



FIAT Month

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

www.fiatclub.org.au

NOV 2021

Vale Barry Ellis

**50th Anniversary of the 130 Coupe,
the 128 Sport Coupe and the 127**

500 Anniversario Display





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NOV 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:
Brian Garrett's
Beautiful 130 Coupe
See story Page 18-19

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

FIATmonth deadlines
5th of the month prior to publications.
Next issue: January 2022
Deadline: 5th December 2021



2021-22

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Paul Freame

Supper Organiser

Paul Pozzobon

AOMC Delegate

Peter Kerr

Property Officer

David Judd

Library

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^Where no email has been indicated, the committee member can be emailed via secretary@fiatclub.org.au

LIFE MEMBERS



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Noel Tyzack
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Keith Ellis

Alana Freame
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Sebastian Bongiorno
*deceased

Life Member and Patron — Peter Bartold

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Tony Romeo
Joe Sammut

Gary Spencer
Shayne Williams



From the Editor...

You will find a lot of looking back to the past in this edition of FIATmonth with the pages devoted to remembering Life Member No.5, Barry Ellis, who sadly passed away on September 26th and also due to another year of no Fiat Nationals being run with a potted history of our event.

We were all shocked to learn of Barry's passing although we knew that his health had deteriorated significantly this year. He had been receiving chemo treatment and had been hospitalized a few months ago but it is always a shock when a friend, as Barry was to so many FCCV members, passes. Thank you to all the members who have known Barry for many years who contributed to our memories pages in this magazine and I am sure he will be remembered as a kind and enthusiastic Fiatisti by many club members. I am sure that all our members who are active in the club at this time will have memories of Barry as a smiling, gentle character who was always willing for a chat. Peter and I have known Barry since we joined in 1970 so Barry has been part of our Fiat life for more than 50 years He will be dearly missed by all his Fiat friends.

The other area where we have looked back at the past in this edition is in the history of the Interstate Motorkhana which morphed into the Fiat Nationals. We have not been able to run the Nationals in 2020 or 2021, much to the disappointment of many Fiat Club members from around Australia, so the next best thing is to share the history of this event which would have celebrated its 57th continuous year in 2020.

Both of these articles have pushed me to drag out the old FIATMonths and to head back down memory lane. As Barry was one of our longest existing members, joining in 1963, the need to delve back into the archives produced to remember his club life, I had some great reading and plenty of laughs. The club was blessed with an amazing cartoonist in Graeme Shephard, who, with wife Val, joined in 1962 and examples of Graeme's talent and wit pepper the early FIATMonths. Graeme sadly passed away in 2014 but Val is still a member who keeps in touch and always reads her FIATMonths, Richard Carlson also joined in 1963 and we still see Richard and wife Clare at annual events. Judy and Mike Daws joined in 1966 and Jack Waldron in 1968 and they are all still active in the club. So, there are still a number of members with whom I can double check the facts!!

Fortunately we have FIATmonths from 1970 when we joined the club and have first-hand experience of the Interstate Competitions from that date on and lots of souvenir lift outs from over the years to check facts. So, for me this past month of Lockdown has been productively spent doing the research for these articles – one that produced great, fun memories and the other that produced great sadness.

EDITOR PHOTOS OF THE MONTH

As one of our "keep connected Facebook challenges" was to invite members to post photos of the Fiat Interstate competition/Fiat Nationals. These pics were posted by Warren Smith, President of the NSW Fiat Club from Wagga 1975.

All I can say is what were this couple thinking ?!!!



FIAT month

FIAT month — November 2021



Rapporto del presidente



My first and saddest duty this month is to reflect on the passing of one of our Life Members. Whilst many of you have known Barry Ellis for many more of his 58 years of membership than I have, he and I had enjoyed many interesting and broad ranging conversations since meeting. His vast knowledge and interest in Australian wildflowers informed many of these and while others reflect on his motorsport legacy it is as a field naturalist that I will most miss this bright and competitive man.



Fringe Lily for Barry

I have been sitting at home a lot lately but last weekend (25-26 September) gave me a couple of good reasons to do so, at least from the perspective of the automotive activities. Firstly it was the originally scheduled weekend for the "Bay to Birdwood" which a number of us had hoped to squeeze in on the weekend following the Nationals. The History Trust of South Australia turned on a series of online events and activities to try to fill the car shaped gap in enthusiasts' lives. After watching the quiz and the documentary about the event it was time for me to move on but there is plenty still on offer at baytobirdwood.history.sa.gov.au

After that I was online again for the "Giornata Nazionale del Veicolo d'Epoca" which I can poorly translate as the Italian national day for historic vehicles. The ASI is the peak body for historic vehicles in Italy and used the Facebook Live platform to great effect in a wonderful show



ASI Day Torino

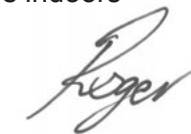
of support for historic vehicles across Italy. There are 282 clubs in the federation and dozens of them held events for the day, I can only imagine the organisation required as they also crossed live to each of them in turn for a walk through and description of their displays. Amazingly, some clubs were not static but on a run when they got their turn and aside from a few camera shots in ears and volume issues the 4 hours passed quickly and the scenery and cars made up for my lack of language. You can still have a look at the ASI Automotoclub Storico Italia Facebook page.

The success enjoyed by these two disparate events along with our own continued online enthusiasm

has led me to introduce a new online evening event. Check the calendar for dates but we are going to do tours of Museums and places of interest and meet interesting people. This will connect us to a broader world and hopefully some of you will have suggestions for guests and locations

See, we barely missed the Nationals at all but will be back out again soon.

Yours indoors




Remote Caffè di sabato





CLUB CALENDAR

NOVEMBER 2021 – JANUARY 2022

At the time of writing, we remain in Lockdown 6 in Victoria. As has been the case with previous Lockdowns we have had to cancel and postpone events and there is uncertainty with future events, so make sure you check your **Fiat Pronto** emails for up-to-date news

All events are subject to current Victorian Government Covid requirements and restrictions. Members are strongly advised to read **Fiat Pronto** emails as they often contain new events not listed in **FIAT Month** and changes to advertised events

NOVEMBER

- Sat 6** **Caffe di sabato. Studley Grounds Kew 9.00am**
Contact Roger Beattie 0400 177 278
- Fri 5- Sun 7** **Historic Sandown - Strictly double vaccinated competitors only. No FCCV Display**
- Tues 9th – Wed 10th** **Day or overnight Run to Sale to view Archibald Prize Finalists**
Contact Richard Unkles 0411 185 779
- Thurs 11** **General Meeting. Veneto Club. 8.00 pm**
Booking Eventbrite
- Sun 14** **Cars and Coffee morning at “Coffee Peddlr”, 203 Langridge St Abbotsford**
Contact Roger Beattie 0400 177 278
- Sun 21** **Bay to Burwood Run (Williamstown to Wattle Park, Burwood for a picnic.)**
Contact Roger Beattie 0400 177 278
- Sun 28** **Point Leo Estate Run Start at Maker Coffee, Richmond**
Contact Roger Beattie 0400 177 278
- Thurs 25** **Virtual Car Museum Tour hosted on Zoom**
Contact Roger Beattie 0400 177 278

DECEMBER

- Thurs 9** **General Meeting – Celebration “Nuts and Bolts Trivia Night” with Pizza supper supplied by the club. Veneto Club 8.00 pm**
Bookings Eventbrite
- Sat 11** **Club FIAT Festa BBQ and car display. FCCV members and family only**
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290

JANUARY

- Sun 9th** **Beach Run to Indented Heads and picnic**
Contact Harvey Richards 0412 333 238
- Thurs 13th** **General Meeting. Veneto Club. 8.00 pm**
Bookings Eventbrite
- Thurs 27th** **Virtual Car Museum Tour hosted on Zoom**
Contact Roger Beattie 0400 177 278
- Sun 30th** **X19 Run**
Contact Peter Bartold for details 0414 867 280



COMPETITION EVENTS ARE LISTED on the Competition Report page.

FIAT month — November 2021

General Meetings



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

The Veneto Club
191 Bulleen Rd,
Bulleen VIC 3105

Future Meetings:
Thursday 11th November
Thursday 9th December
Thursday 13th January 2022

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

New Member list – November 2021 magazine

We have 18 new members these 2 months. It's pleasing that even in these challenging times we continue to grow and provide as service to members.

WE WELCOME THE FOLLOWING NEW MEMBERS –

Anthony & Luca Marchio: Fiat 126
Shannon & Tai Jones: Fiat 1500
Carlo Greco: Alfa GTV105
Peter Ward: Fiat 124 AC
John Cavasinni: Fiat 124CC, Mercedes C63
Clare Leaney, Gerard Forsayeth & Lyn Campbell: Modern 500 Abarth, Fiat 600, Alfa 159
Bernard Lavery: Fiat X1/9, Alfa 75, Lotus Esprit, Landrover IIA

Daniel Tamasi: No car info
Sergio, Mary & David Carlei: Fiat 500F
Jed Comand: Modern 500 Abarth
James Oxley: Fiat X1/9
Alex Kovacevic: renewing member with 131 rally car

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

MEMBERSHIP & CLUB PERMIT UPDATE

In the last 2 months I've been chasing all outstanding memberships. Many have forgotten because it is not top of mind at the moment. However there are still a number of members who have not renewed!

DO YOU HAVE A 2021/22 MEMBERSHIP CARD? You must have valid membership to drive your permit car!!

CLUB PERMITS

I am pleased to report that the revisions to the Road Safety Regulations have been announced and the big concern we had with a change to the vehicle age eligibility for CPS has been avoided. No change to the 25 year eligibility. There are minor other changes which will take place to improve the management and control of the system.

ELECTRONIC PERMIT RENEWAL

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

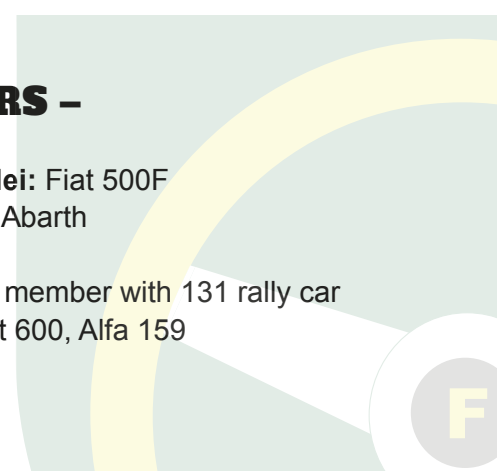
To use this process please send a scanned copy (or good readable photo) of your renewal form to our dedicated email address permitrenewals@fiatclub.org.au

CLUB PERMIT SIGNATORIES

Name	Location	Phone
Peter Bartold	Wonga Park	0414 867 280
Phil Bugee	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



FIAT CAR CLUB OF VICTORIA



FIAT month — November 2021



Featured Member: Mario Di Censo

My first Fiat was a mint condition Fiat 124cc, back in my early 20's. I still remember the registration number FF124 – I should have kept it!!

I have always been a car "nut" from a young age and have owned an enormous number of cars over the last 45 years, with a vast variation of makes and models.

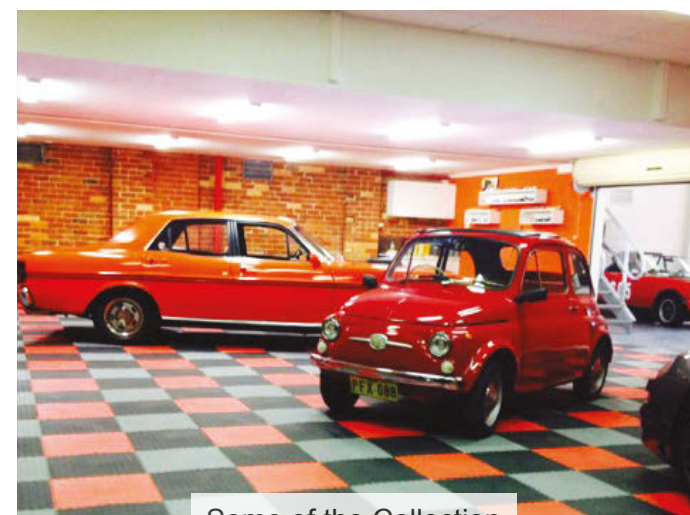
I'm currently sitting on a Fiat 500F, 850 sport, 850 sedan, two 124AC's, Fiat 124 spider, two Fiat Dino 2000 spiders, Fiat Dino 2400 coupe (1/2 share with my brother), a share in a 126 motorkhana car, Abarth 595 turismo track car, including a few other Italian blood lines Alfa 105 GTV, Alfa 105 spider, Ferrari F430 spider, Maserati grand sport. I also diverge a little from the Italian bloodline with Porsche 930 turbo and a collection of Aussie Falcon GTs. Over past years I have owned many Fiats such as 500 F & D, 124 sedans, 125 sedans, 132 GL, 124 coupes, X19, Topolino and heaps of other makes.



My first Fiat

Over the past two years or so, I have been restoring my two Fiat Dino 2000 spiders. A red and a yellow. It has been a long journey in putting these cars back on the road. They have both had an awesome bare metal re-spray (by CBG) and are now waiting to be upholstered. They then will be ready for assembly with a lot of new parts and re-chromed pieces. Unfortunately relying on trades for work to be done seems to drag on but I am looking forward to having these cars looking stunning and back on the road to enjoy!

I first joined the Fiat Club as a member in 2011 where my long-time friend Tony Romeo, a committee member, invited me to come to one of the club meetings at the Veneto Club where I sat at the back of the room not knowing anybody. Being a little hard of hearing I couldn't hear what was being said so I walked out half way through the meeting and waited for Tony downstairs for the meeting to finish. Tony, being a hard headed Calabrian, convinced me to come again the following month as he claimed it was a great night, and suggested to give it another go. So I went the following month and sat at the front where I could hear what was



Some of the Collection



The Fiat Dino 2000 Spiders

being said and got to meet some of the members where we chatted about common interests. So, I thought, 'yeah, this is not too bad' as I sort of enjoyed it. I can honestly say I've never looked back as I have enjoyed the club enormously and I have made so many great friends. They are a great bunch of people with common interests as myself, not only in cars but socialising and having fun in different events which is what life is about. I have since dragged and invited so many friends to come and join to enjoy a great club even if they don't own a classic.

I have been a committee member since 2014 where my involvement is as Social Event organiser with co-partner Paul Pozzobon. We plan a successful monthly Caffè di sabato location with great attendances and annual dinner dances. In 2017 Paul and I, with the help of others, put together an awesome FIAT Club 60th Anniversary Celebration. It was a night to be remembered!

My other big contribution was the idea of starting a yearly Fiat Club Christmas Festival, including a car show for all the members and families at the Veneto Club which, for the past four years has proven to be a huge success with the help of Paul, other members and partners. I'm also involved in signing new car club permits and permit renewals.

Being a very passionate member, I get involved in all aspects that the club has to offer and rarely have I missed a monthly meeting over the years.

The one big thing the club has introduced me to, thanks to the Freame's and the Judd Bros, is Motorkhanas. This was something I'd never heard of, but boy, did I fall in love with it. Thrashing a car in first gear as hard as you can around witches hats requires a lot more skill than it looks.

From there I tried a "Come and Try" track day which had me hooked, line and sinker! I started by driving my 124 spider race car which was without a roof. Racing around the track on a sunny day was great, but when it was raining it was quite different. Driving in the rain was not so pleasant, so later I upgraded and purchased an Abarth 595 that was an irreparable write off. This was to be perfect for a track car as it had all the modern technology, handled much better and was very reliable which I thought was an economical way to go. Boy, I was wrong! With an addiction to continuously improve the car, I am forever upgrading power, handling, breaks, etc...the list just keeps on keeping on! It is far from economical as every



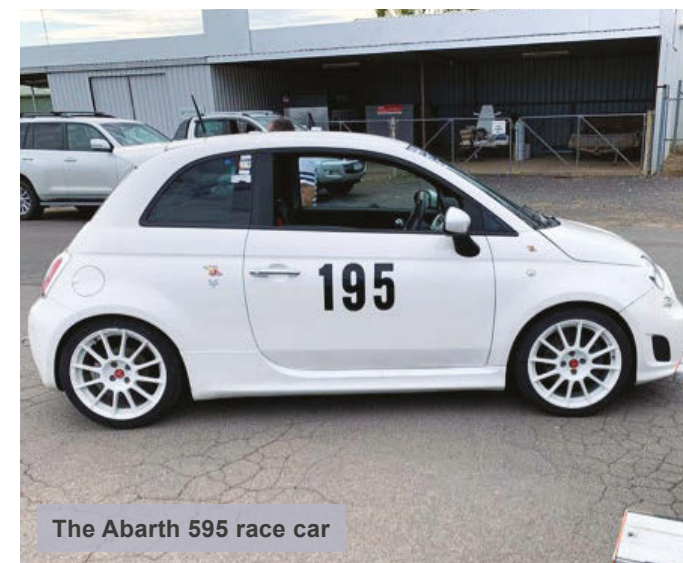
The Motorkhana Special and Team

modification is so expensive but I must say, worth every dollar.

I absolutely enjoy nearly every minute (except for wet days) being on the track competing with some of the boys, including the one and only Frank Spinner, for some serious sheep stations at times, but we all have an absolute ball and always come home with a big smile!

Our race group is steadily growing all the time. The more the merrier!

Over the past ten years, I have enjoyed seeing our club grow not only in membership numbers but our yearly AutoBella car show and our drive days which are held both on weekends and weekdays. Our Caffè di Sabato, tomato sauce making day and a whole host of other events make it a club with plenty going on. Unfortunately with the Covid lockdown, things have been on hold, however I am seriously looking forward to getting out again and back doing all that we love.



The Abarth 595 race car

Competition Report

Sonja Luthi, Competition Secretary

From the Editor: Apologies to Sonja from getting her surname wrong in last FIATmonth - corrected here

What can I say. Here I am, all enthusiastic and raring. The past couple of months have seen no motorsport activities and it does not look promising for the remainder of the year.

So, I thought I would put some reminiscing thoughts into this report for hopefully your entertainment.

Back in 2019, when the world was still kind of normal and we could travel overseas, Ernst and I travelled to Europe for some motorsport activities. Our trip took us to England for some testing of the TVR considering our entry into the Gentlemen Driver Race (pre-66 sports cars). We met one of the Canadian owners of the TVR on Monday afternoon at Brands Hatch. He was at Goodwood over the weekend and extended his stay to meet up - a reunion 30 years after he had sold the TVR.



Sonja driving her Cappuccino at Phillip Island

Then it was time to head to Spa for the Spa Six Hours Classic Car event. Unfortunately, the weather had turned, and blue sky turned to rain with sunshine in between. The Spa Six Hours take place on the famous Spa-Francorchamps circuit in the Belgian Ardennes (near to Maastrich and Aachen). The area itself is worth a visit with many ancient buildings, nice beer and food. The event itself is astonishing - 3 days, 650 cars, 100 trucks (to carry the cars), 8 races per day. The cars ranged from pre-war race and sports cars to F1 cars of the 1970/80s and everything else in between. Touring cars, open sports cars, CANAM and other grand prix race cars, total value on the grid \$100m+ if not more, and that does not include the value of the trucks present. The main event is the Six hours of Spa which had a grid of 100 cars on the 7km circuit, with the first positions made up by Ford GT40 (a total of 16 in the race), followed by lightweight Jaguar E-types, AC Cobras and Ford Mustangs, and the usual other English sports cars. There were no French cars at all in any races. The Jaguar race had 29 E-Types besides a few XKs and a lone D-Type. Quite a selection and spectacle.



Ernst competed in the 90 minutes Gentlemen Driver Race with Charles Rainford (our mechanic's son) being the second driver. Practice on Friday was in the dry which gave Ernst a good chance to learn the track. Qualifying on Saturday was a different affair. It was very wet in some places and almost dry in others, raining in some areas of the track and not in others. There was a lot of slipping and sliding. Although, car and drivers did well.

Race day on Sunday again threw everything at the drivers. Kudos to Ernst and Charles for sticking it out without hitting anything, despite spinning a couple of times. Even more kudos considering that some of the more experienced drivers didn't even start due to the atrocious weather. It was worth the effort though, as the team took out first place in class and we returned with a big trophy.



COMING EVENTS: OPTIMISTIC CALENDAR FOR NOVEMBER TO DECEMBER

SPRINT EVENTS		
VHRR November 5-7	Sandown Historic	Sandown
*Only Vaccinated Participants accepted		
Sunday November 14	AROCA Sprint Rd 8	Winton
Saturday November 20	MSCA Come and Try	Phillip Island
Saturday December 4	MSCA Round 10	Sandown
Sunday December 12	AROCA Sprint Rd 9	Phillip Island
MOTORKHANA EVENTS		
Sunday November 7th	VKR	Tarrawingee (Grass)
Sunday November 21	VMC	Pakenham (Grass)
HILLCLIMB EVENTS		
Sunday November 28	Rob Roy Interclub Round 3	Rob Roy

OTHER INTERESTING EVENTS

Targa High Country, 12 – 14 November; Touring event and competition
Great Tarmac Rally, 4 -5 December; Touring event and competition

VALE

Barry Ellis

LIFE MEMBER NO. 5
1943 – 2021

*By Lyn Bartold with memories of Barry
from his Fiat Car Club friends*

It is with great sadness that we announce the passing of Barry Ellis, Life Member No 5.

Barry passed away on September 26th after a period of ill-health. Barry described himself as a petrol head from an early age and as his neighbours, John and Robert Hellicar were members of the Fiat Car Club, he decided to join up in 1963, before he had his driver's licence.

Barry's most active period in the club was from the 1965 to the 80's, although his first motorkhana was at Hurstbridge in 1963 (before he had a licence and he was known as Rob Hellicar Junior!!) Barry's first Fiat was a 1100 bought in 1964, then in 1965 he moved up to a Mark 2 1500 which he owned for 9 years, then a 132S, 5 speed which he kept for 17 years.

In the 70's he partnered Mike Daws, David Sutton and later Bob Durrant in a 600 competition car and was not active in competition again until 2006 when he bought a Punto 1.3 deisel, in which he cleaned up in the Annual Eco Drive event – every year!! He bought a white Punto in 2015 and got back into motokhanas again and continued to be a keen competitor



until Covid shut down most club events.

Throughout his years in the club Barry held a number of Committee positions and was Club Captain in the late 60's and early 70's. He was involved in all forms of competition events ;Motorkhanas, Hillclimbs, ¼ mile Sprints etc and attended meetings at Devon Motors, Oakleigh Anglers Club, The Airforce Club (Queens Rd). Camberwell Theatre and our current home, The Veneto Club.

Barry was also a keen participant in the Interstate competition/ Fiat Nationals and the full range of Social Activities that the club offered.

Barry was an excellent wood-worker and he made a number bases for perpetual trophies that are presented in the club.

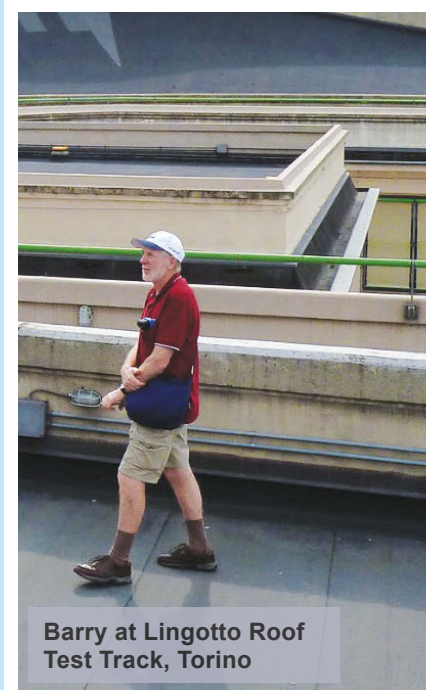
He also made the magnificent wood and glass box that the Fiat of Italy Cup stands in. This trophy is presented to the club that scores the most points in the Fiat Nationals Motorkhana event. Looking at this trophy will always remind us of Barry's many talents and the contribution he has made to, not only our club, but to the other Fiat Clubs around Australia.

Barry's brother Keith joined the club in 1970, following in his brothers footsteps and also became a Life Member (No 21) so FCCV has a strong Ellis presence.

Barry has been a constant part of the life of FCCV for 58 years and we will miss his friendship and shared love of all things Fiat. Our condolences to Barry's family and long-time friend Wendy.



R.I.P. Barry



Barry at Lingotto Roof
Test Track, Torino

Barry Ellis has been a constant within the Fiat Car Club of Victoria over the decades, since he joined as a young man in 1963

Barry was a quiet supporter of the Club who always provided valuable assistance when requested. His contribution to the Club was recognised many years ago when he became the 5th Life Member.

Roger Langdon

I will always remember Barry's relaxed, laconic nature, not too much would get Barry flustered, his detailed manner always ensured he and his cars were well prepared ready for any event he had entered. Barry took great pride in being the most economical car in the Economy runs, we picked up some of his ideas such running in "Angel" gear downhill or turning the engine off going downhill, but he was always a step ahead.

David Judd

MEMORIES OF BARRY FROM CLUB MEMBERS...

I have particularly fond memories of chatting with him in Italy in 2017 about the early club days and his cars then. Also sharing a house at the most recent Nationals in Tailem Bend seeing how dedicated he was to being competitive in Sprint, Motorkhana and Show and Shine through tyre changes and rigorous cleaning. The other abiding memory is our head-to-head battles in the decidedly non-competitive Economy runs.

Roger Beattie

It is sad that we have lost Barry and I have been thinking that it is 60 years since we first met.

My first car was a Goggomobile Dart and it was that car that competed in events run by the One Marks Car Club. The FCCV was a part of that group competing in motorkhanas, rallying and other events and this is how we met - 60 years ago. Around this time the Fiat Cup of Italy event was being competed for by Fiat Clubs from different States. Barry wrote a letter to the car club as he was concerned that Fiat 600's and the like would overheat with hot North winds blowing, boiling water and other stuff - let alone the 500's. Would they ever get to Wagga!!

In 1964, the first Wagga event, Barry competed in the Helicar's Fiat (he was still a Social Club member at the time). I went to Wagga with Chris Cook in his 1100 but I drove the fire truck at the event as I was also still a social member.

At one point I was Secretary of the club and Spencer Motors gave Barry and myself a 124 sedan for a few weeks. I wrote a report about the car and Barry took photos - the car was great!! Barry loved his 35mm camera. It was a strange machine, a half frame, Barry never liked wasting money.

Barry became the Fiat Car Club's very well deserved 5th club Life Member. He will be missed by all.

Richard Carlson Life Member No 4



One of the many memories of time shared with Barry is a Gondola Ride - Venice May 2017 FCCV Trip to Italy. Photo of Wendy, Barry and Rob on the canals of Venice.

When I picture Barry it is either in earnest conversation (- no doubt discussing car things) or with a big smile.

Deb and Rob Judd

Barry was always a gentleman. He took the time to listen, really listen, when he was with someone and always made that person feel that they were worth listening to. His egalitarianism was genuine, whether he was welcoming new members or catching up with old friends - it didn't matter to Barry. Everyone was valued. I will miss Barry and his welcoming smile.

Fiona Tonizzo

Barry was always a quiet gentleman and never did anything that would put the spotlight on him. He was always there, no matter what the event was and enjoyed his motor sport. It will be hard going to meetings and not seeing him there sitting with his closest friends. Barry was always there and will always be missed.

Bruno Tonizzo

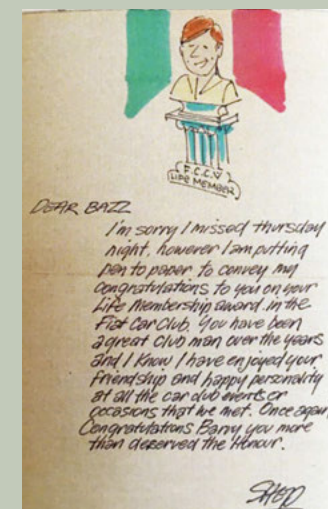
The sad news of Barry Ellis' passing brought lovely memories flooding back of years gone by. He arrived as a friend of the Hellicar family and joined in before he had his licence!

The Fiatmonth will be full of the exploits of Barry's life with his family and many friends.

Barry was a strong link and will be well remembered for attending all events possible, with the wonderful Fiat Family

With sorrow, Val & Kristine Shephard
(The Sheps as the family was always known)

Shep cartoon celebrating Barry's Life Membership



I have known Barry since 1966 when I first joined the Club. We were both owners of Mk1 1500's. We seemed to have a bit in common apart from being Fiat lovers. He had a deep interest in native plants and loved a chat. But my best memory of Barry was when we had the 600 project car under way in our carport. My 5 year old son Steven loved riding his plastic toy tractor around & around us constantly chattering until an exasperated Barry told Steve to put a sock in it.

Another memory was bringing the 600 home from a motorkhana behind Barry's 132 when the trailer got a serious sway up down the big hill in Chirnside Park. I was starting to panic when Barry in his relaxed drawl said that he had heard that if you floored it, everything would be OK, which he did. Perfectly! This proved that he wasn't a bad driver either, but from then on we backed the 600 on to the trailer.

Mike and Judy Daws



It was saddening to hear about the passing of FCCV Life Member, Barry Ellis. I always found Barry to have a positive outlook on life and remember that every time I saw him and spoke to him he was always smiling. Condolences to his family.

Sebastian Bongiorno

My memories of Barry go back to the late 70's when I first joined the club.

I remember Barry's zest for life, his interests in gardening/native plants, golf, bush walking, 4WD driving, square dancing with Wendy and, of course, FIATS.

I shared motel rooms with him on numerous occasions and found him a warm, interesting and sharing companion. I also recollect sharing a raffle ticket and the winning bottle of wine at the club's 25 Year Dinner which maybe says something about both of us.

Bob Durrant

We enjoyed Barry's company on Club Events including our Italy Trip, sharing accommodation with him at the Nationals and at local events. He was a keen and clever competitor. A conversation with Bas always revealed his attention to detail, his interest in you rather than himself, and more sharing than likely, his love of nature and native plants.

Kevin and Vicki Lemm

MEMORIES OF BARRY CONT.

Barry Ellis was a multi-faceted person. His friendly personality enabled him to be highly regarded in many group situations. The Fiat Club saw the Barry who was always willing to help and assist in club events. As a respected marshal, scrutineer, Autobella judge, setting up for Motorkhanas or Autobella, he loved the competitive aspects of all types of events offered by the club.

The other Barry that I came to know over a span of 50 years, was his passion for Australian native plants and the environment. Quite an expert in growing and understanding all the varieties, he combined his outdoor love of the bush with his membership with the Pajero 4WD club. As a community project, Barry would be involved in tree planting activities in areas in the country to provide wind breaks and natural habitat restoration. He used his

Nissan Patrol 4WD to tow trailer loads of equipment, water and seedlings to these off road locations.

Barry and Wendy really enjoyed mixing in with the 'Square Dance Circles'. He had participated with that group for more than 20 years that I know of.

Since his retirement from the carpentry trade and property maintenance, Barry joined the 'retirees' U3A group at Nunawading. His chosen activities were the Golf group, the Walking group and the Weather class, all pretty outdoor stuff. The walking group of around 20 people soon saw his potential and shortly he was the group planner and leader following the creek trails, pathways and of course coffee shops all around the Eastern suburbs.

Barry had had a number of serious health issues over the years that had dogged his life. It was only recently that he found difficult to maintain his level of fitness. He found he was flagging, getting frustrated, and could not keep up and complete some normal planned walks. Some lung cancer issues had re-emerged and undertook chemotherapy.

We will all remember Barry for his positive direct 'carefree' attitude with his sincere friendship that he brought to many and varied interest groups. Vale Barry.

Bruce McCann.



Barry in Torino
Photo by Peter Bartold

When Bill Freame was putting a new handbrake lever in Barry's Punto, I quizzed Barry about it and he told me he didn't like using the hill hold feature on the car at traffic lights because it made it hard to have a drag race, so the hand brake needed to be good so he could win! Good one, Baz!!

Peter Bartold

When we first joined the Fiat Club in 1970, Barry was Club Captain. His enthusiasm and friendliness to everyone certainly encouraged participation in whatever was happening, with both competition and social events. This commitment to our club continued, with periods when, as for all of us, Barry's family was the priority and then to the stage in our lives more recently when we have time to get together and enjoy what the club has to offer, both weekends and mid-week. We enjoyed having Barry and Wendy as part of our 2017 Italy Trip and Barry's friendly and lay-back style was always appreciated. Such great memories of a long time friend.

Lyn Bartold

MY MEMORIES OF BARRY

Barry was driving his FIAT 1500 Mk3, while I was in a Mk2, when I joined the club in 1970. When I eventually wanted to rebuild my engine, Barry willingly loaned me a spare engine he had. That engine was returned with genuine thanks to Barry after I had rebuilt and reinstalled my engine. I really appreciated his loaned engine which had kept my FIAT 1500 mobile as our main family vehicle.

Barry was the Club Captain in my early days in the club and I think we would all agree that he did an excellent job as Club Captain, getting our members invites to events and excellent venues, many of them that were new to us. He was a good worker of wood, a carpenter by profession, there are many trophies that were enhanced by his skills, including some that are FIAT Nationals perpetual trophies. It was during the '70's that he was made a Life Member; No 5 on the list, to be exact.

Barry was an eager supporter of economy runs and encouraged Paul and myself when we initially introduced the first EcoDrive, our 'non-competitive' economy run designed to be a challenge of achieving your best fuel economy while driving many enjoyable to drive roads in the Dandenong's. Barry was always able to get along those very same roads as everyone else, but doing it on the mere suggestion of just the smell of an oily rag! Multiple atmospheres of air pressure in the tyres and the regular use of angel gear, when going downhill were just some of his successful techniques.

In the 70's, Barry shared a quite competitive 600D with Mike Daws in partnership, doing speed and motorkhana events with the car for a while. Great fun to throw it around the flags in motorkhana's, but it was being outclassed by our lightened 127's that had been sorted to be very competitive by then. But eventually the 600D was sold when Barry and Mike decided to stop competing.

In recent years, Barry came back to motorkhana's after being invited to drive in a few events at METEC in the black Freame Punto. Barry showed he still had the skills to motorkhana, and be quite competitive and with our encouragement he literally drove the wheels off the Punto; well, the left front wheel, actually, which Marisa captured as a very spectacular photo. Despite Barry already having a small diesel Punto, from new, he then decided to purchase a petrol Punto Sport to continue doing motorkhana competition, but enjoying being in a street registered car.

I had Barry navigate in my 850 in a Saturday night rally in the aptly named Mt Disappointment area, many years ago. I hadn't even put it in top gear when we had to retire only about 600 metres from the start location when a big rock in the road ripped the muffler off the car. That happened suddenly and very decisively and ended our event then and there requiring us to make temporary repairs to the extractors to enable us to drive it home, very noisily. Recently I was the passenger/ navigator with Barry in his Punto Sport on the South Gippsland, X1-9 run, well organised by Ian Maud and Steven Schmidt. We both thoroughly enjoyed our day together and we shared some interesting conversations as we covered many kms and subjects that day.

It is hard to cover the 51 years that I knew Barry, in just one page, in this FIATmonth. I will certainly miss his presence at our meetings and events. Something like this happening far too soon to a friend should make us all recognize and realize our own fragile mortality, we should live every day like it's our last, because one day it will be.

Goodbye Barry, long may you be remembered by this clubs' members!

Bill Freame.



Photos by Joe Sammut

Fiat Models Celebrating 50 years in 2021

By Lyn Bartold

Source: Autotalia May 2021 Edition

1971 was a big year for Fiat with three future classics being launched. They are the 130 Pininfarina Coupe, the 128 Sports Coupe and the 127. After reading the Autotalia article I decided an excellent introduction to Bill Freame's 127 article would be to feature club members who own these models and to tell their stories.

THE 130 COUPE

Designed by Leonardo Fioravanti and Paolo Martin at Pininfarina. It was based on the 130 berlina's floorpan and the result was described as 'a clean-cut, crisp design that was both striking and uncomplicated' It has a 3.2 litre V6 motor and came with a 3 speed Borg-Warner automatic or as a five speed manual. The 4 seater interior is beautifully trimmed with wood and velour and Sergio Pininfarina described the 130 Coupe as a "masterpiece of simplicity" although when production ended in 1977 only 4491 cars had been built, probably due to its high price tag.



Club member, Brian Garrett's 130 Coupe

My first sighting of a Fiat 130 Pininfarina Coupe was in 1974 (yes I am old enough to remember) Having been a Fiat owner in the past, any Fiat was of interest to me, but the 130 shape and sound created love at first sight. I never assumed that I would be able to afford to purchase one.

Forward to May 2015 and a friend advised me of the whereabouts of a 130 Coupe needing rescue. He supplied a phone number and very quickly I had contacted the owner so I could examine the car. It was located on a property out of Traralgon and on

arrival I was greeted with a very sad site. It had been stored in an open-faced shed for over ten years. I feared the worst however everything was intact and under the dust and grime the paint looked ok. The brakes were seized and the tyres flat and cracked, however minimal rust was present so I made an offer which was accepted.

After trailering home, six months of constant work was necessary to bring the coupe back to life, and in December that year the Coupe flew through her RWC, and once again she cruised the highways. I was not disappointed. What a car and the 130 series is undoubtedly the finest car that Fiat has made.

Brian Garrett

THE 128 SPORT COUPE

Released in November 1971 at the Torino Motor Show. The car was based on a modified version of the 128 floorpan and has been described as a "funky 2 door 4 seater coupe" and the press regarded them highly for enthusiastic appeal. In 1975 the 128 Sports Coupe was replaced by 3P and by the time production ended 330,897 had been built.



Lawrie Hocking's as original 128SC

My 128SL Coupe was delivered to a Mrs Marshall from Balwyn by Spencer Motors in November 1972.

About a year later it came to Ballarat, sold to a neighbour of mine who used to bring it to the Fiat dealership where I worked as a mechanic.

I loved the colour of the car which was only the second one I'd seen and haven't seen since.

It has always been garaged and nurtured so it is still in basically original condition with none of the rust associated with the model.

A friend of mine bought it after the engine failed due to a stripped oil pump drive.

I rebuilt the engine for him and after little use and failing health he offered it to me. I had no hesitation in taking it off his hands.

He had made several small modifications to the car but I was able to find all the original bits in his scrap pile.

It still drives like new and is testament to the advanced design of the time.

It is a keeper in my fleet as are all my toys.

Lawrie Hocking

As owners of a 128 Coupe from 1974 to 1983, we loved our car which doubled as family car as well as a competition car. I have fond memories of the trips down to Camperdown Hillclimb with the kids in the back, and a tiny trailer attached which was just big enough to fit the race wheels in. On arrival, the kids were unloaded, the crossbar was bolted to the roll bar, tyres changed and it was set as our competition car and to head up the hill. The 128sc was one of my favourite Fiats we have owned. During the 80's Peter then built had turbo 128sc which we drove in sprints and hill climbs, so 128 sc's have been in our blood for many years.



The Bartold 128sc collection

THE 127

Described as the 'supermini' when it was released in 1971 and was awarded Car of the Year. The 127 offered an affordable, compact car with a revolutionary design. "The 127's front-wheel drive layout was still far from the norm in 1971, making it perky and fun" ..the Autotalia magazine article writes. Its agility, compact turning circle and increased occupants and luggage space as well as Fiat's greater attention to safety made it more practical compared to the 850. The 127 had a 13 years life span and 5 million were sold world-wide under a variety of names.

We also owned a 127 as my daily drive and in the late 80's one of my memories is of the car breaking down on my way to our Health Food shop in Warrandyte. Some friendly policemen stopped to offer assistance and drove me to the shop in their police car so Peter could return and sort it out the 127's problems!!



Brendon Pitts beautifully restored 127

I purchased the 127 from Joe Cipolla about the year 2002, as I drove it away I can still remember him shouting to me to not put a radio in it and to this day it has remained completely factory. The car was on the road for a couple of years before starting a sympathetic restoration and I feel that it has been rescued. I have done all the work on it eg, the bodywork except a respray and some mechanicals. I can remember a delivery driver spotted the car in the garage once and he was brought to tears remembering his childhood days spent in a 127. Cars can do this!

Brendon Pitts

50 Years of the 127

...that's half a century of fun driving!

By Bill Freame

Amazing to think that the FIAT 127 turned 50 this year! What an incredible vehicle and with so much interior space for a small, economical car with astounding performance. I have very fond memories of daily commuting and also competing in the few that passed my way. Mechanically similar to the 128 design but two years younger and 100kg lighter, very little was interchangeable between them, except for brake discs and rear drums. The 127 was introduced as the replacement for the 850SC!

FCCV members had a first look at one years ago, before they were imported, when a non-hatchback 127 appeared at a FCCV Christmas party. It had been borrowed/ loaned from the Italian consulate, in Melbourne who had imported it for consulate motoring. It was offered for sale to our members first, before it would be offered through the trade. Many of us took advantage of a test drive around the area, I was astounded at the neutral handling and all-round visibility but it was outside of my available and limited finances, so it was not to be my next ride. But it remained in my memory bank.

Powered by a similar to, but detuned 903cc 850 Sport Coupe engine, an engine well known for its performance and reliability, there was little to fear mechanically from its conventional push-rod engine. When 127's were eventually imported into Australia, they were the hatchback model which meant slightly less rigid bodysHELLs, but still exciting to drive when driven with vigour. The biggest detraction was just how far away from the driver to (regularly) engage first gear? In RH drive cars it is a very long stretch across to 1st gear, unless the linkage is modified.

Returning one year from one of our many Dubbo trips, where many subjects were discussed on the long drive home, Richard Carlson commented to Noel Tyzack and myself that a modified 127 would be almost unbeatable at Dubbo. At this time, we three were sharing a very successful, highly modified 903 powered 850 sedan that was easy to drive and could sometimes win at Dubbo. Just weeks later I noticed an ad in the NSW club magazine, FIAT Focus, about a 127 for sale. It had been stolen and dumped nose first into a dam full of water. I phoned Richard and made a casual comment that if what he had said was true, there was an opportunity to put his money where his mouth was. Later that day Richard phoned me back to advise that he had indeed purchased the 127 and



it was to be trucked to his property in the next few days. I was flabbergasted, my comments had been purely semi- joking, never expecting him to jump at the opportunity to buy it.

The car arrived and the only thing we could find wrong with it was a holed exhaust that was easily patched. Pakenham Auto Club had a grass motorkhana on the approaching weekend and Richard, Noel and Bill entered and shared the driving. We all placed very well on just the normal road tyres, this was indeed a fun car to drive. Richard immediately started planning modifications to improve it.

Eventually a 1000cc stroker was built up from the 850SC engine surplus to the Jon Carroll 850 sedan after it got the 1438cc twin-cam transplant. This stroker was a welded crank engine that just needed the 127 camshaft, crank seals changed and the 127 head, flywheel and clutch installed. That all sounds easy, doesn't it? Richard used 14" wheels to stretch the short gearing and designed and built improved rear suspension. A spare gearbox was modified, with 3rd and 4th removed completely and reverse moved to where 4th used to be. Running it in Victorian State motorkhana's, he built that car into a very competitive set of wheels. His multiple Dubbo wins are proof of the pudding.

Eventually Phil Buggee, Jon Carroll and myself acquired a 127 bodysHELL that had been dumped and abandoned on a quiet street. The local Police were keen for it to go away from their area and with their blessing, it was ours. It had wheels, steering and suspension, but no engine or gearbox. Richard was approached and agreed to loan us the short 903 engine and the 4-speed box he had replaced. This 127 had a disintegrated 'factory sun roof' and thus needed a new floor installed. All this was started just 7 weeks before the next Dubbo, a very tight timeline, for sure. Body preparation was performed at night and weekends in Phil's home garage, with a new floor welded in, but higher than the standard location. Jon would paint the shell in his garage and I would take

care of sourcing and assembling all the mechanicals. Phil phoned me to tell me that Jon had painted the car, 'FIAT Tractor Orange'. 'Ha, ha, ha, Phil, that's a good joke'. But then Phil explained that the red car was now very orange. 'Why?' was all I could come out with. Apparently, Jon got the orange paint very cheap. Several years later it was eventually painted the red colour I had wanted, expected and desired.

That 127's first Dubbo, it was a very hot weekend, in January. Many of the specials were suffering in the heat but our new car survived, even with the addition of two extra drivers by the end of the day, swapped in to keep our Victorian team performing and competitive as their cars had dropped out. Richard probably won, again, with his very well-developed car, but I think Phil placed third at our 127's first Dubbo, with myself and Jon also placing well. Knowing how and where Richard's car had been modified certainly sped up the development of our car, including the Perspex rear hatch.

Needing to eventually replace the short engine I had borrowed from Richard, I started planning what I would build. Two low compression 'Turbo' engines were assembled, but not used at that time as Jon dug his heels in, claiming a turbo engine wouldn't handle the Dubbo heat. I then built a very high compression 903 engine and it ran very successfully for several years. During car development, a full aluminium cage was installed to protect the driver and to add bodysHELL stiffness. We were using the 127 in sprints and hill climbs so we were keen to improve our driver safety. I modified the 127-gear change to reduce the length and width of the throws and also it was Rose jointed to remove any vagueness. I also installed one of my 'Slip Limited' differentials that I had originally developed for Richard's 127, which needed to be a smaller version of my very successful 128 and X1-9 diffs.

Eventually when my road 127 was rebuilt, I talked Phil into using one of the turbo engines I was still storing, to power it. We added a few baffles and modifications



50 Years of the 127 cont.

to the sump, built an exhaust, oiling system, ignition and added a Charade blow through carburettor, plus we fitted a Toyota 4AGE-ZE intercooler. What a hoot to drive, wheelspin available in 3rd gear on a damp road and hills went un-noticed! It killed three clutch plates during development, ripping the centres out but eventually that problem was and remained solved. Turbo engines were swapped as development progressed, as I tested various camshaft timings, compression ratios and valve sizes, because I could!

The red 127 benefited from this development when my road 127 was converted back to standard. Even with the turbo on the engine the capacity for competition remains under 1600cc, often the smallest capacity class you could enter. Eventually the car and trailer were sold to Jono and Mark Crellin, but they were too time-limited to take advantage of what the car could do. The car has since moved on again and I have lost track of who the new owner is and whether he is using it.

The remaining 127 turbo engine was installed into a minimalist motorkhana special built for use in State Championship events and eligible for the FIAT Nationals where it has had some success. It is great fun to drive and has enough usable torque to be able to launch in second gear for longer events. The original build was hoping to be at or under 300 kg all up weight, but we were slightly over that then. We built it double skinned in stainless steel, the type and thickness used for kitchen splash backs and urinals! With ongoing further development, we have probably added a few extra kg's, especially after we added the electric power steering which is heavy. Initially it was running fuel injection but eventually the combined electrical demands of the water pump, fuel pump, radiator fan and power steering was robbing the ECU of a consistent voltage and amperage from the normal 127 alternator. We have converted it back to the standard 127 carburettor which we blow through,

without any intercooling. It runs into valve bounce occasionally, especially when on 13" slicks. It has been a very pleasing and quite successful Father/Son project.

Like many others, I have been playing with the 600/850/127 engines for now over 50 years, enjoying and exploiting the incredible designed in reliability and strength they were originally built with. The 850SC was rated at 54bhp, achieved from only 903cc's, a twin choke carburettor and tubular steel exhaust, while the 127 had that engine detuned to 47bhp, with a single choke carby and restrictive cast iron manifold and a single exhaust pipe. 850 engines all rotate in the opposite direction to 600 and 127 engines, thus an 850 engine needs a camshaft change to run in a 600 or 127. The camshaft timing of the 850SC and the 127 engines are the same, so by improving the breathing of a 127 engine, (carburettor and exhaust manifold) the 127 becomes even more delightful to drive. A cast aluminium manifold is available to fit a 40DCOE Weber on the 127 engine which is about as extreme as you can get. Many 600's have been powered up by just swapping in a 127 engine, a sensible change because it doubles the power and only needs a flywheel swap to bolt it straight in. The glaringly obvious engine change is that the 127 engine has a screw on oil filter.

I have enjoyed tinkering with 127 engines, with higher compression, stroked them, injected them and ultimately, I went turbocharged to wring out ever more performance. Phil Buggee has been called on to sort out any problems I've introduced and always involved in tuning each of the engine developments we have tried on 127 engines.

Like all FIATS and Lancia's of the 1970's, the mechanicals of the FIAT 127 will continue on long after the body shells have become a rusty heap and gone off to recycling.

History of the Fiat Car Club's Interstate Motorkhanas/ Fiat Nationals

By Lyn Bartold

Source: Program The Fiat Nationals 2016 QLD Fiat

Having now experienced 2 years, 2020 and 2021, when we have not been able to experience and enjoy our Fiat Clubs of Australia's Fiat Nationals, prompted me to remember and document the event. We can enjoy the memories but look forward to our next Nationals in 2022?!

In 1963 the Fiat Car Club of Victoria proposed to the Fiat Car Club of New South Wales that a Motorkhana be held between the clubs and Wagga Wagga was the chosen venue.

The first event attracted 25 entrants and supporters and it was decided to make it an annual event and Fiat Italy supplied the trophy which was named The Fiat of Italy Cup.

A Presentation Dinner was held on the Sunday evening for the announcement of results and awarding of prizes.

Peter and I attended our first Wagga Motorkhana in 1971 in our 124AC, with Peter finishing 13th and I was 51st in a field of 67. My most enduring memory of the motorkhana was of the dust, as the motorkhana was on what might have begun as a grassed field but very quickly turned to dust!!

Attendance numbers grew each year and by 1972 there were 84 competitors, including 5 from Queensland and in 1975 the decision to move event to Dubbo, in Central NSW to make it more accessible to the 3 states. It was also decided that the clubs would take turns in organising the event.

There were 3 competitors from the ACT Fiat Club in 1979 and 2 from the Fiat-Lancia Club of South Australia the following year. The event was relocated to Forbes in 1985 and then to Orange in 1987.

Due to lack of suitable venues, the event moved back to Dubbo for the next 15 years (except for the 1999 event which was held at Ansell Park, Sydney to celebrate 100 Years of Fiat and the NSW Club's 50th Anniversary)

In 2001 9 members from the Fiat Lancia Club of Western Australia made the trip from Perth and the event became a "National" Event.

2005 The event moved to Bathurst and included the Motorkhana and a Hillclimb and became known as Fiat al Monte (Fiat at the mountain) as well as a Show n Shine.

2009 The event moved to Goulburn NSW and adopted the name "Fiat Nationals" and now was a 3 event competition with the Motorkhana (points from this counting towards the Fiat of Italy Cup) the Sprint, held at Wakefield Park and a Show n Shine, held in the centre of Goulburn, for separate class prizes.

2012 The Fiat Nationals were held at Winton for the Sprint and Motokhana and Benalla for the Show n Shine, the first time the Fiat Nationals had been held outside NSW.

2013 Host at Willowbank and Queensland Raceway in Ipswich.

2014 Host NSW at Eastern Creek.

2015 Host Victoria at Benalla and Winton

2016 Host QLD at held at Willowbank and QLD RW

2017 Host NSW at Goulburn

2018 Host Victoria at Shepparton and Benalla

2019 Host Victoria Tailem Bend, SA



Tailem Bend

2019 Tailem Bend
Motorkhana



Richard Carlson Wagga '70



Peter Bartold at dusty Dubbo '78



Bill Freame '72

Happy 50th Birthday FIAT 127



Kevin Lemm with socket



The News Stand

Richard Unkles

It seems that despite lockdown not so much restoration is happening around the traps. However Ross King has bought some panel forming gear including a wheeling machine for his Fiat 131 powered sports car he is building from scratch. He is currently making a frame from aluminium angle to fit the body to and plans an aluminium hand formed body on it.

Kevin Lemm has kindly kicked his lathe into action and made some headlight bulb contacts for your scribe's Austin project. Photo shows an original and the new copy. A nice job that solved a problem not solvable by the Austin 7 Club spares department.

I have a nice story about John Westcott who has been helping me when permitted with my bodywork

challenges. When John was 7 years old in 1942 he noticed a neighbour living opposite opening his garage and push out a strange looking small car. It was an Austin 7, sometimes called a baby Austin. The man started the engine and left it rattling for a while and John went over and asked him if he was going to drive it. After a while he turned off the ignition and said "How about you ask your Mum if you can come for a ride and change gears for me". Reason is, he had lost his left arm in WWI and it was nearly impossible for him to change gears. That proved to bring a young boy's dream come true and in time he was allowed to help steer as well. Perhaps that training made owning vintage and veteran cars and crash gearboxes second nature for John.



Ralph Sarich and poppet valve version of OE

RACV - The original Alpine Trial

Regrettably the Centenary of this event has had to be postponed until October 2022- not sure what you call a centenary plus 1.

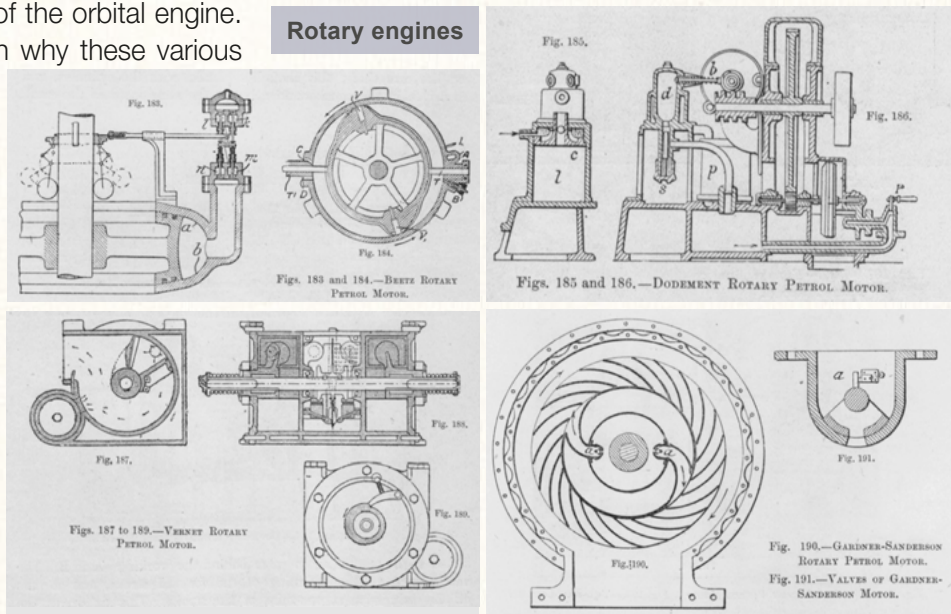
However the extra breathing space might be appreciated by those who were dreading the deadline. These might include David Stott whose Itala has a radiator problem and needs a new core and Kevin Wilby can make less frantic progress with his bodywork on his Itala. It will also create more time for David Wright to fit the FWB to his Fiat 501 and your scribe to chase more oil pressure in the 501 Taxi. With luck it might result in a larger entry of eligible cars.

Round and Round

The concept of circular motion being potentially superior to reciprocating is far from new. The illustrations below come from "The Automobile - its construction and management" by Gerard Lavergne, published in 1902. The following illustrations show that Ralph Sarich was a long way behind with his concepts of the orbital engine. Regrettably I cannot find information why these various designs were not more popular and died out. However it is likely that obtaining seals that worked well and had adequate working lives were a likely problem. It is clear from the designs that suitable machining

tolerances were obtainable 120 years ago. Remember armaments were made to tight tolerances much earlier by Colt and others. Note that all these have French names as their car industry was far more advanced than in the English speaking world at the turn of that century.

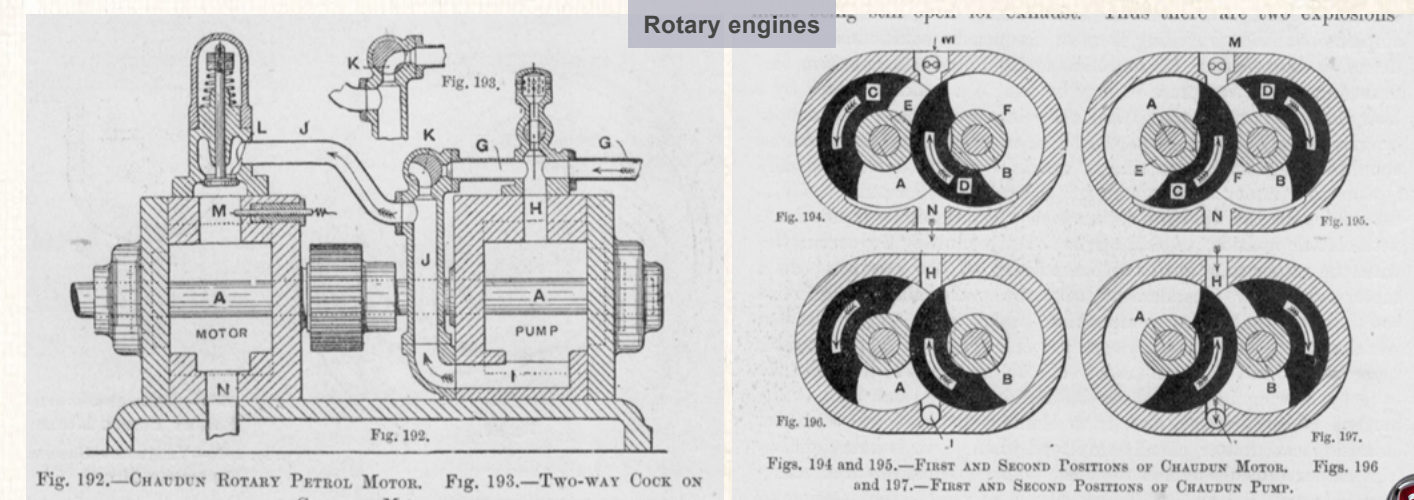
Rotary engines



For those with a mechanical bent the workings of the Chaudin engine is described.

In Fig 194 the motive action is produced in the top part of the cylinder on the sector C, the base of which communicates with the exhaust N, and at the same time to the other cylinder. The motor chamber gradually increases in size, and at the end of half a revolution is almost at its maximum, whilst the chamber of the other cylinder (Fig. 195) has opened, and formed a second upper compartment, where sector D will become motor, the lower compartment being still open for exhaust. Thus there are 2 explosions per revolution. The top of the right cylinder commences a similar action. Note Figs 196 and 197 are the diagrams for the pump driven by the motor.

Rotary engines



Tipo Torque (cont.)

Ralph Sarich

Detail here has mostly been obtained from "Sarich - The Man and His Engines" by Pedr Davis, published by Marque Publishing 1989 but supplemented by the internet. The Trust behind the Orbital Engine Company was at one time theoretically worth over \$900 million, such was the faith that it had with the populace and the WA Government. In fact the WA Government put together a bipartisan committee to seek the Federal Government's assistance in manufacture of the orbital engine in WA and for export around the world.

This did create wealth for the Sarich family, but as at 1989 Ralph had not sold any shares but his wife had sold 25% of her shareholding. Some of this wealth was increased by the two children partly as a trust for medical charity.

To quote Ralph Sarich"

"I get a lot of self satisfaction trying out my ideas. It is a matter of wanting to achieve something in life. I want to achieve something extraordinary".

In one sense Sarich and the Orbital Engine Company achieved a lot for a very modest expenditure of \$24 million. Sums much in excess of that have been used just to develop a cylinder head in the car industry. That development was of some 10 different or variations of the orbital engine, such as a two-stroke and poppet valve versions. However the final version was a piston engine 3 cylinder compact with excellent torque and emissions.

Sarich was awarded a Churchill Medal by the Society of Engineers, London in 1988. This recognized his ability to find solutions to engine problems and also his work on the combustion process. Much was learned of the combustion process during the development of the various engines and a unique two fluid fuel injection system based on compressed air propulsion was developed. This produced fuel droplets more than half the size of the then convention and greatly assisted in reduction of problem emissions. International interest was generated in Europe, Japan and the USA both in the car and the outboard motor industries.

The final engine was a 3 cylinder piston design for which the natural inlet and exhaust timing was especially beneficial. This was designated an OCP engine for Orbital Combustion Process, though the motion was not orbital but reciprocating. The engine developed excellent torque down low. 20 of these units were built for evaluation in Ford Fiestas. A V6 version was also developed and fitted to a BMW that is now in a Perth Museum.

Ford sent a bright young engineer named Thomas Krickelberg to work at the firm's Balacatta HQ and was

tasked with providing technical reports that were sent to Germany, the US, and the UK.

THE OCP 3 CYLINDER ENGINE TECHNICAL FEATURES		EXHAUST EMISSIONS (grams per kilometre)					
		ADR 27A			ADR 37		
		HC	NOx	CO	HC	NOx	CO
1.2-litre OCP engine		0.96	0.87	0.43	0.87	0.87	0.30
1.6-litre early GMH engine		1.30	1.20	15.0	1.30	1.35	13.0
1.8-litre TBI GMH engine		0.68	1.72	3.90	0.80	1.70	3.30
legislated level		2.10	1.90	24.2	0.98	1.93	9.30

The 3 cylinder engine and Data Sheet

Orbital, he recalls at a meeting in this century, was a company with a rare-for-the-time combination of engineering and business smarts. What he found was that Orbital was providing Ford with prototype engines specifically tailored to impress specific departments. There were versions with low emissions, low consumption, excellent NVH (noise, vibration, harshness).

But they seemed unable to deliver an engine that combined cleanliness, efficiency and refinement. Adopting the Australian-developed two-stroke would have been a risk, Krickelberg recalled. Yet it would not be cheaper or lighter than Ford's own small-capacity engines. Thumbs down, then, for the two-stroke of tomorrow.



But that was not the end of the Orbital Combustion Process two-stroke engine. In the outboard engine world, two-strokes were well established mainly because of their inherent power to weight ratio. OCP had licensed the technology to Mercury Marine where it was added to existing motors and was marketed as the Optimax engine on their higher power outboards.

In addition to this, Mercury also built a spark ignited diesel version of the Optimax V6 but it was only supplied for military use.

Orbital Engine Co still exists and undertakes a variety of scientific challenges but now as Orbital UAV, developing and supplying a modular propulsion system for unarmed aerial vehicles (drones, assumed military ones) using the OCP two-stroke but adapted for multifuel use in a similar manner to the Mercury diesel outboard. Orbital currently has a tie-up with a Boeing subsidiary and has recently announced a tie-up with Northrop Grumman to develop a hybrid propulsion system for VTOL UAV.



OCP drone engine

The FIAT 850 Campervan: A short history

After the success of the 600 Multipla there were various attempts to make a Van based on its platform. Coriasco was probably the most successful but it wasn't until 1962 that the boxy OM design was adopted by Fiat as a production vehicle with the 600D 767cc motor.

An Englishman named Bill Rix saw a 600T while on holidays in Italy and converted one to a camper in that first year. By 1965 Bill had created Motor Caravan Conversions (MCC) in Berkhamsted and was producing a range of campers. The 'Fargo' was the simplest model (and is what mine is. RB) with 'Farina' and 'Fiesta' having different sleeping and kitchen arrangements. The final iteration was the 'Amigo' which became the biggest seller and continued well into the 1980s even converting the 900T 'Shango' which was marketed by Fiat in Italy.



My 850T Fargo

I purchased my 850T Fargo camper from a Balwyn family who had brought it back from the UK after extensive use there in much the same way as Diane's story following. Bought in 1971 and driven around the UK and Europe over the next



few years it arrived back in Melbourne in 1974. Many long trips were taken including annual camping trips to Inverell in northern NSW for sapphire fossicking. It had not been spared the bumps, scrapes and wear of its many years of use when I was finally able to purchase it in the mid 80s after the youngest child became too tall to sleep across the front seat.

After a trip to Jimmy Guilfoyles (I told you it was a long time ago) for a few gaskets and an exhaust valve, and Rob Judds to borrow some 13" wheels the slow trip to my then home of Brisbane began. It was quite the adventure and I would be happy to share it with anyone who cares to ask. I used the van extensively in my Queensland years even travelling to and competing in a winter Dubbo quagmire Nationals. I remember being bogged to the sump but having time to make myself a coffee on the stove while awaiting a tow out of the mud.

A few modifications have made the Australian highways a slightly more enjoyable place for 33hp and a built in headwind. Early on the differential was swapped from the 5.57:1 lamp post climber to an 850 Coupe ratio of 4.875:1, positively loping along at the expense of acceleration. Disc brakes were also adapted for the front after a big scare I gave myself down Cunningham's Gap.

The van and I have been back in Melbourne for over 25 years now and it has appeared in many events and attracted way more than it's deserved attention at most of them. It is surprisingly comfortable to drive and still gives me a lot of joy whenever I get it out for a trip. It seems like years since I have camped in it but that could be because of the current travel restrictions. Writing this is making me look forward to the next trip.

Roger Beattie

Nothing like having a spare!
Not really behind Andy McNabb's
Fiat Ducato Camper.
2017 Autobella (the wet one)



Our FIAT Camper adventure by Diane Leitch via Matt Judd (his Mother in Law)

We arrived in London in April '76, at a time when the British pound was devaluing. As we knew we wanted to do a big trip around Europe and the UK the following year, we thought it would be wise to buy a vehicle. Eureka! We found the Fiat showroom just across the way from where we did our weekly shopping. We were sold on the "Spacemaker conversion to the roof of the van", the economy of the van, and that it was under warranty for two years.

That van was a life-saver for two country Kiwis thrown into the big smoke of London. About every second or third weekend, Graham would pick me up after my shift at the local pub (11-11.30pm, an extra job to my accounting job doing the day) and we jumped on the motorway to go to a new area that we hadn't explored. We would park on the side of the road somewhere for a couple of nights until driving back to London late on Sunday night to go back to our work for the week.

Obviously it was very dark by the time we pulled over for the night. This accounted for some very interesting situations in the morning, like being woken by a farmer asking us if we needed any milk. The lovely flat area we had found in the night to park on was part of their lawn! We also once woke up to thick snow all around us in a white van with the snow plough coming up behind us.

That brings to mind the one problem that we found with the Fiat: the distributor cap used to get damp when we stopped. If it was very cold or wet, we would need to dry it before the van would start. On the occasion of waking up to snow all around us, Graham got out to dry the distributor cap and I got out to help -- me forgetting, of course, that we locked ourselves in the van at night. So the door shut and we were both now locked outside in our nightwear. Luckily we had put our shoes on, as it was freezing, and thank goodness for the extension on the back of the van. You could lift the back door up when you were stationary, and wooden sides and base slide out and then the door was lower and locked. It was great for storage and having this we were able to force our way back in the van and out of trouble.

The great thing about the van, as you will see in the photo with the children lying in the roof line, was it had these vinyl mats that you could roll out from the sides of the roof space and they locked into position. When we wanted the area on the base of the van to remain set up we would sleep there.

Because the spacemaker roof went right to the front of the van, whenever we stopped for the night we were able to store our stuff in the space over the front seats (driving) area or in the extension in the back. Invaluable in such a small van.

We got married in London in September that year and headed off to the Lake District and Scotland for a couple of weeks. We stayed in the van for 2-3 nights and then we would stay with the locals in a bed and breakfast and get ourselves showered and washing done. We also used the lakes and rivers, but that required a certain kind of bravery that we weren't always up to.

Graham's parents wanted to come over for the wedding and we thought it would be better for them to come the following year when we could go on a trip together around Europe and the UK.

I don't think Graham's Mum had ever been camping before, so it was an education for her when she realised how little clothing she could take in her allotted space. Before we set off for Europe, we were advised that petrol was very expensive and that we should get a locking petrol cap. We didn't realise there was such a thing as a breathing petrol cap. Unfortunately, it took us one petrol pump to burn out until we found the reason, but a simple fix with a change to a breathing cap in the end.

By the time we left for Europe, Graham and I were well used to using the van and every spot was used and every thing had its place. The plan was that we would all travel in the van (4 adults) and then Graham and I would stay in the van at night and Graham's parents would stay in a motel or hotel close by. We soon realised this was not going to work, as getting the locations close together was near-on impossible. So it was decided that we would all sleep in the van 2-3 nights and then Graham's parents paid for us all to stay in a motel or hotel for a night. The result being, we youngsters had luxury that we hadn't planned on and Graham's parents spent a lot less on accommodation than what they were expecting. This meant a few more luxuries as Graham and I were following the Europe-on-£10-a-day book (hard to believe now).

With the spacesaver roof area, Graham and I were able to sleep in the little bunks coming from the side and Graham's parents slept on the seats and table that folded down to a bed. We then had storage up the top of the front of the van and in the back extension. We mainly stayed in camp grounds so we could have showers and get changed out of the van where there was more room.

We can remember waking up in Florence to pouring rain (luckily, it was mainly fine while we were away) and centimetres of water around the van. It didn't take us long to find other accommodation. We took this opportunity to do all of our washing, which we had hanging in our rooms. Obviously, we didn't bother with any room service -- they would have been shocked to see the rooms changed into drying rooms. It was also a good time to clean out the van. We were parked below the hotel restaurant. On the morning we left, we were putting all the stuff back inside the van when the restaurant manager came out and asked us to park around the corner, as we were causing such a disturbance in the restaurant with the customers being amazed at what was fitting into the van -- shows how great the storage was!

When we were in Yugoslavia (in those days), the van seemed to lose power in some of the mountain country. There were no signs to tell us how far above sea level we were and it was only when we were in the Swiss Alps and had the same problem that we put it down to the air. Not that it caused us much hassle, as we weren't exactly making speed records with four of us in such a tiny van. It never felt slow other than at these times.

SPACEMAKER

This is it. The most sophisticated elevating roof system ever invented. Patented worldwide, a product of lengthy research and development. Semi-automatic. Simple and spacious. Raised by the pressure of Girling gas-filled arms. So light. So accurate. Spacemaker is a full length, side hinged roof with "overhang" along both sides. It incorporates two longitudinal hammock bunks with ample space between, and an upholstered child's bunk transverse over the top of the cab. Spacemaker gives you a guarantee of more space, more storage and sleeping accommodation than any other elevating roof. (Pictured also on the front cover).



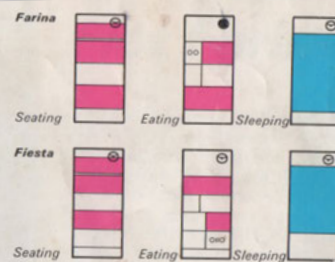
Fiat Farina

The new Farina is a genuine 6/8 seater motor car and motor home. Elegantly styled with dark, distinctive wood, rich upholstery and deep pile carpet. The car of tomorrow. Here to-day. Farina is the ideal "second car". Its small overall size makes for easy driving and parking. Economical, too around 37 miles to the gallon and it will even use 2 star petrol.



Boudoir

The sleeping accommodation in every Fiat is truly superb. Nearly four feet wide and anything between 6ft. 3in. and 7ft. 3in. in length according to model. With a spacemaker elevating roof there's



Vehicle Specification

Chassis
Fiat 950T

Engine
953cc four cylinder inline engine mounted at the rear. Sealed water cooled system. Aluminium cylinder head. Compression ratio 7.9:1. Four forward speed all synchromesh gear box with floor mounted gear change.

Suspension
Independent suspension all round with coil springs and shock absorbers.

Speeds
1st gear 15.5 mph; 2nd gear 28 mph; 3rd gear 43.5 mph; 4th gear 62 to 70 mph.

Gradient Capacity
Fully loaded 1st gear 24%

Dimensions
Length 12ft. 2 1/2 in.; Width 4ft. 10 1/2 in.; Height 5ft. 9 in. (Lowline roof) 6ft. (Spacemaker roof)

Turning Circle
28ft. 10 1/2 in.

Fuel Capacity
7 gallons.

Colours
Red, white, blue, green and grey.

Equipment Specification * Fiesta only

Radio
Rhodes push-button radio with fully retracting, locking aerial.

General
Roof rack (Lowline models only) ☐ seat belts ☐ wing mirrors ☐ interior rear view mirror ☐ chrome wheel trims ☐ speedometer ☐ part under body protection ☐ steering lock ☐ cab heater ☐ Fiat two year rust guarantee

These specification details do not apply to any particular vehicle which is supplied or offered for sale. The manufacturers reserve the right to vary their specification with or without notice and at such times and in such manner as they think fit.

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The Farina has a patented cooker system. It folds out from under the centre seat and has twin burners and a grill. Use of the cooker is possible from inside or outside the vehicle. A loose bowl and water bottles are in the seat box adjacent to the cooker. The cab seating is hand upholstered for extra comfort and is adjustable to a wide variety of positions. It also forms part of the double bed arrangement.



room enough for two adults and three children. An attractive feature of these Fiats is the small double bed which can be made up to allow two children to sleep whilst travelling - a real boon on long journeys.

A selection of images from Diane's original 1976 brochure.



One time in Spain, we were travelling on their motorways, this was not something we did often. We found the lack of speed a little frustrating, as every time a vehicle passed they had to push their horn. It wasn't long before we left the motorway, as we were constantly being passed and we didn't pass anyone else, so we never got the satisfaction of using our horn!

The size of the van was a huge advantage when travelling in Europe and the UK. We could access a lot of small lanes, alley ways, etc., that other vehicles were unable to access, which meant we were able to see and go to a lot more places. Over the four months that Graham's parents spent with us, we visited France, Andorra, Spain, Italy, Corfu in the Greek islands, Greece mainland, Yugoslavia, Austria, Switzerland, Liechtenstein, Germany, Belgium, Holland, Wales, Scotland and England.

A wonderful experience with a well-designed van.

When we had to head home in September it was with much reluctance that we sold our little van. In those days, you used to park outside Australia house, put up a sign in the van, and wait hopefully for someone to buy it. We drove there to find out what you did, where to park, etc., and while we were there I said we might as well put up a sign. Within a couple of hours, the van was sold -- still having six months on the warranty was a great selling point -- and the van was still in very good condition. We sold it to an Aussie couple and only hope they had as much pleasure from it as we did.

-- Diane Leitch (Oratia, Auckland, New Zealand)

Near Fingfest
Oxfordshire
11 July 1976



FIATS AND FUN ... Bush Walks within a 5K COVID Limit

By Richard Brewster



The cars in bushland setting

Slapped with a five-kilometre travelling from home limit since August 5 by the Victorian Government, the sixth such lockdown since COVID-19 first invaded Australian shores in March last year, FCCV members Roger Langdon and Richard Brewster devised a plan to keep their classic Fiat 124s in good running order without breaking any public health laws.

Through a careful check of the odometer, they realised that their two homes were almost exactly five kilometres apart, which meant they could drive to each other's places and then go for a walk as long as it was only two people at a time once this was permitted.

So wives Lesley Langdon and Lucy Brewster could team up with Roger and Richard trailing behind on any walks they might like to take. The trick was then to investigate suitable bush walks between the two homes to which each Fiat could be driven before any exercise could be undertaken.



Time for Covid chin wag

Needless to say, it has morphed into a weekly event only now the five kilometre limit has become 10



Penny Farthing

with the slight easing of restrictions, so the walking venues have increased in both number and interest.

And, of course, the sight of two mid-1970s sports coupes in various bushland settings has attracted plenty of admiring glances and comments from fellow walkers and other classic car enthusiasts.

Not only have the walks elevated our fitness levels, they have contributed to enhanced mental health as we spend our time exploring meandering creeks, lakes and Australian natives around our respective eastern suburb areas.

While the cars might only get a modest run, at least it helps to keep brakes and motors in better condition than if the vehicles were simply couped up in a garage for months on end waiting for the next "who knows when" club social run.

And there is plenty to discover on the walks – sights you would probably miss if you were driving by in a car. Take for example, the fellow, complete with pith helmet and handle bar moustache, on a penny farthing bicycle who rode by on one of our exploratory journeys.

Or the "CAUTION SNAKES HAVE BEEN SIGHTED IN THIS AREA" laminated sign on a wooden stake on one of our more recent efforts – words that caused immediate trepidation among the female members of our small group.

We have also now added picnics to our repertoire, with easy to prepare food and thermos coffee carried in backpacks to our desired destination.

It might not have the glamour of a Beeac or Clunes trip, but at least we get to run our beloved Fiats around the nearby streets – if only at 20kmh over the speed humps – and the bush walks have proved to be an interesting and sometimes intriguing pastime.



Coming Events

General Meetings

If COVID restrictions do not allow live meetings Zoom meetings will be held instead

November 11th	8pm Veneto Club
December 9th	8pm Veneto Club (Includes Nuts and Bolts Quiz)
January 13th	8 pm Veneto Club

Caffe di sabato

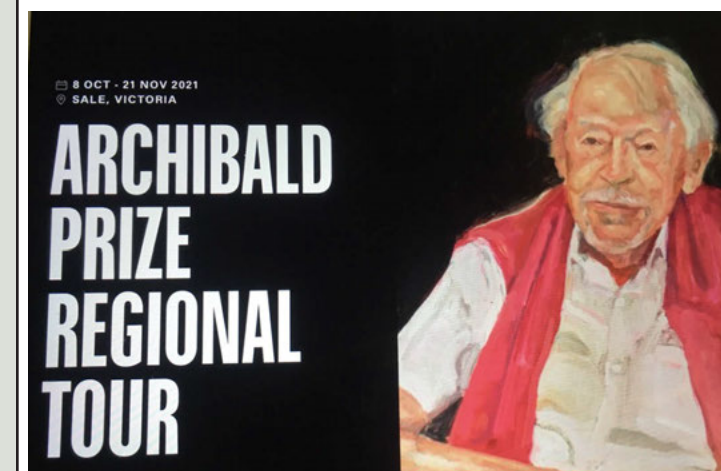
Nov 6th	Studley Grounds Kew 9.00am
Dec 4th	Veneto Club 9.00am
Jan	No Caffe di sabato held in January



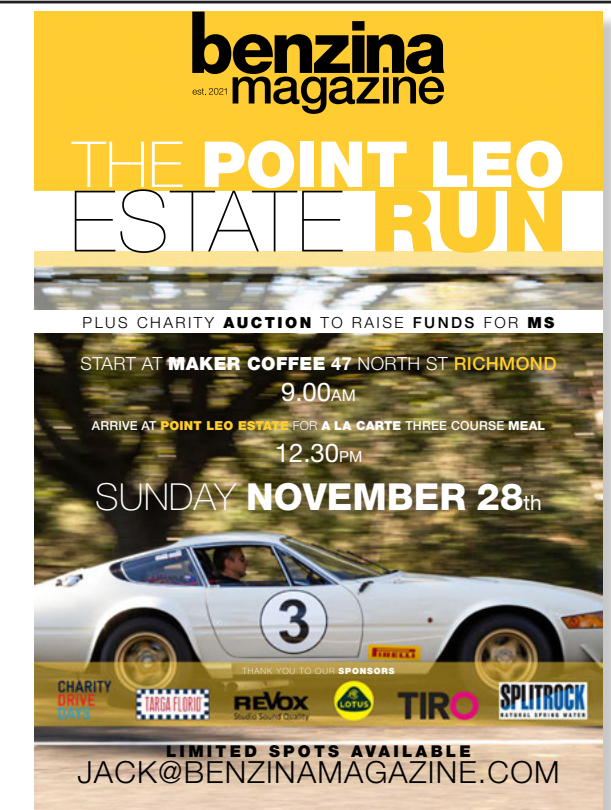
Mid-Week Run

Tues 9- Wed 10th November
To visit Archibald Finalist 2021 Display
At Gippsland Art Gallery, Sale
OR
One Day Drive to visit the Exhibition
For information and bookings

Contact Richard Unkles 0411 185 779



Contact Roger Beattie
0400 177 278



Contact Roger Beattie
0400 177 278

Due to Covid restrictions it's not the



21 November 2021, 10.30am

The Fiat Car Club of Victoria present a special event



BAY to BURWOOD
Picnic Run

Enquiries:
Roger Beattie 0400 177278
Joe Sammut 0412 211581

Get up and have a coffee in Williamstown before joining us

The Warmies, Greenwich Bay at 10.30am November 21, 2021

11.00am Departure for a short run past a few interesting sites and a **PICNIC** in Wattle Park, Burwood

Don't complain about the food, you are bringing your own!

Virtual Car Museum Tour

Thurs 25th November

Zoom Meeting

Details will be sent via Fiat Pronto



December GM

Thurs 9th December – Veneto Club

Nuts and Bolts Quiz

Join us for our Annual Nuts and Bolts Quiz and pizza supper

Booking are essential due to COVID number limits
Eventbrite code will be provided via Fiat Pronto

Contact Lyn Bartold 0413 314 721

Beach Run & Picnic

Sunday
January 9th



Bring Your own Picnic
Bookings essential Eventbrite
Contact Harvey Richards 0412 333 238

Virtual Car Museum Tour

January 27th

Zoom
More information via Fiat Pronto



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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.

SOME OF THE CURRENT RANGE OF MERCHANDISE:-



Fiat Club Festa

Saturday December 11

La Barraca, Rear of Veneto Club

BBQ and Car Display

Due to COVID restrictions this year
will be a scaled down event and
we will not be having a visit from Santa



This will be a members and family only event
and numbers will be restricted

Bookings are essential

Contact Mario Di Censo 0419 171 661

Paul Pozzobon 0418 552 290