition of Citroen, Opel, Peugeot and Vauxhall joining the FCA group. With the FCCV committee support I attempted to arrange a Nationals Delegates meeting, by ZOOM. Instead, it has been handled in a different way. I felt we had several things to discuss, especially how we would decide what Stellantis brands would be permitted to participate, if any, in the FIAT Nationals, in particular the Citroen and Peugeot marques. Additionally, there is need for a 4WD/AWD FIAT class in the FIAT of Italy Cup (FOIC) competition, instead of being combined with the Specials class, as at present.



Competition Secretary, Bill Freame

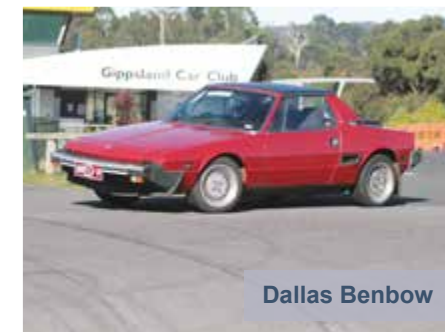
To their credit, the FCCNSW asked (by email) all the clubs to consider several relevant questions and possible rules changes for this next Nationals. Two items were approved/ accepted at a Nationals Committee Meeting, a separate 4WD/AWD class in the FOIC motorkhana and also, in addition to the keenly contested FOIC, that there should also be an overall winning club, taking results from all three of the competitions into account. Non-FIAT group engines/ transmissions in our eligible cars will not be permitted, except as a social entry of being a non-FIAT. So, there you have it. We need our 4WD members cars to support their own class that they finally have and we need to not only defend our holding of the FOIC trophy, but to also strive to perform well across all three of the competitions, to achieve the honour of being the Champion Club at the FIAT Nationals. It is to remain as the FIAT Nationals, not the Stellantis Nationals and this is the 'Premier Event' for our FIATS, so I urge you all to support them as a competitor or as an accredited official, or both!



Drivers at Sandown



Ruth Freame



Dallas Benbow



Marisa Gangemi

Targa Tasmania was a successful event for our members, but a tragic event overall, for many long-time supporters of the event. There is a full and separate report elsewhere in this FIATmonth.

Peugeot Club invited our club to a 'Sealed Surface' Khanacross at Metec on 24th April. By all reports it was a successful event, well enjoyed by our members in attendance. I was still at Targa Tasmania so I needed to rely on reports from those that attended.

An AROCA sprint at Sandown on 8th May had 10 FCCV members going at it and others tuning up as spectators. Always a well-run event and Sandown is so close to home for many of us.

MSCA were at Winton the following weekend, but I was busy helping Phil run his 131 at the State Race meeting at Phillip Island, in amongst the Historic Touring and a field of desperate HQ Holden's. It was very cold and often wet, so we were pleased to be able to share a pit with a GT6 Triumph.

VKC3 was at Bryant Park on the 23rd May, with Ruth sharing the Punto with Paul, Marisa was in her 500 and Dallas in his X1-9. Another cool to cold day, I was just an interested spectator who ended up with a cold. A full entry of 50 ensured action all day, with the field split into two. Paul placed 5th O/R, 1st in class C, Dallas was 4th in class A and 12th O/R while our ladies battled hard, with Ruth (4th) just beating Marisa (5th) in the Ladies class.

And then Lockdown Mk4 arrived in Victoria to stop our lives again. The (younger) Freame's were entered for the motorkhana (VMC5) and khanacross at Deniliquin, on May's last weekend.

I was trying to organise a Nationals practice at Metec, but the only date we could do it, in our very crowded calendar, was not available. However, there are two motorkhana days during the Winton Festival of Speed, on 7th and 8th of August. FCCV will be running the Sunday motorkhana (VMC7) and the tests will be those scheduled to be run at the Nationals, thus, there will be no reversing tests! We need everyone that is planning to compete at the Nationals to come to this practice!!!!

In between our regular lockdowns, there will be plenty of opportunities to sprint, hillclimb and motorkhana and/or khanacross.

Finally, it is with great sadness that I advise that top Australian rally driver, Geoff Portman has passed away recently. As a team with his regular navigator, Ross Runnals, Geoff was Australian Rally Champion twice, in '81 and '82. Additionally, he was also Victorian Rally Champion on three occasions. The Portman/Runnals team were just as good at winning the many navigational rallies as the more speed paced ARC type events. Long may he be remembered.

COMING EVENTS: JULY TO SEPTEMBER

SPRINT EVENTS		
Sunday 3rd July	AROCA	Phillip Island-TBC
Sunday 11th July	MSCA	Sandown-TBC
Sunday 18th July	AROCA	Broadford (Motorcycle Track)
Sunday 15th August	MSCA	Winton (TSOA Challenge)
Saturday 4th September	AROCA	Sandown
Sunday 12th September		Phillip Island
Friday 17th September	Wakefield Park	FIAT Nationals
16th and 17th October	AROCA 12-hour Relay	Winton
MOTORKHANA EVENTS		
Saturday July 10th	VMC6	Huntly Saleyards (bitumen)
Sunday August 8th	VMC7	Winton Festival of Speed.
Saturday 18th September	Fiat Nationals FOIC	Canberra



EVENT PHOTOS

Compiled by Lyn Bartold
Photos Peter Bartold, Anthony Cementon, Marisa Gangemi, Bill Freame, Karen Murray



2021 Targa Tasmania

By Bill Freame



The 2021 Targa Tasmania event had been long awaited, after the cancellation in 2020 because of COVID -19 restrictions on all our activities. Twelve months on and there was plenty of enthusiasm to get this great event happening again. FCCV was to be represented by Jack Waldron and Vin Gregory in the Sigma again while Phil Buggee needed to find a replacement Navigator for the 131, as Paul Freame was unavailable for this event so Jeremy Brown (from SA) stepped in. Arrangements were made for Jeremy to get his seat across for it to be installed in the 131 for exactly the correct fit and location, etc. With Targa being six long, very full days it was vitally important that both crew members are as comfortable as possible, to ward off fatigue for as long as possible. Jack and Vin had a completely different problem to solve. Peter Kerr had retired from service crewing after many years of servicing to their cars. Into the breach stepped Ian Maud and Tony Bocquet, both servicing for the first time, a real-life learning experience, for sure .

Both cars and service vehicles were on the ferry on the Friday night, for an overnight crossing, while Shayne, Ian and Bill flew over Saturday morning, The Sigma and 131 still needed final scrutiny before being impounded in the Silverdome arena. Both FCCV cars sailed through tyre marking scrutiny and the teams were ready for Day 1, on the Monday, with the threat of rain for most every day of the event.

Jeremy had supplied me with a map with each of the days roads and stages marked clearly on it. We made notes each night of service locations we would try to be available at on the next day, and as I was the only experienced service member, these notes and map were made available to the Sigma crew so that at least they would know where we were going to be.

Day 1, With the route to the West of Launceston, five service/ refuel locations were required for the 131-service crew to be at. As it was a fine afternoon, we serviced at the Silverdome, in the lower car parks, before being locked in *parc ferme* inside the Silverdome for the night, again. Meanwhile the Sigma Alternator had broken a bracket and was replaced under a seaside shelter late in the day, the very reason for having spares and a mobile service crew to meet up with.

Vin returned to Melbourne at the end of Day 1 and was replaced by Tasmanian, Graham Mitchell for the remainder of the event. Shock and horror for Bill and Shane when they much later that night drove into central Launceston to fill the fuel churns. The BP was out of 98 ULP! With BP now the fuel sponsor of the V-8 Supercars that had just been racing at the local race track, plus most of the Targa Tasmania cars are going to use 98 ULP, how on earth could they run out of fuel? Fortunately, the nearby Caltex also still had 98 ULP available and so we filled the fuel churns with that.





Day 2, this time off to the East of Launceston, with fog and drizzle for most of the day. All the service crews drive to St Helens to service the cars after the first four stages had been done. The 131 took on 27 litres to do two more stages and get back to the Silverdome for service. As it was still wet and windy at the end of day, both cars serviced at Hadsphen, under shelter. All was looking good for both cars, with the Sigma leading Thoroughbred Trophy.

Day 3 was a long one with all luggage in the service vehicles and the empty trailers towed to various service points, on the way to overnight in Strahan. We filled at Penguin, on the way to lunch then filled an empty churn at Burnie, headed to Strahan, with a planned fill of the 131 at the Waratah crossroad, amongst many other service crews also waiting there to do the same after the Hellyer Gorge stage. We serviced in Strahan, in semi shelter against a building before it got completely dark(!) Both cars were performing very well, ready for Day 4, a long one.

Day 4, all the way to Penguin and back to Strahan, with four stages before lunch and two after. We would have seven service locations, with five possible for refuelling. Hellyer Gorge would again be traversed, twice, once in each direction. Due to unexpected resurfacing only weeks(?) prior to the Targa event,

the normal Hellyer Gorge stage distance had been reduced. Despite the reduced distance, all the cars were 'loose stone' damaged to some extent. Some cars with large brake packages stopped at the Waratah crossover service location to clear the stones as best they could. We waited at the Zeehan service location we had selected but a phone call had us head off to Strahan to prepare for a very full check over, to get the 131 readied for the drive to Hobart the next day. Meanwhile, the Sigma had a failing alternator on the Reece Dam stage, so requested Ian and Tony to meet them at Zeehan so the Sigma could follow a set of lights into Strahan where they would build an alternator out of the two, they had. They fixed the problem that night!

Day 5, to prevent the service crews getting stuck in Strahan, they all need to leave before the only road south is closed for the Targa stages. All packed, Shane and Bill were on the road out to Queenstown at 4:45 am. A strong wind and a bit of fog were only some of the challenges we faced, with one tree down we needed to dodge around. It had been arranged that Ian and Tony would add 10 litres to the 131 at Queenstown and then we would fill it for the rest of the day at the Derwent Bridge roadhouse. Shock horror again, we found a sign on the door that the roadhouse was closed until 8:30am. Shayne phoned

them from out the front to convince the owner to open a bit earlier as we were many and we were all hungry. Fortunately, they opened up at 8 and we all were able to eat and drink to our limit. Seems nobody had bothered to advise the roadhouse about when we would be coming, he claimed. We heard rumours there had been a very serious accident and there was a lot of mis-information flying around that was totally wrong about who was involved and what car. We all hoped that the news would get better, but it didn't. But, unknown to all of us then, it was going to get a lot worse.

Day 6, there was little enjoyment amongst the crews with the confirmation of the fatal accident only the day before. Only a short day to the SW of Hobart, five stages in total through the Huon Valley area, but three stages would be done twice. The sun was shining and we set up in a good location that we could refuel safely, or administer any other aid that would be needed. Rumours of another bad accident were rife and then news that the competition was over, we should all return to Hobart.

The Sigma had failed to start that morning and lots of people had exhausted themselves trying to push start it, all to no avail. Ian and Tony were summoned to return (briskly) to administer help. Thank goodness for mobile phones keeping us in contact when really needed! Despite a 12-minute lead they were rapidly

running out of time to stay in the event, needing to stay ahead of the sweep car. Finally, with the service car towing it, the Sigma fired up and kept running. Jack got it to the Lower Longley stage with six (quick) cars still to start the stage. That's three minutes to spare at 30 seconds apart! Eventually Ian and Tony arrived at our second service location and told us all that had happened to their day.

Jack and Graham, in the Sigma, won Thoroughbred Trophy by 12 minutes and 25 seconds, plus have also won the Australian Championship for the Thoroughbred Trophy Category for 2021. Phil and Jeremy placed eighth in the Classic Category and have placed second in Classic Category in the Australian Championship, in the 2021 Classic points tally. A good result for both cars and crew.

Our dinner that night, at the '**Ball and Chain**' was quite sombre, with the confirmation of the worst news possible affecting us all. Can Targa Tasmania survive the 'Witch Hunt' by Motorsport Australia, the Tasmanian Police and The State Coroner? I am sure the findings of these inquiries will certainly have some effect! Not a good look for their tourist roads and the quickest cars are now very, very quick. Perhaps too quick for tourist roads? Our condolences and prayers go out to the families, their friends, the Targa officials and all the service crews involved and affected.



RED 2021 Car Display

By Robert Judd



The Club Display

After what had been nearly 12 months of 'hibernation' we finally had an opportunity to attend a car display and there were 2 on the same day (plus a couple of competition events). This meant that we needed to divide and conquer to be represented at the various events.

The RED 2021 Rear Engine Design car display was a new idea and the first of a kind to be run by the VW Club at their home club site of the Austrian Club in Heidelberg. Rather than quantity, we concentrated on getting a quality variety at this event, to show the rear engine design variants that Fiat has made over the years. With 500, 600 and 850 models in our range we were able to get a very good representative display together. Because we had shown good interest in the event, we were provided a dedicated display area where all our cars could be located together. However, we did choose to put Roger's 850 Campervan in an adjacent row of VW Kombis, just because we could. No doubt it was the most popular campervan there!

A big thanks to those members who were able to come along including John Westcott (500), Laurie & Virgie Hocking (500 Abarth), Damon Earwaker & sons (500 Giardiniera), Alex Braic (600), Sam Mazzeo (850 Sedan), Antonio Nicolazzo (850 Sport), Robert & Debra Judd (850 Spider Abarth) and Roger Beattie (850 Campervan)



We were treated to a fairly full display of VW's including Beetles of all varieties, Type II's and Porsche 911's in many variants as well as Renault 8's, 10's, Alpines, Floride and a Chevrolet Corsair. There was a Rover V8 powered Kombi flatbed car transporter (which was used as the presentation platform for the prize giving – see photo) and even a couple of Italian mid engine cars that sneaked in!! One car that took my attention was a rare Moke like VW which had a very 'interesting' seat belt mounting solution!!



The weather was perfect for such a display and the cuisine of the day (available from the Austrian club) had a true Austrian flair with apple strudel in place of canola to go with the decent morning coffee and wursts of all kinds available for lunch. The event was organised well and there were a number of prizes on offer on the day, all judged by popular vote. Our cars obviously attracted attention and congratulations to Laurie who was pleased to be awarded Best Engine Bay trophy on the day.

The organisers were very pleased with the outcome of the day and are planning to run the event again next year. I will be hoping that we can extend our range even further and possibly add in a 126, 600 Abarth, Multipla, 850 Special, 850 Coupe and maybe series 2 Spider. They are out there, so we will hope that next year we have a better chance to plan without the uncertainty (Covid) of this year's event.



Lawrie Hocking with his trophy



GARAGE VISIT TO THE HAYDEN COLLECTION

By Lyn Bartold

Photos Peter Bartold, Anthony Cementon, Roger Beattie, Paul Pozzobon



Club members exploring the collection



Our May Caffe di sabato was combined with a Garage Visit to the amazing collection of Robert and Suzanne Hayden in Coldstream. The meeting place was Bosses Boots Café in Chirnside Park, a regular on the Caffe di sabato list, for a coffee and then a

short drive through Lilydale to Coldstream to the Hayden property. The promise of the opportunity to view the Hayden collection attracted a huge crowd with around 50 cars and at least 80 members in attendance for all or part of the day.



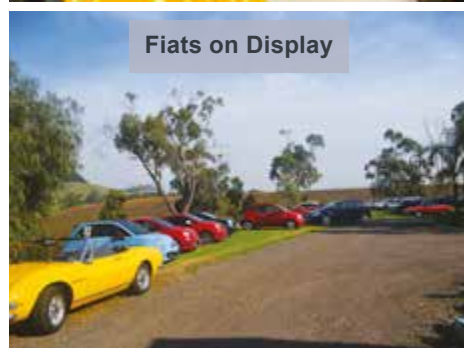
The size and set up of the “garage “ was mind blowing, every car collectors fantasy and the range of cars in the display was varied and amazing. Some of the Fiats in the collection included 124cc, Dino Coupe, 500D and 2300 coupe. Amongst the other marques were a Thunderbird, De Tomaso, Lamborghini Gallardo, a Buick, Mustang, Alfa Giulietta Spider and a Ferrari Testarossa with engine removed and on display, just to mention a few!! Robert and Suzanne had another club visiting the week before and some of those owners kindly left their Ferraris and Porsches to add to the already superb display. The property borders a vineyard so there was a fantastic backdrop for the many photos that were taken of FCCV members cars on display outside.



The Hayden Garage



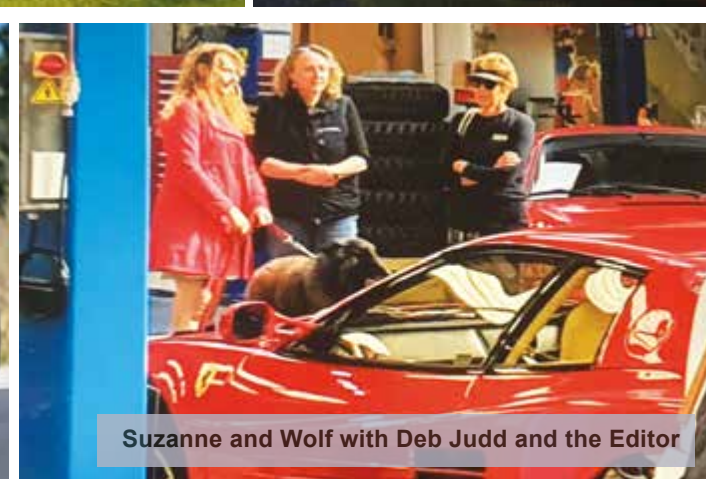
Cars at Bosses Boots



Fiats on Display



The Hayden Family



Suzanne and Wolf with Deb Judd and the Editor



Products
Robert Hayden answering question

Robert and Suzanne happily chatted to us and answered questions while we wandered around the collection, taking plenty of photos (many of which you will see on the Facebook site).

After a few hours of enjoying the magnificent cars, a group photo and a chance to express our thanks to our hosts, about half of the group headed off to Oaks on Melba Restaurant in Yering for a wonderful lunch under the shady trees, eating great pizza and polenta chips – what a day and what more could we ask for!

Thanks to Roger Beattie and Sandro Cesario for organising the day and, of course, to our hosts for the Garage Visit, Robert and Suzanne. This has to be the biggest turn up we have had at an event for a very, very long time and it was thoroughly enjoyed by all present.



Relaxed Lunch at Oaks on Melba– Lamborghini Mura



Lygon St Autumn Italian Festa

By Richard Brewster

Photos Joe Sammut, Anthony Cementon, Joe Pagnoccolo

Enthusiasts and others can only marvel at the considerable expertise shown by several FCCV members when it comes to organising Fiat car displays for major show and shine events.

Such skill was on display at the Italian Autumn Festa in Lygon Street, Carlton when several Fiat 500s were carefully mounted on the central concrete median strip.

This is a precarious and hazardous exercise, but the team of Sandro Cesario, Joe Sammut and David Judd, using ramps and good judgement, managed to place each car into just the right position to create a magnificent display.

It was a cloudy start to the day with just a hint of rain as we all rocked up for an 8am start and the 20 or so cars that had volunteered for the display were placed in position along Lygon Street and its offshoot Argyle Place.

Apart from the Fiat 500s, there were several Spiders, 124 Coupes and X19s – along with David Judd's and Pat Giovannuci's (newly acquired during COVID last year) Fiat Dinos and Aldo Ciccone's 2300 Coupe. Special were classic Fiat Balilla and Ferrari tractors – the latter in what appeared to be original, well preserved condition.

Alfa Romeos also were well represented and an orange Delage was a standout with several other makes (including a rather spectacular Renault) putting in an appearance.

The Ferrari contingent arrived a little later with each carefully parked alongside the other in Argyle Place – and attracting the usual admiring glances.

Some of us stood around observing that the event seemed much quieter than in previous years, possibly because of the lingering reticence about COVID-19 for people to attend public events.



However, not to be daunted, the stage set up in Argyle Square, with hundreds of white chairs facing it, was the venue for the Veneto Club choir, a magnificent female soprano recently returned from the United States and an equally impressive tenor determined to keep the anticipated crowd fully entertained.

As the morning progressed, the music and crowd seemed to grow louder and larger and early doubts about the success of the event this year were dispelled. There must be something about classic cars and the efforts club members go to show them at their best that fascinates people because there was no shortage of onlookers gathering around each one for closer examination of what amounts to important motoring history.

Richard and Elsa Unkles turned up minus any of their cars as when Richard drove to where he stores his black 1923 Fiat 501 taxi to bring it to the Sunday display, the battery was flat. Richard used the crank handle to get the engine to start but not wanting to be caught at night in a black car with no lights he decided to abandon his plan and return the car to its storage place!

The local cafes and restaurants provided a comprehensive choice of food and alcoholic beverages as well as sumptuous barbecued Italian sausages for club members to enjoy.





Itala water jacket



The News Stand

Richard Unkles

David Stott has been progressing the Tipo 50 Itala engine. He has had a new top water jacket made by Stuart McCorkelle. Stuart has made the patterns, made the casting and machined it. David reports all the holes for the mounting studs matched exactly as they should. Stuart also made one spare, which has already been taken up by Sigurd Bølling in Norway as a spare for his Tipo 51. The basic engine block is the same for both Tipos but there are differences in pistons and conrods for the higher performing Tipo 51. The annoying fact is that Kevin Wilby had the same pattern and casting made over 30 years ago but the pattern disappeared.

David realised that he had to remove his block to sort out some water related problems and so he is obtaining new piston rings thanks to Bill Freame's old business partner, Trevor. Seems the bores are standard at 83mm but the pistons have been replaced at some time. They are slightly domed whereas the originals are believed to be flat tops.

Sigurd's car is later than David's and has front wheel brakes. When Sigurd's car was near new it had a history of being used for ice racing in Oslo, which was a common motor sport there at the time.

David Wright advises that Paul Fullard has found a suitable Fiat Tipo 1 to restore in NSW after being outbid for the Tipo 2 Fiat at the Wandin auction. Apparently near mechanically complete the body is good only for patterns. Tipo 1 cars are much less common here than the Tipo Zero, of which there

may be a dozen here. David Wright's spider is a Tipo 1 and Bill Matthews in Tasmania had one with a laundalet body he built for it. That car was motored for many years with a Tipo 501 front end on it until one turned up with a chap in Bendigo. The front end was rescued by your scribe. A memorable occasion as the windscreen of the modern was broken on the rescue trip. A lucky find as there were no other Fiat parts in the collection of bits. Last heard of that car was in Portugal, but may well have moved on again.

More veteran news is that the Fiat Tipo Zero that belonged to John Etkins in the 80's and was on the VVFC Rally to Swan Hill in 1987 and then went to the well known veteran car identity Alan Lethborg has found a new home in Lismore with Robert Lovell who admired the car back in 1987. Somethings come to those who wait long enough. Robert was at Motor Classica some 3 years ago with the newly restored and highly polished Vauxhall 23/60 tourer.

Jen-Luc and Danielle Dal Pra's nice blue 501 sports beetle back that came from a NSW auction house is now declared a runner and the engine sound. Claimed to be a runner but certainly not so upon arrival. However it certainly does need proper tuning, the starter motor circuit sorted and the oily rear LH brakes fixed. A candidate for the new fuel tap spindles being considered for manufacture. Looking like it will be ready for real motoring in Spring.

Spare Parts

We have now tracked down 3 machinists capable of making various parts, primarily for Tipo 501 cars. Parts being contemplated are new stainless steel shafts with modern Teflon seals for water pumps, priming taps, fuel tank tap spindles and crank hole covers.

Crown wheels & pinions order will be followed up after the virus comes under control in Bangaluru. Our advice is that currently they have far too much on their hands to be concerned with the order.



Des' "New generator/alternator"

501/503/505/510 Generator Conversion

Des Donnan has undertaken the Kubota alternator modification proposed by Roger Beattie. To quote Des "Major step with Fiat restoration. The generator has been modified by incorporating a Kubota alternator and

removing the original field coils and rotating coils but reusing the central shaft. There will be a rectifier fitted inside the chassis rail."

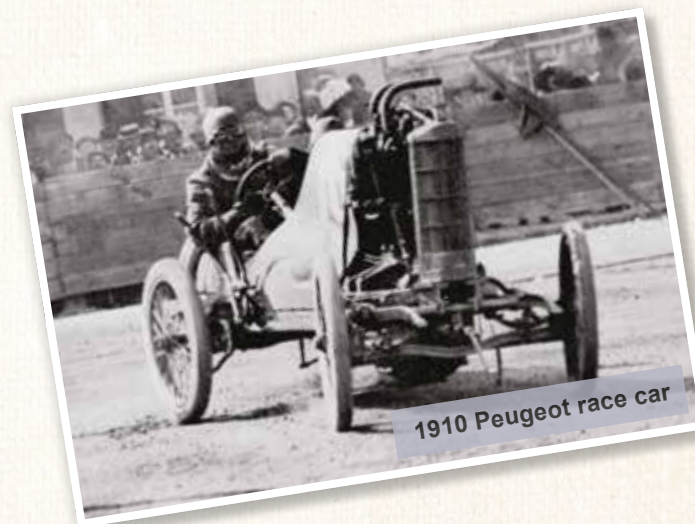
Penrite Museum

Penrite Oils have been good for the movement and its owners. They are now setting up a museum at Dandenong South, with their car collection having been added to with purchases from George Hetrel, including his Bugatti Type 35 and his late 30's red open Mercedes with a history to senior German military. That car was on display at the National Gallery of Victoria a few years ago. George has been a great vintage motorist and also philanthropist. He re-restored the 1913 Fiat Tipo 52B that was the overall Concours winner at the 1988 Bicentennial Rally in 1988 out of 1278 entrants from all over Australia. The Fiat is not part of the Penrite purchases so there may be an opening there for someone.

Penrite are looking for any relevant memorabilia. A 20 litre period oil drum that was bought by the late Bob Coleman over 25 years ago has been donated by your scribe. Contact with Penrite is best via email to Jarrod Harding at jharding@penriteoil.com.au.



Penrite drum



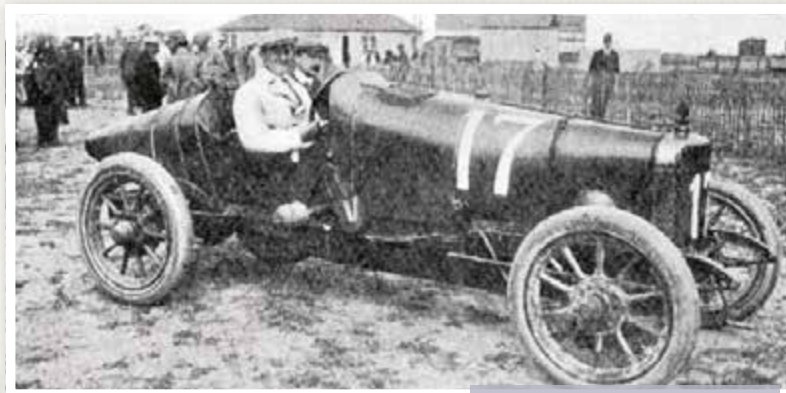
1910 Peugeot race car

1910 Period Engine Development

One aspect of engine development pre-WWI was the bore/stroke ratio. The 1910 Peugeot was a development of this as an extreme. It was a two cylinder engine with a 16° angle between cylinders. It developed 40bhp from 2.8 litres from an amazing bore/stroke of 80mm x 280mm. It actually performed well, doing the best lap at 59mph in the Coupe de L'Auto race but failed to finish due to tyre and chassis problems. Note the lack of ground clearance (especially for a race car on unsealed roads) under the engine. Clearly engine development was in front of any thoughts on improving lap times through reducing the Centre of Gravity.

Tipo Torque (cont.)

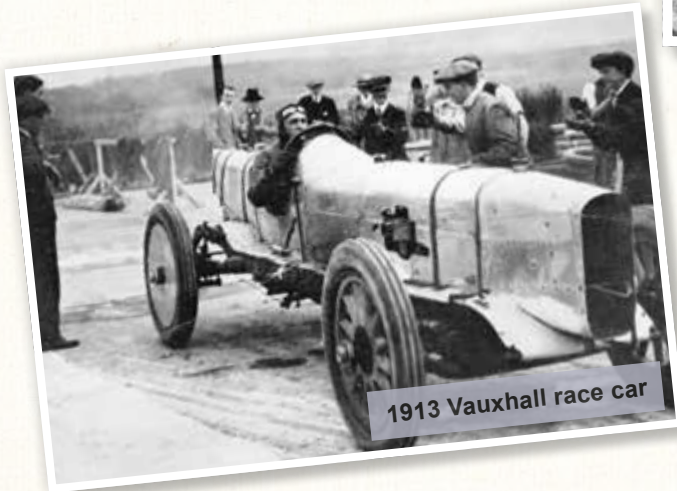
By 1912 Sunbeam were leading the way in smaller engine development with a 3 litre side valve 4 cylinder of 80mm x 149mm that took 1st, 2nd and 3rd places in the Coupe de L'Auto race for the 3 litre class and came 3rd overall. The maximum lap speed had increased to 75mph in just 2 years.



1912 Sunbeam race car

Vauxhall in UK were also into this development with the talents of Laurence H Pomeroy being used to effect. He designed a 4 cylinder engine of 4 litres developing 75bhp from 95mm x 140mm at 2500RPM in 1913. This car raced for 300 miles at 92mph and went on to set 11 world and 15 class records. The most outstanding was 87.74mph for 700 miles driven continuously by the one driver. By now centre of gravity and streamlining were being taken seriously.

Source – The Motorist's Miscellany edited by Anthony Harding, Batsford 1964



1913 Vauxhall race car



Serpollet steam

'Damn you, Sir, I certainly know which way I'm going.' Serpollet, 1902

Quotable Quotes

“ Only a man would have thought of three pedals for two feet.”

Mrs Betty Salter”

“ Had I listened to my wife, I should have gone and got myself a job with the local tramway company.”

Enzo Ferrari”

Federation of VVCVC News

Two items of special interest here.

Vicroads are expected to have George Rivers to write the Regulatory Impact Statement for the CPS very soon. This is anticipated to call for public consultation by the time Tipo Torque is received. Probably the most important item will be the possible adoption of the 30 year eligibility used in the other states rather than the current 25 years used here.

Bendigo Swap is planned to go ahead but with limits on the numbers attending. It will be limited to 11,000 paying entrants and 4,000 stall holders and volunteers. Some 20,000 paying entrants is more usual, so the

Bendigo Council is being requested to modify the rent of the Showgrounds. All tickets must be pre purchased in the same manner as the recent Winton Historics Race Meeting which was limited to 5,000.

The Golden Oldies Rally by the Federation is expected to be run with support from the Federation and the RACV. Seems the RACV has shifted in respect to its support for historic motoring back to a positive stance. My understanding is that the RACV resorts must have been bleeding money during the lockdown but their horizon is now looking better.

Winton Historic Races - 22 & 23 May

Winton was a very successful weekend with perfect weather and clearly enjoyed by all involved at all levels. The only representation spotted of Fiat was a Fiat 501 radiator shell mounted in front of a De Havilland Gypsy Major aircraft engine special. Pity about the V8 Super Cars which were to run the following weekend but postponed by Covid restrictions.

Avoirdupois



E type Jaguar

A VERSATILE TOURER, WITH PANACHE...

By Trevor Prasad



Enroute to Khancoban and Geehi

"Groan...oh no, do you really expect me to fit in there, ...really?"

Never heard my Deuter pack complain so much, and considering I was the one who would be lugging said pack up the infamous Hannel's Spur over the coming two days, pack doth protest too much!

So the challenge and destination was to climb Australia's highest ascent from Geehi Flats campground up 2,200 metres to the summit of Kosciusko in sub zero conditions, following the first big dumping of snow in the Australian alps.

The 124 Spider is wonderfully versatile. Happy to cruise the Hume, and comes into its own with panache as the corners tighten, on the B400 towards my first night's base camp.

Near the Tintalra turn off I get my first glimpse of snow-capped mountains. With mixed emotions, I contemplate the sanity of my solo expedition. Have I judged the weather patterns correctly, (the Main Ridge can be miserable). Mental checklist of gear. Yep, I've packed my 'beam me up Scottie' locator beacon.

The decision to buy a two-door ragtop can bring some mild anxiety, as we consider if it will suit our every need. (Perhaps a similar anxiety to those pondering 'e' vehicles, with the ever-present fear of running out of charge).

Over the past 1.5 years of ownership, I found the 124 Spider to be the most versatile, capable and fun care I've owned. Golf clubs are a challenge but doable, Ikea runs are hilarious, and now camping expeditions are perfect with a snugly fitted pack stowed.

For us motorcyclists, the Snowy's provides some of the best riding roads. The section from Khancoban to Geehi is always a favourite, and on this occasion provided equal delight in the opened top four-wheeler, and reconfirmed my decision to take the Spider.



Overnight accommodation



Following the path of Strezlecki



Hopper Roos along the way



Moiras Flats - minus 2 degrees



Byatts Peak



Kosciusko Summit 2,228 metres

With half-cover installed, the 124 survived the overnight low of minus two.

Time to wade across the icy waters of the Swampy Plains River to find the head of Hannel's Spur 'track' just north of Dr Forbes Hut (it was a rare moment having to use a GPS to locate the starting line). Within 50 metres the long ascent began steadily upwards to Moiras Flats campsite, and at 1528 metres, offered the first drifts of snow.

Absolutely blessed with weather. After an overnight low of minus 4, the skies were clear and sunny without a breath of wind in the air, which made for a perfect summit. With an almost full moon and knowledge of the elevated boardwalk from summit to Thredbo, I had the most magnificent sunset followed by a moonlit walk back to the Thredbo Chairlift. Then walked down the Village ski run under head torch to the welcoming shimmering lights of the Thredbo Alpine Village Hotel bar.



My Versatile Tourer



COFFEE MORNING

Story Rob Judd
Photos Paul Pozzobon, Joe Sammut

The people at Jay Leno's Garage were a big supporter of the club at last year's Autobella and it had always been intended that we would have a coffee morning at their premises in Essendon to thank them and help promote their wide range of high quality car care products. After several aborted attempts we finally locked in May 9th, which happened also to be Mother's Day. An early start of 9am with a finish at 11am fitted in well for many.

A mobile coffee cart was arranged and a select group of members turned out in an interesting variety of cars to fill up their forecourt and spill onto the street. Apart from the broad range of Fiats we also had a

McLaren and Alfa 4c in the mix with a few locals showing interest in all of the cars.

The sun was shining and we were able to chat while drinking our coffees and learn/test several of the JLG products on our cars. I know that many of us bought products and will test them out thoroughly in the weeks to come.

We will have another opportunity to do this in the future, but until then you can use the code fiatvic to purchase online at their website and get a 15% discount. They also offer free delivery for any order over \$75. Check them out at jaylenosgarage.com.au



Coming Events

General Meetings

July 8th 8pm Veneto Club
and
9pm AGM

August 12th 8pm Veneto Club

September 9th 8pm Veneto Club

Caffe di sabato

July 3 Veneto Club
August 7 Veneto Club,
Sept 4 Roasting
Warehouse, Airport West and
visit to Wilson Carburettors



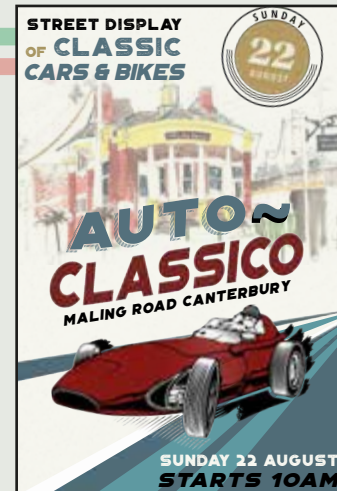
Caffe di sabato July 3rd and the Fiat 500 World Wide Meeting

Veneto Club 9.00am

Join us to celebrate this with the Fiat 500 Club of Italia
Bring your Fiat 500's along to our special 500 display
and photo shoot

All other Fiats also welcome

Contact Joe Sammut 0412 211 581,
Sandro Cesario 0420 277 701



FCCV will have a
display at Maling Rd,
Contact Rob Judd
for details
0438 871 044



New auto magazine
from
Jack Quinn,
friend of FCCV

Harry's Run

Sunday 12th September

Join us on our Annual Run to celebrate the
memory of Life Member, Harry Baker

The Run will be held in the Dandenong Ranges area
Further information can be found in Fiat Pronto emails closer to the date.
We look forward to having a great turn out of members and their cars

Bookings Eventbrite
Contact Richard Unkles 0411 185 779



Fiat Club Festa

Saturday December 11

La Barraca, Rear of Veneto Club

A day for family fun, display of wonderful cars car, great food
Visit from Santa



Book in the date – more details closer to the date
Contact Mario Di Censo 0419 171 661, Paul Pozzobon 0418 552 290

WINTER MID WEEK RUN

July 14 2021

Meet at BP Rockbank (Joe's place*)

8.30am for 9.00am departure

Approx 180km drive on pleasant back roads
through Clunes to stop for a Garage tour, soup and rolls.
For those so inclined a more substantial lunch in town.

Return to Melbourne at own leisure

Enquiries: Roger Beattie 0400177278



Spanner Night

Before I start with this article I would like to thank Chris McQuellin who we saw a number of times over lockdown at Zoom meetings from his Albury residence. It was thanks to his parallel interest in hand tools and FIATs that this story came to light and led to an interesting outing for a couple of members to attend the HTPAA (Hand Tool Preservation Association of Australia) meeting in March. I didn't realise I was going to be attending the AGM but managed not to volunteer myself for any additional committee positions within that organisation.

When Chris posted the 'Spanner and Wrench Collector' newsletter (Issue 39, Feb 2020) to me I was fascinated to see that 5 of the 8 pages were occupied by FIAT spanners along with a descriptions and what information had been to hand about the manufacture dates, sites and companies that supplied FIAT with the spanners.

My interest piqued. I gathered up what FIAT spanners I had and borrowed a few from other members and attended the club's March meeting in Box Hill with a view to expanding the discussion (see attached pics) but as the meeting was caught up in AGM activities I was confined to a few brief chats afterwards. It seems the Albury/Wodonga region is the stronghold of FIAT car spanner collecting within the club so rather than make a pilgrimage I might send some photos and continue the discussions online.

Once again, thank you Chris for bringing this fascinating group to light and to everyone else See how simple it is to come up with a story from a recent activity. Oh, and no Despite an assertive nomination attempt from my companion on the evening I did not take out the 'Tool of the Year' award (a real prize, presented without mirth or merriment).

See the whole article on the website at fiatclub.org.au/downloads


Interested to see what other people have and the comments following this articles inclusion.

Roger Beattie



This very old spanner turned up in a members kit (K.Lemm)





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 FOR FURTHER INFORMATION

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FCCV MERCHANDISE

Our club has a wide range of merchandise which is updated often.
 It is available for purchase at club meetings and events such as Autobella.
 Committee Member, Ralph Di Censo, is in charge of the merchandise and
 can be contacted on 0438 232 875 if you wish to purchase any items.

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All the info you need such as supp regs, entry forms, and accommodation details is now live on the website, and ready for download.

Click here to go straight to the official site: <https://www.fiatnationals.com.au>

Entries will close August 13th to help the organising committee finalise the event preparation, so please don't hesitate to get those entries in.

ACCOMMODATION BOOKINGS

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Contact your FCCV Committee Members for further details

