



# FIAT Month

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

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

**MAY 2021**

**Mornington Peninsula Run**

**Autotalia 2021**







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**MAY 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:

David Judd's Fiat Dino Spider  
See Featured Member Story  
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Photo by Phil Beattie on  
Blairgowrie Yacht Squad Pier  
Mornington Peninsula Run  
See page 16, 17, 18

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Roger Beattie

### 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: July 2021  
Deadline: 5th June 2021





2020-21

# THE CLUB COMMITTEE

## President

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

## Vice President

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M: 0412 333 238

## Secretary

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## Calendar

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M: 0402 409 758

## Display and Run Co-ordinator

Joe Sammut  
M: 0412 211 581

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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



## From the Editor...

Thinking back over the past year and back to 2019,

the phase "from feast to famine" comes to mind when we think about our club events. 2019 was a year when we had our usual range of wonderful club events on offer, often with more than one option on the one day, and including our 2019 Europe and UK trip. In 2020, in between lockdowns and restrictions we managed to get in a few live events and plenty of Zoom contacts but we certainly were looking forward to 2021 for a return to some normality.

Certainly, there was some improvement with a return to live meetings and Caffè di sabatos, as well as the highly successful X19 Raduno with 30+ cars and 60 people attending in January. We were also planning Autobella & Costumi d'epoca, one of our major events of the year, which was to be held in late February but it was decided in January that as we would not be able to hold this event in its usual form within COVID restriction that it would be better to cancel it. February was a month when a number of events had to be postponed or cancelled due to a spike in COVID cases and the reintroduction of restrictions. Events that were published in our Coming Events in the March FIATmonth such as Toscano's Big Tomato Day was postponed to the end of February and then cancelled for the year. The Autobella event was cancelled but the Eco Drive was moved to that date, and with careful planning it was able to go ahead. The Lygon St Autumn Display, incorporating a display of Targa Florio Australian Tribute cars (TFAT is now rescheduled to November) has now been moved to April (at the time of writing this, it appears that it will go ahead.)

In March, we had the Maling Rd event on our Calendar for the end of March but the decision was made early in the month to delay it until August, so another advertised event that would not go ahead in March. However, with some quick planning, a replacement event, the Mornington Peninsula Run that you will read about in this magazine was offered as a replacement. Thanks to Sandro Cesario, Pat Giovannucci and Roger Beattie for get this fabulous event up and running in very quick time. This event attracted a big crowd with 30+ cars and 70+ members and friends attending and was enjoyed by all. As COVID rules had eased considerably by the end of March, we were able to run this event safely within the guidelines.

April is also shaping up to be a month with a wide range of events on offer and it looks like they will all proceed as advertised. In FIATmonth we do our best to give you

plenty of warning of Coming Events but in this time of uncertainty, things can change rapidly so it is essential that you keep up to date with our Fiat Pronto emails on our Coming Events pages in FIATmonth we have added the note that at the time of writing, these events will be held but all will be confirmed by Fiat Pronto. As you can see, there has been a lot of quick thinking and fast re-organisation skills that have provided us with replacement or re-organised events.

Congratulations to your Committee for all the hard work that goes on behind the scenes to offer you such a broad range of activities and opportunities to get your Fiats out of the garage and to meet with other members. In this time, like no other that we have ever experienced, we can only do our best to provide the opportunities that you expect from your club. Take advantage of what is on offer and contribute to your club. As a Committee we welcome suggestions of events and offers to organise them. I also encourage members to consider contributing to FIATmonth – we love to hear your impressions of events you have attended or articles about your's or other cars or events. Check the Fiatmonth deadlines on Page 1, Inside this issue and email me on editor@fiatclub.org.au

Here's hoping the famine is over and we will be enjoying a feast of great club activities in the coming months.

## My Pic of the month

We were delighted to find Peter's photo of the X19 on display at the Echos of the Past stall at Autotalia and even more excited to find he had won the prize! Thanks Tony Studans and Sue Porter for the competition. Not every day you can park an X19 race car in Lygon St!!!





# Rapporto del presidente



As we vaccinate or at least consider it, the pace of events gathers. Just this week I found myself pondering my next European adventure without succumbing to a sense of dread or foreboding. Currently March 2022 is looking good so if I appear to be walking strangely it is because I am keeping everything crossed. There are a few events that I am looking forward to but keeping them under my hat at the moment so as not to jinx the opportunity.

While on the subject of opportunity one arose recently at an auction in Pakenham where I somehow managed to end up with a couple of late 1940s FIAT 1100E remains along with another 501 engine and gearbox.



1100E Chassis



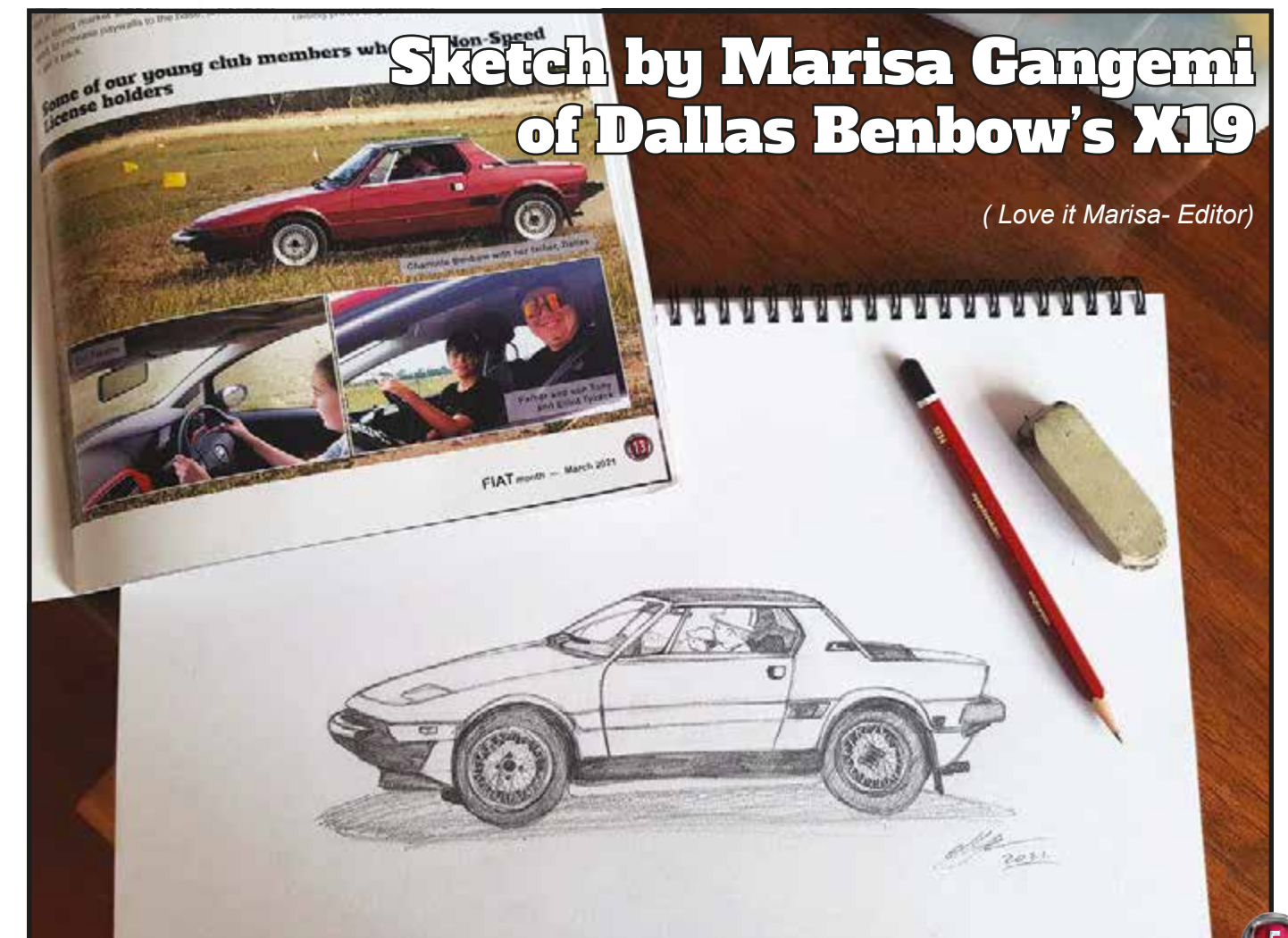
1100 Goldanini

Events are rushing at us again and a number of people will have been caught up in the dilemma of choosing the best to attend based on cars, location and crowd avoidance or immersion. We have had a highly successful run to the Mornington Peninsula and by the time this magazine is printed a group trip to Canberra for Autotalia and a number of other displays, coffee mornings and sporting days. As we get back into increased activity levels it would be great to hear from anyone with an event suggestion. The committee is always looking for interesting places to visit, things to see and roads to explore so your help is appreciated.

Yours Fiatfully




Motto Bodied 1100



**Sketch by Marisa Gangemi  
of Dallas Benbow's X19**

( Love it Marisa- Editor)





# CLUB CALENDAR

## MAY – JULY 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** and on Facebook. Additional events will also be notified this way.

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

### MAY

- Sat 1** **Caffe di sabato/Garage Visit. Meet at Bosses Boots Café**  
**1 East Ridge Drive, Chirnside Park 9.00am for drive to garage**  
 Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
- Sun 9** **Jay Lenno's Garage**  
 Contact Rob Judd 0412 221 581
- Thurs 13** **General Meeting. Veneto Club. 8.00pm**  
 Bookings Eventbrite
- Sat 22- Sun 23** **Historic Winton (conducted by Austin 7 Club) Book on-line**  
 Contact Joe Sammut 0412 221 581

### JUNE

- Sat 5** **Caffe di sabato – Roasting Warehouse, Airport**  
**West with Optional visit to Wilson's Carburettors**  
 Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290  
 Joe Sammut 0412 221 581
- Thurs 10** **General Meeting. Veneto Club. 8.00pm**  
 Booking Eventbrite
- Annual General Meeting. Veneto Club. 9.00pm**  
 See insert for details
- Wed 16th** **Mid-Week Run. Central Victoria. Start at Rockbank.**  
 Contact Roger Beattie for Bookings 0400 177 278

### JULY

- Fri 2- Sun 4** **Fiat 500 Club of Italy “Fiat 500 World Wide Meeting.”**  
**FCCV will organise an event during this time.**
- Sat 3** **Caffe di sabato. Veneto Club.**  
 Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
- Thurs 8** **General Meeting. Veneto Club. 8.00pm**  
 Bookings Eventbrite

**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 13th May 2021  
Thurs10th June 2021  
Annual General Meeting  
Thursday 8th July 2021

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](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

### NEW MEMBER UPDATE

Many face to face activities have been taking place since the start of this year and as I write this note we are on the eve of our 3rd face to face Club General Meeting and enjoying motorsport, Social and Display activities. This situation is wonderful compared to this time last year and it's great to share the passion of our cars again.

We continue to greet new members

### WE WELCOME THE FOLLOWING NEW MEMBERS –

**Richard Ferlazzo:** Fiat 124 Spider  
**Matthew Green Bank:** Fiat 124 Spider  
**Leon deBruin:** Fiat X1/9  
**Michele D'alton:** Fiat 501  
**Mark Eddy:** Citroen SM, Datsun 240  
**Phillip Gervasoni:** 124 Abarth Spider  
**Kristian Cerra:** 124AC Coupe

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

## MEMBERSHIP & CLUB PERMIT UPDATE

Membership renewals will be sent out soon. Anyone joining now for the first time will be given membership through to the end of June 2022.

### CLUB PERMITS

There have been no further updates regarding the permit scheme.

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](mailto: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



## FEATURED MEMBER

David Judd's continuing lifetime journey with FIATS and FCCV



Like a lot of our members my first connection with FIAT started early with the purchase of a rough, but reliable, grey 1957 Fiat 1100 sedan for \$92.50 (GOF 020). The car was a trade-in at East Ivanhoe Motors. Robert and I went to look at an old Ford Anglia, the salesmen threw us the keys for two cars as we needed to move the Fiat to get to the Anglia. After working out the column shift gears and the pull start (bent wire under dash) the FIAT fired up strongly and the sound from the 2 inch Lukey muffler sold us. We cooked up a strategy to feign interest in the Anglia and then make a low bid on the FIAT.

So in 1971 "the Judd boys" started our journey with FIAT that continues today, I drove that 1100 for a year or so until Rob took it over when he got his license. (that car was later sold to a neighbour for \$250). Along the way I had a few other cars, fixing them up, driving the rego down and selling them. I had a very handy FB Holden Ute, a Triumph Spitfire, a Morris Major series 1 with an MG motor, and a very clean Austin 1800. Then whilst still at RMIT I picked up an AC Coupe that was part of the assets of a Carlton pub leased to one of Harold Holt's stepsons, it needed work but I couldn't believe my luck.

I attended a motorkhana at Berwick airport in the AC coupe and joined the Club in 1976. I had three AC Coupe's in total. I purchased our first long term car when we were able to buy a low mileage, series

two, green 125 Special from the Swiss Consul General in Melbourne.

It was Robyn's car for a few years. Then my first company car came along, a hand me down HJ Holden without radial suspension. After the Fiats it was sloppy to drive, but it never ran out of fuel and had a tow bar. I built our trailer over the Christmas break around 1978 (upgraded twice since then), this gave us the ability to tow a competition car to events. We had several 850 Sport Coupe's which we competed in and improved for sale.

In 1980 I had a career move to Albury/Wodonga that took me away from the Club for about three years, I remained an absent member, no meetings, no committee roles, very little motorsport, and no car projects. Back in Melbourne in 1983 I had a pent-up need to get a project underway and return to some involvement in the Club. That led to our first, purpose built, 850 Sport Coupe competition car, on which Rob and I did all the work

It also led to some six hour events in a turbo charged AC Coupe. I took on the role of President for the first time in 1986. A growing family and career became my priority in the late 80's and 90's, so again I remained a member but reduced my involvement in the Club.

I always knew I would return to cars and the Club. After a General Meeting in about 1996, Rob called to let me know that Peter Bartold had talked about a Fiat Dino Spider hidden in Melbourne, it was very rough, but complete, and might be able to be extracted from the current owner. Rob knew I had always aspired to get one, in fact I had never seen



David in 124AC in mid 1970's  
(photo supplied by Peter Bartold)



850 Sport Coupe



Motorkhana Special

one in real life. The next day I cancelled a meeting, made a call, convinced the owner to allow me to look at the car, drove to a grain storage building near Kyneton, looked at the sad wreck, did a deal and bought it! It was going to be my retirement project (and still is).

As I started to get active in the Club again Rob and I agreed to buy Tony Russell's 126 motorkhana special, a well built and well designed special that we rebuilt to suit us and completely redid the body to its current yellow finish, after many years of enjoyment we sold it at "a give-away price" to "Team Italia" to encourage them into motorkhana's. I'm pleased to say this idea worked very well and they have all developed their skills and helped the Club win the Fiat of Italy Cup regularly over the last few years.

A milestone for me was the purchase of my 124 Abarth spider in 2004, it's been a fantastic car that I have used in all manner of events and displays over the years.

Rob and I were also fortunate to be able to buy our current twin-cam powered motorkhana special (Rail) from Jenny McMillan after the sad passing of Peter who engineered this car from the ground up. We have made a number of improvements and changes for our purposes. Great enjoyment has come

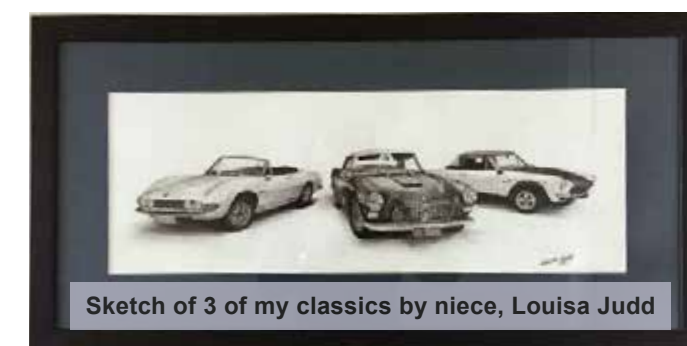
from working on, and competing in that car over a number of years as well.

My yellow Fiat Dino Spider arrived in 2009, it's a favourite and didn't need full restoration as the project car will.

(See David's Dino Spider on front Cover – Ed.)

Motorclassica has been an event I have supported since the start over 10 years ago, I have been fortunate to have had a few cars on display. I hope this event gets going again after the Covid delays.

I rejoined the committee in 2007 for a four year stint as Vice President and then took on the Presidency in 2011 for eight years before standing down. During recent years I have been developing an eclectic collection of cars not restricted to just FIAT'S, but it's fair to say that the original marque will always be the foundation of my interest in cars.



Sketch of 3 of my classics by niece, Louisa Judd



David wins the Best Abarth with his 124 Abarth Spider at the 2019 Motorclassica

I thank Robyn for allowing me to pursue my automotive passion with complete support over the journey, and the FCCV members for providing such a friendly atmosphere and culture for us all to enjoy getting together, whether it be in competition, runs, displays or meetings.

I look forward to continuing my involvement for many years.

David Judd



# Competition Report

Bill Freame, Competition Secretary

While much of the world is still struggling with COVID 19 infection rates, with government imposed restrictions limiting their citizens activities and lives, we on the other hand have recently fared fairly well, apart from the five-day lockdown that ruined Valentines Day for many. With our restrictions considerably eased, there have been many motorsport opportunities available to our members.

## PAST EVENTS

With Autobella not happening on 21st February, I took advantage of that scheduled date to hurriedly plan and conduct another BOI Performance EcoDrive. Paul jumped onboard to compile the route instructions and operate on the day as Event Secretary, including having a QR code available to scan. With my final drive of the course finding a detour onto a gravel road, a hurried alteration to the instructions was implemented and the instructions were printed at BOI on Saturday. We kept the event to only FCCV members and still had 17 entries, with 9 juniors navigating for their parents.

### Saturday 27th Feb HRA Rally Retro Festival, at METEC



Paul Scambler at METEC

Paul Scambler displayed his 131 at this event and was awarded a trophy for best presented car, a Well done, Paul, it really is an attractive and accurate replica.

### AROCA Sprint at Sandown.

8 FCCV members competed at this event, so an excellent turn up for the club.

### Rd2 of the VMC and Rd1 of the VKC.

Attracted 5 and then 3 members at the Westmere grounds.



Competition Secretary, Bill Freame

### Sunday 14th March VMC3 at Werribee

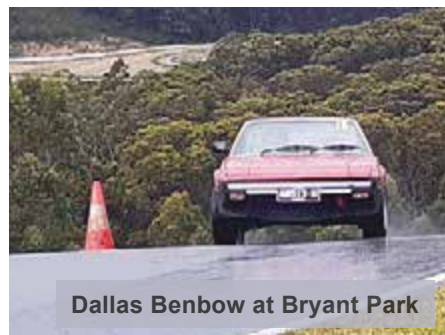
After the first three rounds of the VMC, Ruth Freame is leading Ladies, Erin Freame is 3rd in Juniors and Paul is 5th on Handicap.

### Hillclimb at Bryant Park.

We had FCCV members competing at this event.

### Sunday 21st March

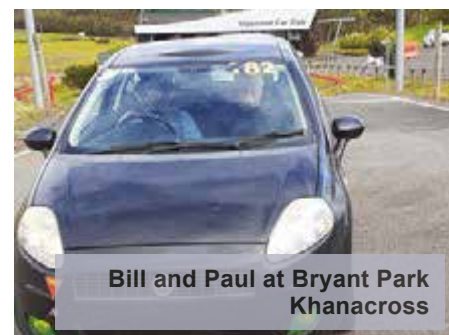
MSCA at Phillip Island had four FCCV Competitors, in a field of 150 entries! There were also a few of us helping with maintaining the cars in cool conditions.



Dallas Benbow at Bryant Park

### Sunday 28th March Khanacross at Bryant Park

I was invited to flog Paul's Punto Sport at this event and thoroughly enjoyed the experience and the venue. Dallas Benbow was also competing in his X1-9 in his first attendance at this venue. He was most impressed and thoroughly enjoyed the event. The skies opened up half way through the final test so I decided to DNS rather than risk having an oops in a borrowed Punto. Paul was fortunate to just get his run in before the track became too slippery(?), however Dallas had his run in the rain.



Bill and Paul at Bryant Park Khanacross

### Sunday 3rd April Khanacross at Bendigo



Marisa Gangemi ready to compete

This was held at the local saleyards. Paul, Ruth and Marissa represented FCCV, with Paul 5th O/R behind the 4WD's and Ruth fastest lady, just beating Marissa by a quite slight margin. These three were the only entries from outside of the Bendigo club membership and were very much appreciated by the club.

At the time of writing, April will be another busy month with many events on scheduled. These events are listed in the March FIATmonth and will be reported on in the July edition.

There will also be a report on the Targa Tasmania event that was held between the 19th and 24th April with the FCCV members cars, the 131 and the Sigma, competing.

**Ricciardo's Racers** is a Junior driver education program, with instruction by experienced young car racing drivers. The most recent event was held at METEC and cars were supplied for the juniors to learn in, being V8 Mustangs with auto transmission.



Erin and Elliot - Ricciardo's Racers

Chelsea Angelo and Andre Heimgartner were the instructors on the day. Erin Freame and Elliot Tyzack were most impressed with the grunt that was available under their right foot. Another excellent day for the juniors and their jealous parents.

We lost a few more famous motorsport people since Christmas, being Hannu Mikkola, 'The Flying Finn', Murray Walker, 'The Voice of Formula One' and Sabine Schmitz, 'The Queen of the Ring'. If you don't know who these people were, I suggest you 'Google' them.

Murray Walker was 97, an excellent innings but missed out on his telegram from the Queen. Sabine (only 51) was dubbed 'The Fastest Taxi Driver in the World' because she took paying passengers around the Nurburgring in a BMW M5 and thus had done many thousands of laps of the famous circuit.

I'm pleased to advise that two competition cars have recently changed hands in the club and have remained within this club. The Judds have passed on their 124BC, less 16valve engine which wasn't needed for the cars new career in State events where an 8v engine will be required. In addition, Jono Crellin has sold the Turbo 127 as it was surplus to his needs and was replaced with a more modern FIAT. I look forward to seeing what the future has for each of these cars.

### Thursday 10th June

Finally, in June we will be holding the next AGM, if all goes to schedule and there are no more lockdowns we can't foresee, I shall be standing down as your Competition Secretary, I will not be renominating and thus will drop off the committee.

I have enjoyed the advice and support of the competing members and the challenge of the position. So, not only will we need a Competition Secretary to be elected at the AGM, like all clubs we also need to have members that are accredited officials or that are willing to become qualified to officiate at our competition events.





# Competition Report (cont.)

## COMING EVENTS: MAY TO JUNE

SPRINT EVENTS		
AROCA	Sandown	Saturday 8th May
MSCA	Winton	Sunday May 16
MSCA	Tailem Bend	Sunday 13th June
AROCA	Winton	Sunday 20th June
MOTORKHANA		
VKC 3	Bryant Park (bitumen)	Sunday 23rd May
VMC 5	Deniliquin (dirt)	Sunday 3rd May
VKC 4	Mt Gambier (bitumen)	Sunday 27th June

Remember, currently all entries will be electronic with a closing date several days prior.  
No events will be accept entries on the day, for some time!!!!

## EVENT PHOTOS



# Tribute to Murray Walker

By Lyn Bartold (Sources: Autosport)  
Tribute by James Allen



Tribute have poured in from across the world following the news that F1 broadcasting legend, Murry Walker had passed away aged 97. His career, talking about motorsport has spanned seven decades and he was known as the voice of motor racing in Britain. He was described by Martin Brundle as a... National Treasure, communications genius and Formula One Legend.

In 1978 Walker began commentating on F1 for the BBC and fans soon fell in love with his enthusiastic and loud style. Over the next 2 decades his became a household name in F1. He officially retired in 2001 at the age of 78 but still appeared occasionally in the paddock

James Allen says.. "he had boundless enthusiasm for many racing categories, not just F1 and spent decades travelling the world bringing commentary to audiences world-wide. He understood what audiences wanted and was thorough in making sure he spoke the language required to do this. His notes were meticulous, the product of walking the pit lane and paddock and chatting to people".

Murray was known for his "gaffes" which became much loved by his fans.

A few of his famous ones are:

**"I imagine the conditions in those cars are totally unimaginable"**

**"There's nothing wrong with the car, except it is on fire"**

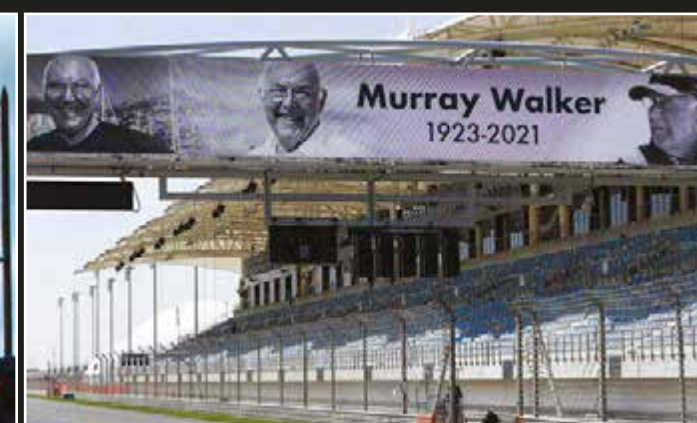
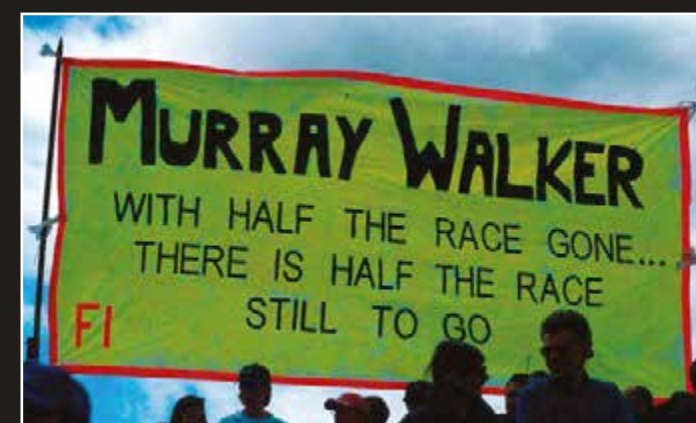
**"And now excuse me while I interrupt myself"**

**"It would have been Senna's third win in a row if he had won the two before"**

**"I am ready to stop my start watch"**

Allen says " he treated everyone the same whether you were Ayrton Senna or his gearbox man" He also writes that.. "he loved being Murray Walker and all that came with it and he would be pleased and proud with the send off he is receiving. A gentleman, a pioneer, an Everyman and an exceptional man. That was Murray Walker."

He will be sadly missed by all of us who enjoyed listening to his commentary of F1 races.





# BOI Performance – Eco Drive

By Janet Fry



Bill giving instructions at start



The day started at Hungry Jacks Knox Shopping Centre with Breakfast or Coffee for those who wanted it. Some of us were very excited to be getting out and about, especially in Classic Cars touring around some fabulous Dandenong Ranges roads in the morning mist. Bill's navigation instructions were extremely clear and easy to follow as we wound around Belgrave, Silvan, Macclesfield, Avonsleigh, Cockatoo and Beaconsfield. Sometimes we were rewarded with glimpses of views and beautiful trees, however, as I found out, gazing at views was not such a good idea when looking out for the next turn off.

Lunch was a happy affair, with much chat about cars, engines and the amount of fuel used to get around the drive. There were many theories about the best (or otherwise) way to drive the course. It was great to see a mix of old and new members and an equally diverse mix of cars which always brought smiles to audiences along the way.

On a personal level, I had a ball. It was great to be in Phil's Spyder and feel that "70's Fiat / go-kart" feel again. It was the first time I had navigated, having always been the driver or driver/navigator in the past and I guess I had it pretty easy given Phil's rallying



history. A wonderful day with great people and cars in a lovely part of the World – what more could you want?

Special thanks to Bill and Paul Freame for mapping out the course and organising the day and to Phil Buggee for sponsoring the event and encouraging me to try my hand at navigating.

Although Bill continually tells us the EcoDrive is not a competition, here is how the drivers and their cars fared with fuel economy.

## BOI Performance EcoDrive 2021

Car No	Entrant	Passenger	Club	Car	Class	Fuel Consumed	Fuel Price	Fuel Economy	Fuel Economy	\$ Economy	Class Place	CR Place	Entrant
	First / Surname	First / Surname		Make / Model		Litres	\$	L/100km	mpg	\$/100km			First / Surname
0	Bill Freame		FCCV	Fiat Punto Dynamic	D1	4.61	1.279	4.29	65.837	5.480	1	4	Bill Freame
9	Roger Beattie		FCCV	VW Van	D2	3.62	1.279	3.39	83.316	4.336	1	1	Roger Beattie
15	Paul Freame	Erin Freame	FCCV	Fiat Punto Emotion	D2	3.75	1.279	3.58	78.894	4.579	2	2	Paul Freame
10	Tony Tyzack	Marlene, Elliot, Aaron	FCCV	Mitsubishi Pajero Sport	D3	8.19	1.279	7.32	38.585	9.362	1	7	Tony Tyzack
14	Roberto Brunno		FCCV	Abarth 595	U1	11.81	1.569	10.98	25.723	17.228	1	13	Roberto Brunno
5	Dallas Benbow	Charlotte Benbow	FCCV	Fiat X19	U3	7.72	1.339	6.98	40.588	9.319	1	6	Dallas Benbow
6	Peter Barford	Ian Payne	FCCV	Fiat X19	U3	8.27	1.339	7.59	37.212	10.163	2	8	Peter Barford
2	Damon Earwaker	Sam & Jack Earwaker	FCCV	Alfa Sprint QV	U3	8.05	1.569	7.67	36.824	12.034	3	9	Damon Earwaker
7	Phil Buggee	Janet Fry	FCCV	Fiat 124 Spider	U4	9.9	1.569	8.25	34.235	12.944	1	10	Phil Buggee
13	Mike Carey	Maree Cary	FCCV	Morgan	U4	9.77	1.569	9.08	31.106	14.247	2	11	Mike Carey
12	Richard Ferlazzo	Jeff Haggarty	FCCV	Fiat 124 Spider	U4	11.1	1.569	10.28	27.475	16.129	3	12	Richard Ferlazzo
3	Steve Schmidt		FCCV	Fiat 124 Spider	U4	12.5	1.569	11.62	24.306	18.232	4	14	Steve Schmidt
8	Simon Crellin	Mark & Rhys Crellin	FCCV	Alfa GTV 85	U4	14.46	1.569	13.03	21.676	20.444	5	16	Simon Crellin
4	Barry Ellis	Wendy Smith	FCCV	Fiat Punto Sport	U5	3.66	1.479	3.39	83.316	5.014	1	3	Barry Ellis
1	Bruce McCann	Bob Durrant	FCCV	Abarth 595	U5	3.99	1.479	3.73	75.721	5.517	2	5	Bruce McCann
11	Robert Judd	Debra Judd	FCCV	Maserati Bi Turbo	U5	13.03	1.569	12.11	23.323	19.001	3	15	Robert Judd
16	Tom Kinski	Kids	FCCV	Fiat 131	U4								Tom Kinski





# Mornington Peninsula 124 Register Run

By Lyn Bartold

Photos Paul Pozzobon, Anthony Cementon,  
Joe Sammut, Jenny Baker, Roger Beattie.  
Maria Di Censo

For an event that was organised quickly to replace the Maling Road Display (which was postponed until August) we had an amazing turn up of cars and members. As always, although called a 124 Register Run, all Fiat Club members, no matter what their car were welcome.

Sandro Cesario and Pat Giavannucci (with a bit of route input from Peter Bartold) organised the event which started at Brandon Park Shopping Centre, headed to Hastings for morning tea at Pelikan Societe Cafe and then onto Charlie's Auto Museum at Arthur's Seat. Some of the group took the opportunity to enjoyed the extremely varied and interesting display at Charlies before driving to our lunch destination, whilst others chose to head directly to the Blairgowrie Yacht Squadron.



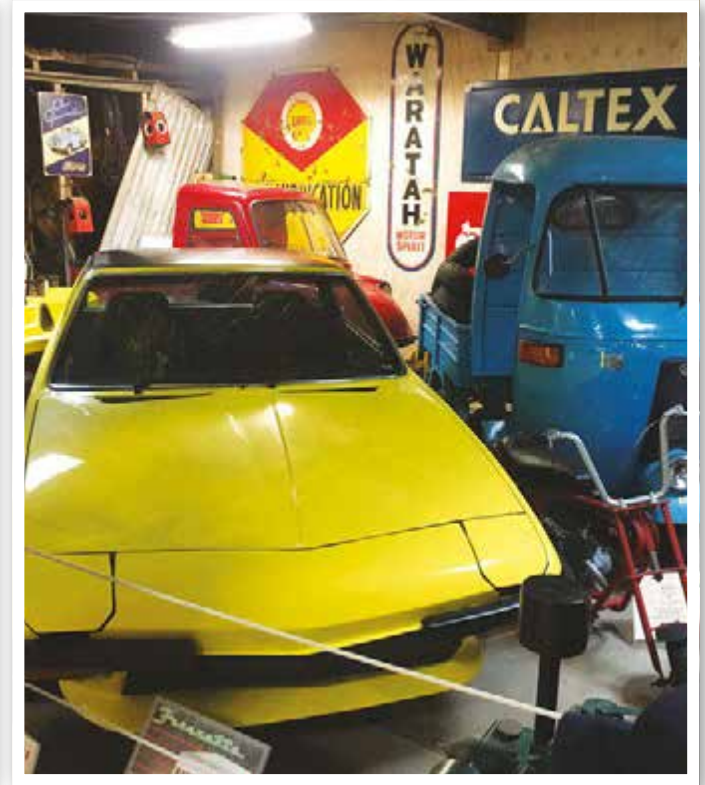
Start – Sandro using shopping trolley to advantage



Marion and Sebastian Bongiorno borrowed the Bartold X19 and seemed to enjoy the ride.



Coffee Stop at Pelikan Societe Café, Hastings



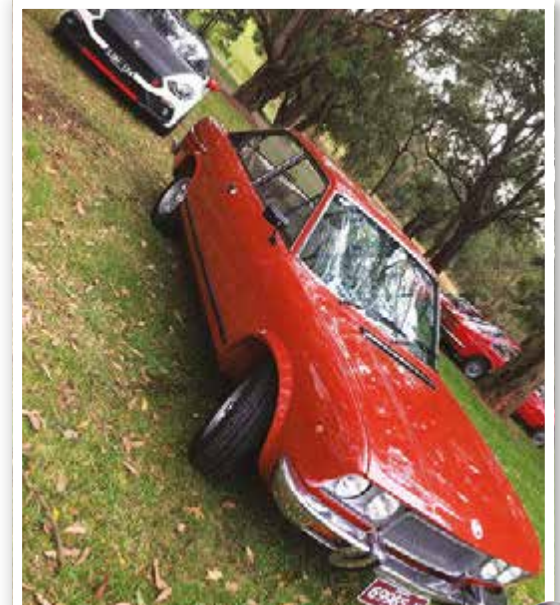
Charlie's Auto Museum ( and there was even an X19 on display!)

Thanks to Phil Beattie for organising this superb venue and for gaining permission for all our cars to be parked on the club's private pier. Phil also shot some great drone footage of the event, which is available for viewing on the Youtube channel

As you can see from the wonderful photos on these pages, this created a unique opportunity to capture the range of Fiats in attendance and also the beauty of this part of the Mornington Peninsula. Lunch in the dining room, which afforded an excellent view of the bay, ticked all the boxes for great food and a relaxed atmosphere. After lunch many members lingered to chat on the deck, overlooking the sea, whilst others headed for home.

Although we have gradually been able to add some events to our calendar, this run really felt like the breaking of the drought. With around 70 members and 29 cars (with 14 124 Register variants) involved in the whole Run, or parts of it, this was a wonderful opportunity for us to get together (within the COVID guidelines) and have fun.

Thanks to everyone involved in the organisation of the event and to all those who attended. We look forward to being able to offer more events like this in the future and the general agreement was the Run to Blairgowrie Yacht Squadron should be an Annual event.







# DRIVE TO MEN'S SHED SUNDAY 7TH MARCH

Words and Photos Joe Sammut



A group of Fiat Car Club members met near Westgate Bridge for a drive to Hobsons Bay Men's Shed, where, every first Sunday of the month, they meet for Breakfast & Coffee and a car display.

A small number of the FCCV members met at 9.30 near the Bridge to Queen Street and drove to Altona where at least 100 cars and bikes of different makes and models were on display. Our members enjoyed the display and talking to members of other clubs on the bright, sunny morning

At 11.30 it was time to take a short drive through Altona Beach and Williamstown Beach toward the Westgate Bridge from where members headed for home. A few members chose to stay at the Men's Shed for the Car Talk

Thanks to all those who attended.





# AutoItalia 2021

By Lyn Bartold  
Photos Roger Beattie, Joe Sammut, Peter Bartold

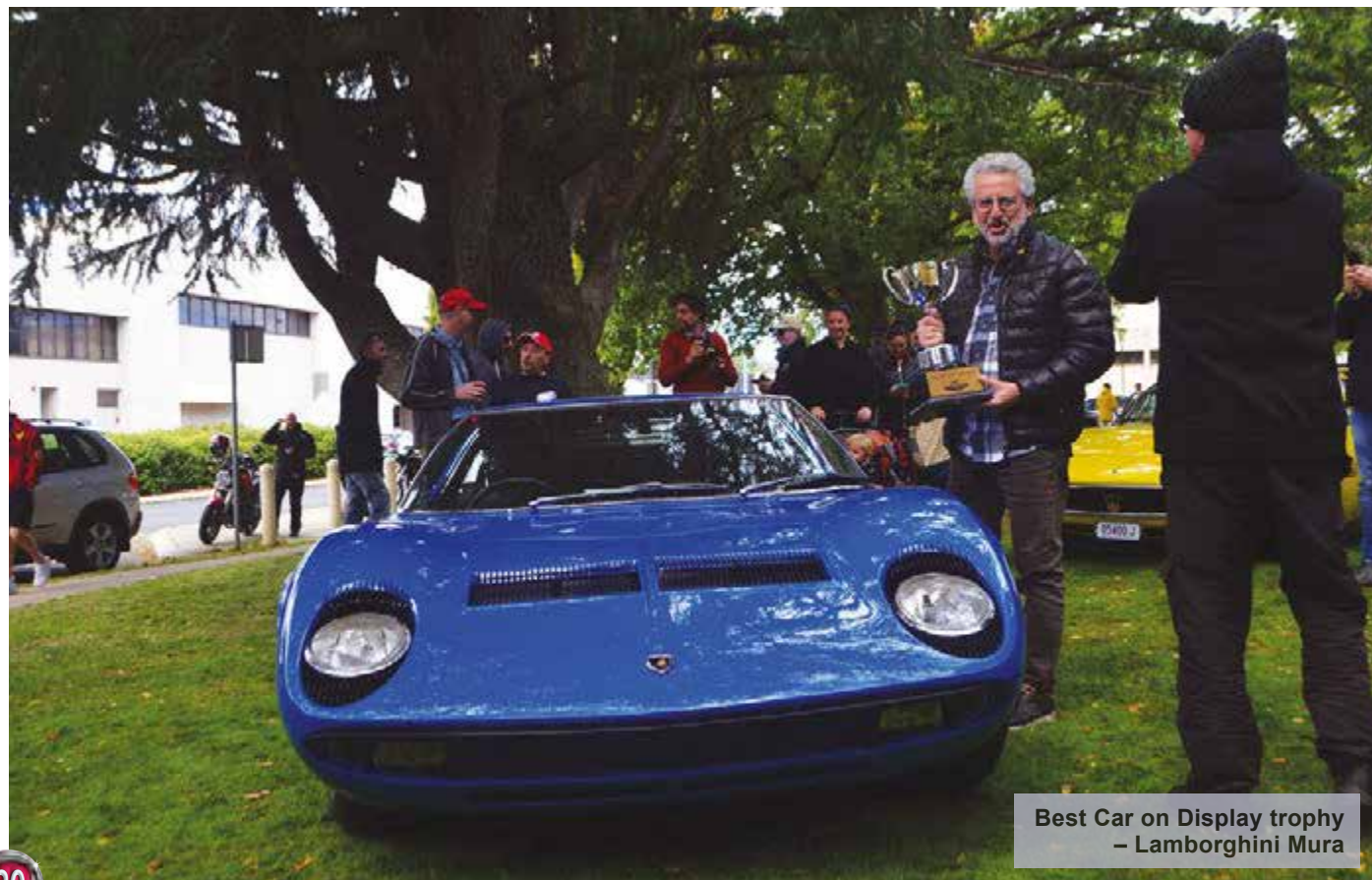


A group of around 20 FCCV members attended this year's Autoitalia which is a gathering of Italian cars and bikes, that has been held each year since 1985. The first one that Peter and I attended was held on the banks of Lake Burley Griffin, in front of Old Parliament House. Since that time, it has moved to a number of venues and this is the first one held at Queanbeyan Park. There was plenty of space for the 400 cars

that attended, and although it was a cold day we did have sunshine to make us feel warmer. Some club members drove to the event from Melbourne or from other places (Ashley and Maxine Stone drove over from Griffith) and others flew in for the day, resulting in FCCV representation of around 20.

The variety of Italian cars and bikes on display, ranging from the very old to the latest models of different marques, was amazing.

It is a judged event and the panel of judges and the Presidents of the clubs involved in the event made the decisions on the best 8 cars and bikes and the overall champion. FCCV member Mathew Montesano's Fiat Dino Coupe was selected in the 8 winners and a Lamborghini Mura was the overall winner. For most entrants the joy of being part of such a fabulous display of Italian cars was reward enough.



Best Car on Display trophy  
- Lamborghini Mura



It was wonderful to attend an event where anyone with an Italian car could enter, no matter how old or young the car is, or what condition it is in and to be able to share our passion for Italian cars with so many like-minded owners.

Enjoy the photos on these pages and check out the club Facebook page that has many wonderful photos of the day and our Youtube channel which footage of the day. We want to encourage an even bigger group of members to attend next year as it really is an event not to be missed at least once in your lifetime!



The FlyIn/Flyout crew



# The Road Trip

By Lyn Bartold  
Photos Roger Beattie, Peter Bartold



On the road

A small group of FCCV members decided to embark on a Road Trip to and from AutotItalia over 4 days. The plan was to depart on the Friday prior to the event, at times suitable to individuals and to meet up at Gundagai on the Friday evening, then onto Queanbeyan on Saturday for the event on the Sunday and a return on the Monday.

We split into two sub-groups with Peter and I in our X19 and Ian Payne in his Regatta departing from Wonga Park to meet up with Joe Sammut in his 124CC, in Glenrowan and drive together to Gundagai. Kevin and Vicki Lemm in their 2300 teamed up with Roger Beattie in his 1200 Cabriolet to make their way to Gundagai for our dinner and overnight stay. Pat and Rena Giavannucci in their Mercedes also joined us in Gundagai and we all headed for Queanbeyan next morning.

The ACT Fiat Club had arranged a Garage Crawl for Saturday afternoon and we were joined in Queanbeyan by Vince and Angela Fusco at the first garage, of Geoff Hall (former FCCV member) to begin the crawl. Geoff had his beautifully restored 500F an 850 and an Austin 7 to show us. By this stage we had around 25 cars including a Fiat 501 amongst the group and we headed for Googong for our next garage.

Tony and Judith Dorrell who have a large property with many cars, Fiats and otherwise, all in a variety of stages of repair and we spent considerable time wandering around the collection. I was thrilled to be shown 2 bug-eyed Sprites (my pre-Fiat car) one race ready and for sale and the other in the restoration process.

By the time we reached the 3rd Garage, in Queanbeyan, belonging to Dennis Torrealba and his dad, it was getting dark so we settled in to enjoy the cars and amazing equipment that the garage housed and pizza for dinner. It was a fantastic afternoon and evening that gave us a chance to meet ACT club members and many of Fiat 2300 owners who were attending AutotItalia and to talk all things Fiat.



The Sunday was spent enjoying the whole AutotItalia experience and in the evening, we joined with the ACT Club and the 2300 Owners for dinner at the Leagues Club. Monday saw us heading for home or to other places and our Payne, Bartold and Sammut, Beattie convoy was joined by Adrian Masocco who hitched a lift back to Melbourne with Joe.

It was a fantastic few days doing the things we love to do as Fiatisti, with great old and new friends. It is

definitely an event that we should consider for the Club Calendar next year.



Garage Crawl



First stop in Gundagai

# My First AutoItalia

By Adrian Massoco words and photos

It was 5am, the alarm had just gone off...

I had already been awake for 20 minutes with excitement, ready to jump on a plane to Canberra for the 2021 AutotItalia event.

I had only seen photos of past events online I didn't really know what to expect. Was it going to be worth it?

I was greeted at the airport by fellow Fiat Club members who were also eager to go and see the display.

At the Canberra airport I was again greeted by a fellow club member from the Highball Car Club who I had arranged to pick me up in his Maserati so could make the perfect entrance for my first time. The excitement was building as we got closer and bit by bit we started seeing classic Alfa's and Fiats heading in the same direction as us.

We made it to Queanbeyan Park and it hit us.... over 400 classic and modern Fiats, Alfas, Ferrari's, Lamborghini and Maserati's. We drove in and parked up with the other 32 Maserati's that had made the journey there. It was time to start looking at all the cars which featured some stand out cars in all the marques. But It was the Fiats that I had come to see. There was a beautiful little Fiat 600 Abarth, a group of amazing Fiat 2300's and the list goes on.... After spending most of the day walking around and catching up with other club members it was evident to see the true friendships that had been made and the passion for all the cars on display.

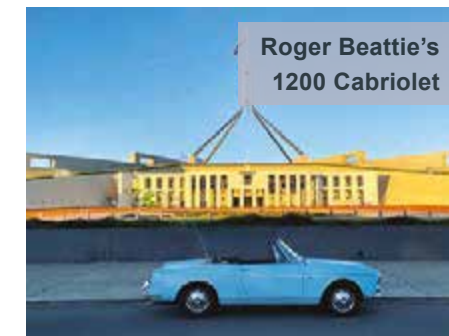
The Awards were presented and a certain Fiat Dino had won Best Coupe.. congratulations to Mathew Montesano.. The Best of Show was awarded to a Lamborghini Mura and it was well deserved as it was an amazing car.

After the show I was invited to have dinner with the 2300 Club and other Victorian Club members, so it was a fantastic day and evening. New friends were made and stories were shared over a meal and a drink.

I want to make special mention of Roger Beattie, for allowing me to camp out in his room for the night and for driving me around Canberra in his beautiful Fiat 1200 Cabriolet.

Peter and Lyn Bartold and Ian Payne for the company on the way home and last but not least Joe Sammut who let me drive home with him in his amazing Blue 124 Fiat CC.

Was it worth it?... yes, it most definitely was. Anyone planning to check out AutotItalia in 2022 will not be disappointed



Roger Beattie's 1200 Cabriolet



My Maserati taxi



600 Abarth



124 Coupes display with Joe's Blue CC



Mathew Montesano's Dino Coupe



## March Caffè di sabato

Another sunny day encourage a very good turn up for the monthly coffee catch up. Once again, a great range of cars were displayed and there was plenty of opportunity to catch up with fellow Fiatisti.

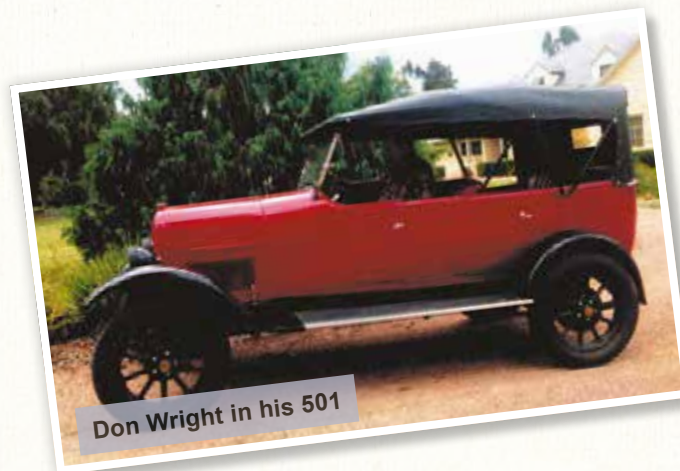


## April Caffè di sabato

Due to Easter Saturday falling on the first Saturday of the month, Caffè di sabato was moved to the second, April 10th. As Autotalia was on in Queanbeyan over this weekend, with a number of members attending, there was a smaller group of members in attendance but we still had a range of cars and enthusiastic members present.







Don Wright in his 501



## The News Stand

Richard Unkles

Seems Don and Elizabeth Wright are setting records. The recent auction sale of Don's collection of stationary engines and other interesting items from a lifetime of collecting and careful restoration using his considerable engineering skills was very successful. The 501 tourer he bought as a part restored chassis with no rear tub at all proved to be very popular with the bidders and sold for \$26,500 and the nicely built aluminium trailer went for \$6,000. But that is not the end of the story – add 16.5% commission to that and the 501 got \$30,872. That must be a record for an Australian bodied 501. In UK these usually sell around £15,000 which is about AUD\$27,000 so it seems we are catching up, if not caught up. No news yet on where it has gone or if we are likely to get a new member.



John Ward's 1928 Fiat

Peter James has successfully used the FCCV to find a good home for the family 501 bought by his father in 1963. David Wright has jumped in so it will be a stable mate for his well-known Tipo 1 raceabout. David plans to enter it in the RACV Centennial of the 1921 Alpine Trial.

Thanks from your scribe to John Ward who kindly let us drop in at Metung before he left for work and gave me the 509 cam chain joiner link I need for the 509S. That will get priority once the Austin 7 ambulance leaves for painting. John has his very tidy 509A tourer available for the right party. The engine is running very sweetly after a major rebuild. It has modern designed conrods made for it and new VW valves and BMW pistons. Asking \$30k ONO. Phone 0428 969 531.

David Wright kindly came to assist the unloading of the trailer of spares from the other Wrights. He was rewarded by having the chance to jump in and purchase the 503 FWB front end for his newly acquired 501C. One less item to store at club spares.

In the CZ Republic Jaroslav Exner reports that he has overcome a dose of the British version of Covid 19. "A heavy enemy" he reports. He also updates with a photo of the woodwork for the replacement tub of his rare Fiat 503S.



Jaroslav's rear tub woodwork

## Michael Worthing-Williams MBE

Occasional readers of the English magazine The Automobile will be dismayed by the death of Michael Worthing-Williams MBE. He was still active in his eighties writing the Finds and Discoveries and Automobilia regular columns and quarterly detailed articles on obscure makes and lost causes of motoring. A loss to the movement if ever there was. He is survived by his wife of 44 years, Pamela, and the family of eight children and five grandchildren. His early years were in the insurance industry, then success as a debt collector and gravitated to Sotheby's when they opened a motoring department. He distinguished himself there with his simple aim of satisfying the buyer, seller and shareholders by selling the cars. Eventually he became a consultant to Sothebys, Bonhams and Brooks. He himself

owned a variety of historic vehicles over the years, most notably the Austin Twenty sedan named "Arthur" in which he covered 250,000 miles from 1982 to 2007. It was his type of car, solid, reliable and in Oily Rag condition. He cut a striking figure, immediately recognisable in tweeds and a deerstalker, with a magnificent white beard. Over many years he built up a remarkable library and archive, and was always generous with help and assistance for fellow researchers. His amazing memory helped many who needed obscure information. He would type out his articles on an ancient typewriter (he got his ribbons from India where these are still in active use). His wife, Pam, then transcribed the copy to be dispatched via email.

I will miss the email interaction with Michael via Pam.

Frank Fazio reports that he attended the Broadford Swap Meet on 4th April. A waste of time he volunteered as there was a severe limit on the number of vendors due to carry over of Covid-19 restrictions.



The Rodin F Zero

## Suggestion

David Stott has suggested a run, likely mid week, for the slower cars in the club. I guess that means anything up to Topolino speed. Anyone interested? Ring David on 0414 442 518 or Richard Unkles 0411 185 779 if you have a suggestion of where we might have a run to.

## An improved Fiat Tipo Zero.

In New Zealand we read of a visit to the Rodin Car works somewhere near Christchurch. Owner and performance car enthusiast David Dicker has his own ideas of what a Zero should look like. His works employs young and broad thinking talent and gives them access to his large titanium 3D printers. The cars are stated to weigh less than Formula One cars. Zeros have come a long way in a century. Note the floor level jack under the car.



# Tipo Torque (cont.)

## Harry Miller – engine designer and more

Material for this article has come from “Automobile Design: Great Designers and their Work” edited by Ronald Barker and Anthony Harding. Published by Robert Bentley 1970. Section on Harry Miller written by Griffith Borgeson.

Harry Miller was born in 1875 in Wisconsin and was different from his two brothers and two sisters but did inherit his father's artistic abilities, but in a mechanical sense. His first opportunity came when he was an apprentice as a 14yo and had to fill in as the operator of a donkey engine that was running a saw mill. He believed the finish and general engineering was very poor so he stripped it, brought it back to the machine shop he normally worked in and refinished the working surfaces and got it back running the next day. It ran better and he was on his way in life.

He drifted to San Francisco and was working in a bicycle shop where he came across his first petrol engine running a lathe. He tinkered with it, learned a lot, bought one of his own and fitted it to a bicycle so creating the town's first motor cycle in 1896. In 1897 he returned home with his new wife Edna and built up a 4 cylinder engine he fitted to the back of a row boat. He was not that impressed with it and did not patent it. However an Ollie Evinrude copied it as a 2 cylinder device and the outboard motor industry was born.

They returned to the west coast and when 23yo he invented and patented a new type of spark plug. He sold the rights to it and returned to inventing. In 1905 he invented a better carburettor, the Master. This was a real

success and in 1911 he built a plant to manufacture it in Indianapolis. He sold out this firm as he devised a better carburettor, the Miller Type H.

This he manufactured in Los Angeles and was making thousands per month and made a pile, despite his lack of ability as a businessman. These became popular with the car racing fraternity and so opened other opportunities.

1923 was a special year for Miller. His latest version of the 8 cylinder had 2 valve dome shaped combustion chambers. Good enough for Miller engines to come first, second, third, fourth, sixth and seventh in that years Indianapolis 500. Fred Duesenberg got his revenge in 1924 when he won the 500. His secret until the last minute was supercharging.

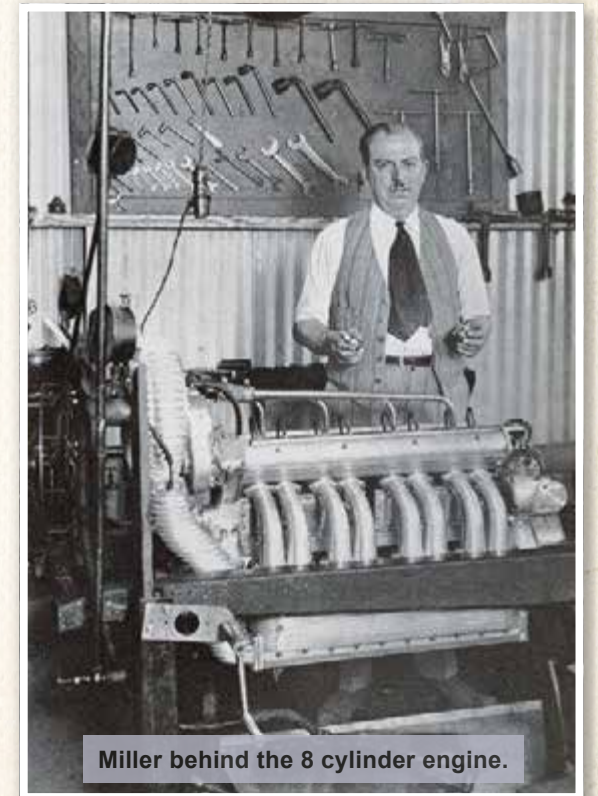
Miller immediately researched supercharging and was also approached to build a front wheel drive race car. The result was an elegant and sophisticated design with much else including the use of the De Dion independent suspension. The car only came second in the 1925 Indianapolis 500, but it was only its first outing. This Miller became a manufacturer of not only engines but complete cars. His costing was simple: His “91” engine was \$5,000, the rear drive race car was \$10,000 and the front wheel drive car was \$15,000. All his creations were perfectly finished. He would always ensure that visual perfection matched his creative designs. Overweight was never appreciated and at times under design was sorted by severe testing.

The next 3 years were kind to Miller and his work. But work he did and was known to work 3 days straight and not understand why others could not. He also was known to sit and think designs and solutions for hours on end. He was no technical engineer but more an artist in automobile engineering.

From 1926 to 1929 Millers dominated the oval track racing with racers powered by his 8 cylinder 91 engine (i.e. 1500cc). Leon Duray set a lap record of 124mph, a record that lasted 9 years and a speed record on a closed course of 147mph. These 91 engines were producing a reliable 250hp from 1500cc on methanol fuel. Maximum power was obtained at 8000 RPM from 8 pistons that only weighed 4.5 ozs (127 grams). A complete supercharged engine weighed 150kg and a complete car 637kg.

Duray took 2 cars to Europe in 1929 and ran them in events which they were technically unsuited for. Regardless, he set lap records and beat drivers such as Nuvolari and cars such as Bugatti, GP Alfas and Talbots. Jean Bugatti bought both cars and thereafter all Bugattis had twin OHC copies of the Miller engines. So the circle was completed.

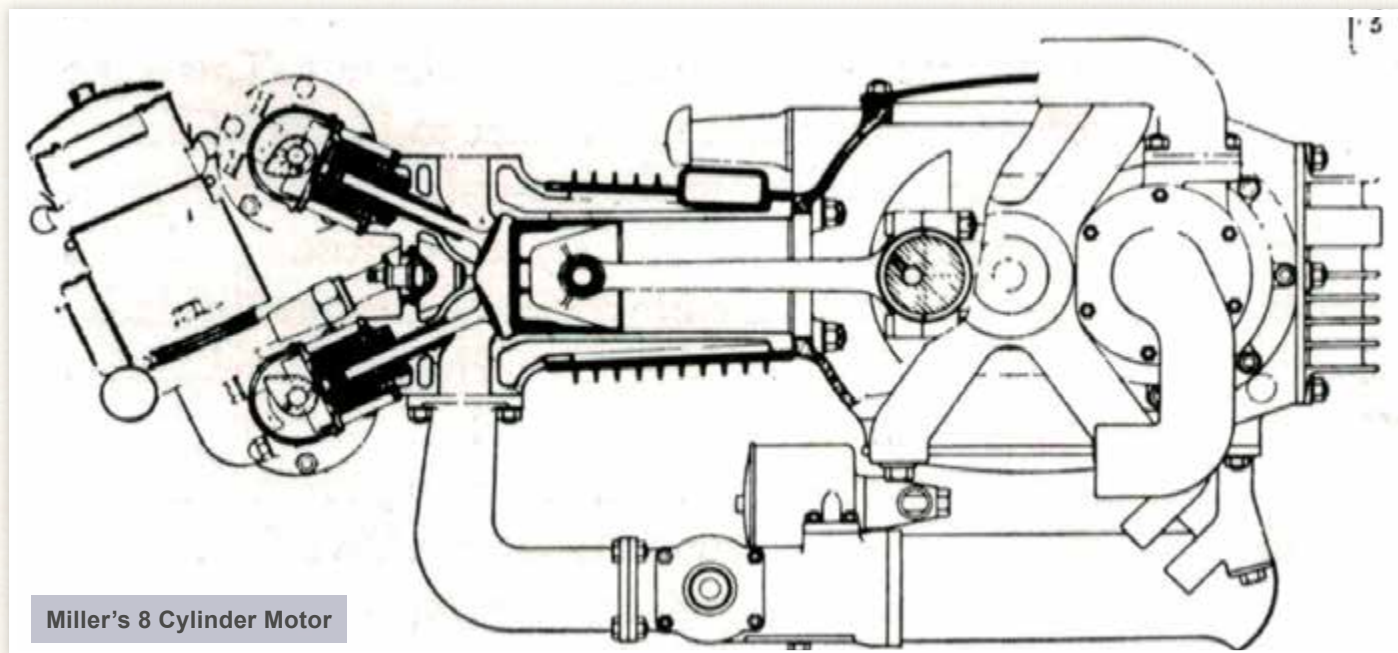
The economic depression of 1929 lost another fortune for Miller. The oval circuit racing rules were changed to allow for modified street car engines to compete. Miller sold his firm to a short lived entity and headed east to seek a new fortune. He was unsuccessful and returned west in 1931 to find his old crew working successfully. He then came up with a remarkable engine. They designed and built a 183cu in engine in 2 months. With no time to test run it, it was installed in a car which won the Indianapolis 500 on its first outing. He went bankrupt in 1932.



Miller behind the 8 cylinder engine.

His later years were a disappointment with bad luck with a development of 4 cars for Gulf Oil with several cars lost to car or garage fires and other very minor problems that lost races. The best result was a speed of 158.446mph on Gulf pump petrol. He later had surgery for facial cancer and would not let his wife come and see him. He died in 1943 before his wife could arrange a flight to see him.

With him died an imagination and a drive to succeed in many areas of automotive development which included spark plugs, carburetors, metallurgy, full independent suspension, fuel pumps, front wheel drive, supercharging, disc brakes and much more. One employee said “Harry carried countless dreams straight through to realization in beautiful, living metal. By working with him, we who shared his dreams realised them too”.



Miller's 8 Cylinder Motor



Leon Duray in Miller Special



# AUSTRALIAN HERITAGE MOTORING FESTIVAL ALBURY 2021

Story and Photos by David Stott



At Morgan's Lookout

This event was arranged to highlight the old car movement and was scheduled for 2020. Covid forced it to be cancelled the week before it was due to be run. Rally books etc had already been printed and sent to entrants, some were even on their way.

Given it was all organised and the tour booklets printed and distributed, it was decided to hold the event in an abbreviated form in 2021. Of the original 200 cars entered, 97 made it to the event.

The event was over a full week, and there were four different driving routes to the Yackandandah and Beechworth in the South East, Corowa, Rutherglen and Chiltern to the west, Walla Walla and Jindera

to the North, and Lake Hume, Mitta Mitta valley and Tallangatta to the East. Cars were grouped into four groups by age, and each group did a different run each day. This meant there were not 100 cars descending on a location at once, and the older slower cars did not get in the way of the younger ones.

At Walla Walla we visited the old Holden dealership, and apart from a collection of every model Holden gathered by not selling trade in's, there was a brand-new early 2000's model Monaro, never driven with the plastic covers still on the seats, and all the production line stickers on it.



Chev and Buick at Jindera



At Yakandanda

Each run was between 120 to 190 km's on country roads away from the freeway. The oldest car was a 1918 T model Ford, from Queensland, next was my 1925 Fiat 501, and there were entrants from all states except WA.

The event had major sponsorship from the S.S. & A club in Albury and our runs each day commenced from there. There were a couple of functions held there, as well as happy hours each day.

My Fiat covered a total of 580km's over the week on the various runs and locally around Albury. It performed well only requiring a top up of water on the last day as the water pump gland started to leak. After one days run of 130km to Beechworth and back, I was just pulling into the caravan park and a rear tyre went flat, the valve had torn out of the tube. I have never had a flat tyre on it before so proceeded to fit my unused 45-year-old Beaded Edge spare. The car now has a luggage rack on the rear, and the wheel would not come off, so I had to unbolt the luggage rack. Next the old jack in the car would not lift the car satisfactorily, so luckily, I was within walking distance of my tow car, and used the Toyota jack.

Next day I searched around for a spare 19" tube enquiring about Fergy tractor or motor cycle sizes, and finally found the correct diameter, the right valve orientation, but with oversized section at the local tyre shop. They fitted this for me and it worked and kept me mobile for the week. (Note to self, buy a couple of spares from Antique Tyres - and I have already changed the jack). That day I drove around on the spare but as it was pouring rain I only did a short run to Lake Hume Bonegilla and the excellent army museum at Bandiana, changing the wheel on return.

With a few sunny days later in the week, I put the roof down and it was great driving around the country with the smell of grass and trees. My car goes much better with the roof down either because of less wind drag or because I cannot hear the mechanical noise as much, and it was comfortable cruising at about 70kmh on the open road. I have noticed also that the car rides much better with the roof down, I think because the roof is a heavy affair and with the weight hanging out beyond the rear axle it adds more weight to the rear suspension for a better ride.

David Stott.

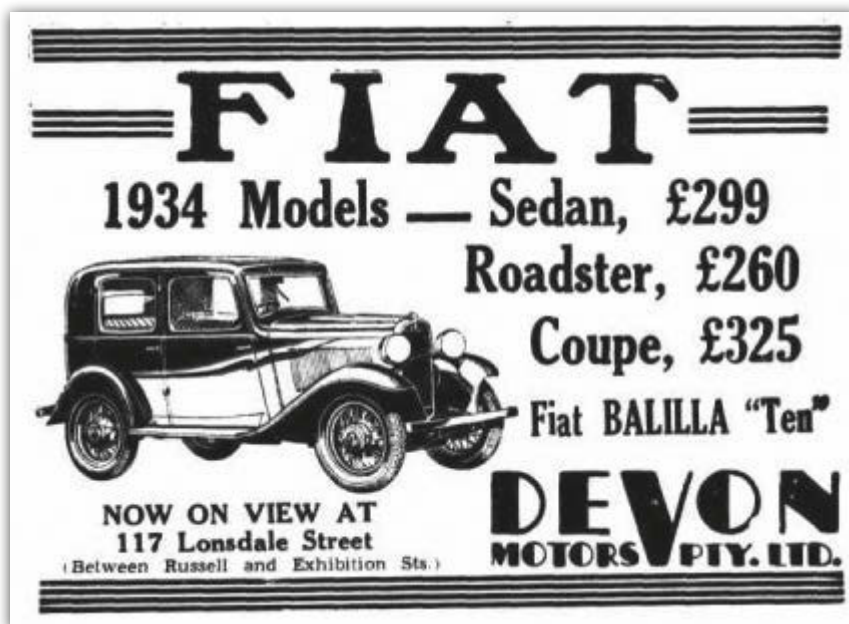


# THE FIAT BALILLA

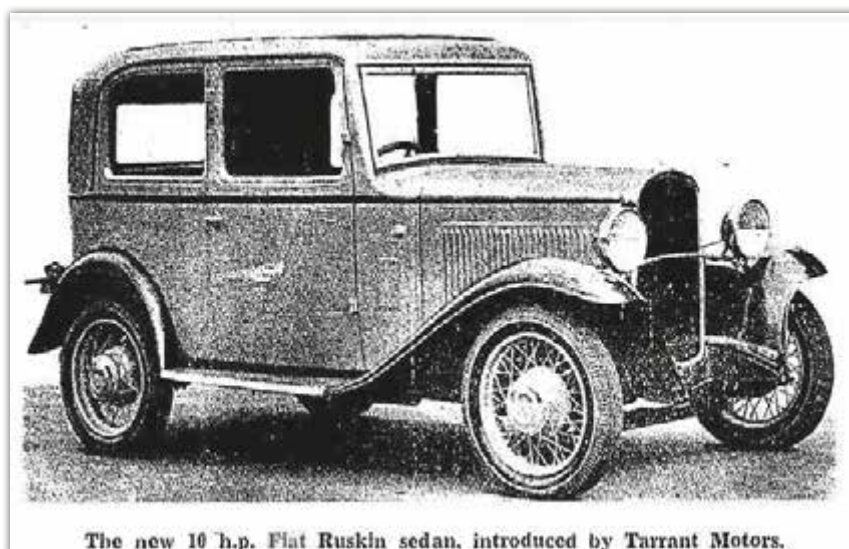
By Roger Beattie

Since the First World War Fiat had recognised the future of motoring was in the mass produced market and as such, positioned itself to provide a range of products to fill the bulk of sales while keeping a watch on other segments. This led to traceable lines through the model ranges that we will explore a little in a series of articles. There was quite a lot written about the 501 in its centenary year and the 514 which followed was a little conservative to take hold in the Great Depression.

A new practical, light car was needed to reignite the interest and loosen the purse strings of the now broader buying public. Cars had become mainstream and both men and women were adopting motoring in a trend we will explore in the next FIATmonth. Fiat released the 508 Balilla in 1932, making its official debut at the Milan International Motor Show in April of that year. The design was clever and handsome and became their economy lightweight vehicle for several years. It offered some remarkable features for its time including good fuel economy, four-wheel hydraulic brakes and a synchromesh gearbox.



**FIAT**  
 1934 Models — Sedan, £299  
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 Fiat BALILLA "Ten"  
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Devon Motors was the main distributor for Fiat in Melbourne and they first offered the Balilla around September of 1933. As well as offering complete imported cars, rolling chassis were also imported and finished with bodies by the Ruskin Company. In the early days of our Club there was at least one member participating with a Balilla Coupe. It's pictured here during a 1958 Christmas Club Trial; does anyone remember the owner?

*The Balilla*  
 BY courtesy of Devon Motors, I was enabled last week to test the road performance of the new Balilla Fiat Ten with freewheeling for which so many unusual claims have been made to me by buyers. For years I have been definitely an advocate of the "small four" as a fleet and economical size of car, yet the Fiat proved to be a revelation in the four-seater car class.  
 Except when reversing and starting I was enabled to ignore the clutch; gear changing both up and down was possible at all speeds with a flick of a finger and the car's comfort, fleetness and unusual accelerative ability were remarkable.  
 Hydraulic braking gave magnificent control, and the lessons Fiat have learnt in many years of classic racing obviously have been inbuilt to give the beautifully proportioned and shaped, very low car, almost perfect stability and road holding.  
 Few cars ever have made me more enthusiastic.

Local newspapers in 1933 reported the Balilla as having excellent economy, good power and speed, and the ideal car for the woman driver. Here are a few examples of advertisements and articles from that time. Might Ms Nance Tame of Alphington be related to our current Australian of the Year?

Today there are some owned by club members with the well-known Banko 508S, David Reidie's 508S Coppa Oro that he races at Mille Miglia and at least one more sedan in roadworthy condition and possibly a few more lurking in sheds awaiting some appropriate attention

There are still a few Balillas around Australia in varying states of repair but this rarity belies the part they played in bringing affordable yet stylish motoring to many Australians during the 1930s. The cars that followed them, the 1100, 1100-103, 124 and 131 continued this fine tradition until the 1980s and we shall look at a few of these models later



Miss Nance Tame, of Bloomfield Avenue, Alphington, with her new Fiat "Balilla" Sedan. Miss Tame is an enthusiastic motorist.  
 Adamson photo.

The Balilla and Ms Tame



The Banko 508S Photo by Paul Deste





# Eddington Sprints

By Roger Beattie  
Words and Photos

After a COVID-enforced holiday in 2020 the Eddington Sprints were back in force this year. This annual event is conducted by the Bendigo Car Club on a closed 400m section of Playfair Street in Eddington. The road condition is not perfect, but that all adds to the charm of this country event. No Fiats were to be seen, probably because the supp regs will not allow entries from sub 13 second vehicles. Despite this the variety and quality of entries certainly makes it an interesting day. It was good to see Robert Sales in attendance and turning some respectable times with his Dodge Special disguised behind a Fiat 501 radiator. Ken Gorman was also seen lurking behind a gumtree muttering he should have entered the Mustang!!

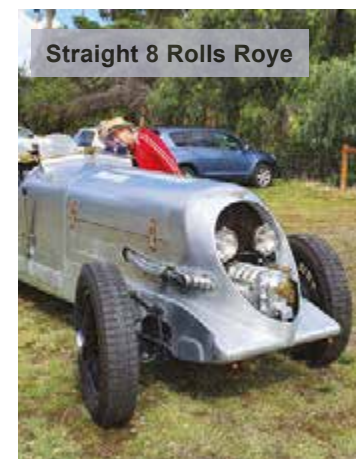
The Sprints have potential for a Club run in the future, and if we do, perhaps we should take something quick along just to add some interest..... just not too quick!!



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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



## 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.

SOME OF THE CURRENT RANGE OF MERCHANDISE:-





# Coming Events

## General Meetings

May 13th 8pm Veneto Club  
June 10th 8pm Veneto Club  
**9pm AGM \***  
July 8th 8pm Veneto Club

## Caffe di sabato

May 1st – Meet Bosses  
Boots, Chirnside Park for  
Run to Garage Display –  
Coldstream

June 5th – Roasting  
Warehouse Café

July 3rd – Veneto Club TBC



## Cars and Coffee

Sunday May 9th

4 Halsey Rd Airport West  
9.00am – 11.00am

Coffee Van on Site

Bring your special car for display  
Bookings at Eventbrite  
(code sent through Fiat Pronto)



Contact Rob Judd  
for details  
0438 871 044



## Historic Winton

22-23 May

This year's event will be a Race Meeting only with no Official Display. Clubs are welcome to arrive in their Classic Vehicles and they will be directed to a dedicated Car Park Area

Adults \$30 per day, Under 17 Free

Entry is by pre-booked ticket only • Go To [www.ticketbo.com.au](http://www.ticketbo.com.au)

Contact Joe Sammut 0412 211 581



## Caffe di sabato

June 5th

Roasting Warehouse Café, Airport West, 9.30am

Including optional visit to Wilson Carburettors  
(across the road)

Contact Joe Sammut 0412 211 581



## Mid-Week Run Central Victoria

Wednesday 16th June,  
Meet at Rockbank 8.30am

Bookings Essential

Contact Roger Beattie 0400 177 278  
for details

There are more events in the planning stages so make sure you open your Fiat Pronto mailouts for details closer to the dates.