



FIAT Month

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

www.fiatclub.org.au

SEP 2021

Mid-Week Run

500 Anniversario Display





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SEP 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:
The old and the new on the
Mid Week Run

Kevin and Vicki Lemm's 2300
Tony and Toni Romeo's Abarth 500
at Maryborough Town Hall

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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: November 2021
Deadline: 5th October 2021



2021-22

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Ralph Di Censo
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M: 0411 511 679
Janet Fry
M: 0407 192 080

NON-COMMITTEE POSITIONS 2021-22

MSCA Delegate

Marisa Gangemi

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



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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
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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

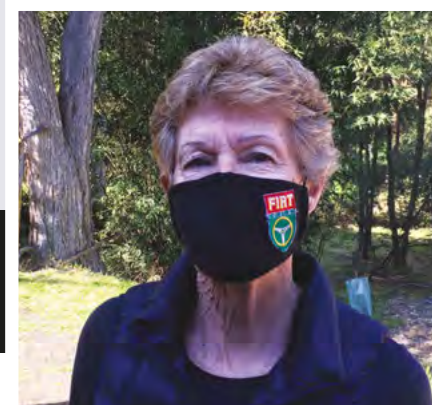
SERVICE AWARD MEMBERS

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...

Rather than begin another report looking at the negatives of the past 2 months and feeling sorry for ourselves, I have decided to feature the positives – and we have had some to celebrate. We managed to hold our Annual General Meeting in July (only a month later than normal and much better than in 2020 when we held it in October!) We were in the Rialto Room, instead of our usual Gondola Room so that we could accommodate reasonable numbers and managed to attract around 50 members, with 30 of us eating in the Bistro beforehand. Allora.... some normality!!

We have had a change of personel in the Competition Secretary role, with Bill Freame stepping down and Sonja Lufti taking on the task. Bill must be congratulated on the hard work and enthusiasm that he brought to the job which he held for the past 2 years (this time around!). He kept us informed of what events we could take part in, encouraged and assisted us to get our cars out for motorkhanas, speed events etc and led by example as a competitor, organiser and official.

Our new Competition Secretary, Sonja Lufti, is a relatively new member to the club but comes with a huge amount of experience in many forms of motorsport (read about her accomplishments in the Featured Member article in this FIATmonth). We welcome Sonja to the Committee. We also have a new General Committee member in Janet Fry. Jan is a Life Member of the club and has held many positions on the Committee over the years. Her role will be as Administrative Assistant where she will be invaluable

in assisting Membership and Club Permit Secretary, Rob Judd and Treasurer, Tony Romeo, both roles that are very time consuming. All the other usual faces on the Committee are back with us, all raring to go!

For me these last 2 months with Lockdowns 5 and 6 have been time spent at home, getting things done. I have to admit, though, that the Olympics have been a godsend. Being of the opinion that “we shouldn’t be having these Game”, I back tracked completely once I started watching them, particularly in the second week when my beloved athletics were on. We changed from being mainly evening viewers to lunch on our knees in front of the screen, afternoon cuppa watching and after dinner, back to the couch to finish of events. Just as well the games finished the week before I needed to work on FIATmonth, or you might have been waiting longer for your magazine!!

As you will read in this magazine, we have managed to hold a few events in this on again, off again period we live in. Our plans for the next few months are measured. Whatever we organise and advertise has the proviso that we may need to cancel at the last minute so you need to read your Fiat Pronto mailouts, and Facebook page (if you are on FB) to keep up to date September, October and November have a great list of events that we hope will happen, so keep informed and bring out your Fiats, as soon as we are able

EDITOR'S PIC OF THE MONTH

COVID Lockdown 6 Checklist

Leave home only to buy essentials	Y
Travel no more than 5km from home	Y
One household member only to shop	Y
Wear your mask outside and in shops	Y

ADD

Rotate Classic Cars for shopping trips	Y
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FIAT month

FIAT month — September 2021



Rapporto del presidente



Editor's Note: We successfully held our July General Meeting/ AGM in between Lockdowns but, of course, masks were compulsory at the meeting. Congratulations to returning President, Roger, for the excellent mask style he selected – well done Roger Duck!!

It seems our recent flirtation with freedom has come to a halting close. I managed to get a wet trip to the Murray in before lockdown (see pic). Those of us who have been able to get out for a run, a race or just a drive will no doubt be looking longingly to the future. We will be planning more trips within Victoria for the post-lockdown era whenever that might be.

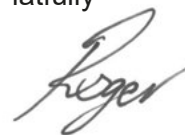
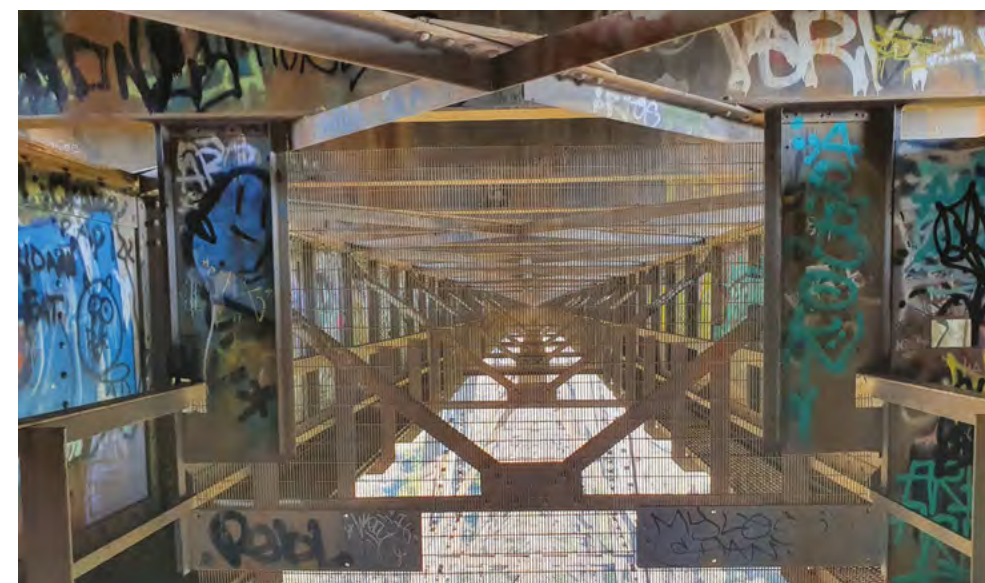
The upcoming Fiat Nationals have been cancelled but I would like to express my sincere thanks to the NSW organising committee for holding it all together over 2 years and 3 potential weekends. It is never easy to land an event and even tougher at the moment to hang onto multiple venues, sponsors and participants through a series of changes. They deserve all our thanks and praise.

The other thing that has been taking up more of my time of late is in providing a global advice service on old FIAT requirements. I really only began a social media presence when I became involved with the FCCV committee and it has been interesting to see how it has occupied more of my time. I would normally think that would be a problem as I would be feeling time poor by the imposition but conversely I have found my capacity to connect with (I hesitate to say) like-minded individuals around the globe has been a revelation. Over the past couple of weeks I have been involved in discussions about US based 1500 Cabriolets, an 850T being prepared for the Mongol Rally by an Englishman in Italy, a German based 1400 tailshaft problem, Argentine 1100s and a number of Australians on any number of Fiat related topics from all eras. Almost makes me feel helpful.



Special picture (right) to accompany my article today. A free coffee to the neatest correct entry who names the location. I visited a couple of weeks ago when we had a brief window of 'allowed out'.

Yours Fiatfully

All dressed up and nowhere to go !!

Well done David and Jenny Stott who didn't let the cancellation of our monthly Caffè di sabato, because of Lockdown No 6, stop them enjoying a coffee with their cars. David and Jenny made their own display and coffee at Yarrambat... and what a display it was, and posted photos on the FCCV Facebook page. On display were David's 1925 501, Richard Unkles 1924 501 Taxi (which resides at the Stott property) and the Stott Itala 1921 50 with temporary radiator. Eccellente!!





CLUB CALENDAR

SEPTEMBER – NOVEMBER 2021

At the time of writing, we have entered 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

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

SEPTEMBER

- Sat 4** **Caffe di sabato. Veneto Club**
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
NOTE change from Roasting Warehouse and Wilson's Craburettors visit
- Thurs 9** **General Meeting. Veneto Club. 8.00pm**
Bookings Eventbrite
- Sun 12** **Harry's Run (honouring past Life Member Harry Baker)**
Contact Richard Unkles 0411 185 779
- Fri 17 – Sun 19** **Fiat Nationals. Goulburn and sprints at Wakefield Park has been cancelled due to COVID restrictions in NSW**

OCTOBER

- Sun 2** **Caffe di sabato. Veneto Club Bulleen**
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
- Thurs 14** **General Meeting. Veneto Club. 8.00 pm**
Booking Eventbrite
- Sat 16, Sun 17** **2 Day Run to Benalla Area to view 12 Hour Relay at Winton**
Contact Roger Beattie for Bookings 0400 177 278
or
- Sun 17** **Day Run to Benalla 12 Hour at Winton**
Contact Joe Sammut 0412 211 581
- Sat 23** **Hepburn Springs Swiss Italian Festa, FCCV Display 10.30am**
Contact Joe Sammut 0412 211 581 or Lyn Bartold 0433 034 721

NOVEMBER

- Sat 6** **Caffe di sabato. Studley Grounds Kew 9.00am**
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
- Fri 5- Sun 7** **Historic Sandown - Display Sunday**
Contact Sandro Cesario 0420 277 701 or Joe Sammut 0412 211 581
- 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** **Carlton Italian Festival (Lygon St Festa) Carlton**
Contact Robert Judd 0438 871 044 To be confirmed
- Mon 15-Thurs 18** **2021 Targa Florio Australian Tribute**
- Sat 20 – Sat 27** **RACV Alpine Trial Centenary for pre 1930's vehicles**
Contact Richard Unkles 0411 185 779
- Fri 26 – Sun 28** **Geelong Revival Motoring Festival**
- Sat 27** **FCCV Run to Geelong Revival and Club Display**
Contact Joe Sammut 0412 211 581



COMPETITION EVENTS ARE LISTED on the Competition Report page.
FIAT month — September 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 9th September
Thursday 14th October
Thursday 11th November

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

We have 21 new members these 2 months which includes 6 'new' members and 15 family members of existing members.

WE WELCOME THE FOLLOWING NEW MEMBERS –

- Piero Prinzi:** Fiat Grand Punto, Alfa, Honda, Hi Ace
Renee Baseggio: Alfa Spider
Anthony and Luca Marchio: Fiat 126
Guilia Caia: partner of Frank
Rebecca Rae: partner of Lachlan
Cathy Marinelli: partner of Committee Member Frank
Declan Cremasco: son of Lorenzo
Marisa, Adrian & Michael Di Pasquale: partner and children of Vito
Shona Tudge, William, Lorimer & Alexia Humphries: partner and children of Peter Humphries
- Richard Godfrey:** Modern 500 Abarth 595
John Peruzzo: no vehicle details
Carol Pantaleo: partner of Mario
Judith Odgers: partner of our President, Roger
Sam Modica: partner of Bernice
Daniela Ferracane: partner of Tony

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

MEMBERSHIP & CLUB PERMIT UPDATE

At the time of writing there are still many 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

As reported at the July GM, we have put forward a submission to VicRoads in response to the proposed changes to the CPS. The primary objection we had was in relation to changing the eligible vehicle age from 25 to 30 years. We have not had a response as at August 5th.

SLIMLINE PERMIT NUMBER PLATES

On the positive side, VicRoads have now released a system for purchasing replacement permit plates in either the standard size or slimline size. This can only be done on the internet via your 'myVicRoads' account at present, but it is a welcome improvement.

Details of the process and costs appear on Pages 32-34 of this magazine.

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 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

FIAT month — September 2021



Featured Member: Sonja Lufti

OUR NEW COMPETITION SECRETARY

We welcome Sonja, who has a wealth of motorsport experience behind her. I am sure we can expect to see her setting the example in events and encouraging us all to follow suit.
EDITOR

On a cold, windy day in Phil Buggee's workshop, Bill Freame approached me with the idea to become the new competition secretary for the Fiat Car Club. To be honest, it took me by surprise as until then, I was a very quiet member of the club, although an active motorsport competitor for many years across many disciplines.

After some deliberations and discussions with my husband, I decided that it might be fun and hence I accepted being nominated and then accepted the election. THANK YOU, members for the confidence in me considering that you don't know me.

So, here is me introducing myself to remedy the situation.

Born and bred in Switzerland where my first exposure to driving myself was as a 5-year-old at the helm of a tractor. All I needed to do was holding the steering wheel without swerving and at the end of the field, use the hand acceleration lever to stop the tractor. The farmer then turned the contraption around (we were towing a potato planting machine) and down the field we went again.

As both my mom and dad had a lead foot, the addiction to speed started early; the faster the better. And following Formula 1, supporting Jo Siffert and then Clay Regazzoni was a given.

After I got my driver's licence and enough money for my own car, I looked at a Fiat 124, red of course. We all know, red cars are faster. Common sense prevailed even more though, as my mom offered me the unconditional use of her car. So, sadly, the Fiat was never bought.

Fast forward to 1995, when Ernst and I migrated to Sydney. Having enough room in the container, we also packed our MG B GT. We drove it for a year in Sydney on Swiss number plates on a Carnet. Good old days! We joined the MG Car Club and as they say, the rest is history.



Sonja and Ernst in their Alpine Renault in Targa NZ, in which they placed 2nd

We participated in our first navigational rally in 1996 with a disastrous result; Navigator break down and then car break down on Saturday only to clean sheet on Sunday.

And it all developed from there. After the MG Nationals in Tasmania and noticing the road closure signs on some fabulous roads, we decided to give it a go. We participated in the Tour in 2007 in the Cappuccino which led to really getting the bug for Tarmac rallying.

However, neither the Cappuccino nor the MG were really suited for our Motorsport ambitions. So, we explored the market and found our Alpine Renault A110. After its refurbishment, it was used on numerous Super Sprints in NSW (Oran Park, Wakefield, Eastern Creek, Marulan), in Motorkhanas and Hillclimbs and in Tarmac Rallies in Tasmania, Adelaide, High Country, and New Zealand.

While Ernst was competing in the Alpine on the track, I did my best in the Cappuccino. Not extremely fast, but quick enough not to be a danger on the track. Motorkhanas and Hillclimbs are more its style.

Fast forward again to late 2017, when we moved to Melbourne. For us, it was Motorsport paradise. A 40 minute drive to Sandown or Rob Roy, Phillip Island on the door step (well kind of anyway) and so much on.

We were in heaven, and with Phil Buggee becoming our trusted mechanic, so joining the Fiat Car Club was a no brainer.

So, here I am, the new Competition Secretary with a bit of history.

CARS:

MG BGT, British racing green, in the family since 1977; great touring car

Suzuki Cappuccino, Red, in the family since 1998; my little pocket rocket with its 657 cc Engine, turbo twin cam

Alpine Renault A110, Red, in the family since 2007; our Rally Car and Ernst's race car

Fiat 124 BC, Red; in the family since 2021; our second Rally Car and my race car; it just needs a little TLC first

TVR Gran Turo, White, in the family since 2017; our rally and race car in the UK, sadly currently extremely under utilised

MOTORSPORT HISTORY:

Navigational rallies in NSW in the MG and Cappuccino

Tarmac rallies in Tasmania, Victoria, Adelaide, New Zealand, France in the Cappuccino, Alpine and TVR, navigating for Ernst

Motorkhanas in NSW and Victoria in the Cappuccino

Hillclimbs in NSW and Victoria; coming 3rd in my class in the VHC Championship in 2018 in the Cappuccino

Supersprints in NSW and Victoria in the Cappuccino

Regularity in Victoria; in the Cappuccino



The TVR at Brands Hatch



MG Early 96, Sydney



Sonja and Ernst with their Cappuccino at Rob Roy Hillclimb

Competition Report

Sonja Lutfi, Competition Secretary

What can I say. Here I am, all enthusiastic and raring to go with a raft of events past and into the future. And what happens? Cancellations, postponements left, right and centre. I could curl up in a corner and cry.

Also, up front, apologies for a patchy report; I am still finding my feet around the sporting side of the club, getting to know who is doing what etc. So, please bear with me for this report.

Something to look forward to (fingers and toes crossed), is the Alfa Club 12 hr relays in Winton. The plan is to field 2 teams. I am sure Bill would have contacted you.

PAST EVENTS:

Back in July, we had members competing at the VMC Rd 6, organised by the Bendigo Car Club.

In class A, we had the Benbows placing 5th (Dallas) and 10th (Charlotte) and Marisa Gangemi placing



Sonja driving her Cappuccino at Phillip Island

I am looking forward to receiving information on all the sporting events you, any of you, are participating in, so that I can make you famous across the Fiat community.

7th, while in class C, we had the Freame family with Paul placing 2nd, Ruth 5th and Erin 6th. In class D, Kieran McDonald placed 4th. Well done to all.



COMING EVENTS: SEPTEMBER TO DECEMBER (OPTIMISTIC CALENDAR)

SPRINT EVENTS		
Saturday September 4	AROCA Sprint , Rd 7	Sandown Park
Sunday September 12,	MSCA Round 9	Phillip Island
Saturday/Sunday October 16/17	AROCA 12 Hour Relay,	Winton
Sunday November 14	AROCA Sprint Rd 8,	Winton
Saturday 20 November	MSCA Come & Try,	Phillip Island
Saturday December 4,	MSCA Round 10	Sandown
Sunday December 12	AROCA Sprint Rd 9,	Phillip Island
16th and 17th October	AROCA 12-hour Relay	Winton
MOTORKHANA EVENTS		
September 6th or 12th TBA	VMC Rd 8	TBA
October 3rd	VMC Rd 9	TBA
November 21st	VMC Rd 10	TBA
HILLCLIMB EVENTS		
September 6th or 12th TBA	VMC Rd 8	TBA
October 3rd	VMC Rd 9	TBA

OTHER INTERESTING EVENTS

Mt Baw Baw Sprint, 6 – 7 November; Touring event and competition
Targa High Country, 12 – 14 November; Touring event and competition
Great Tarmac Rally, 4 -5 December; Touring event and competition



Broadford Sprints



EVENT PHOTOS

Compiled by Lyn Bartold

Photos: Peter Bartold, Ian Maud, Mario Di Censo

BENDIGO MOTORKHANA AND BROADFORD SPRINTS



Phillip Island Sprints

By Tony Romeo

It was cold, it was wet, the rain was consistent, the wind was definitely straight from the Antarctic and it felt like it was blowing straight through you. But that wasn't going to stop the

die- hard FCCV hard heads from attending the AROCA Phillip Sprints on that dismal day on Sunday 4th July 2021.

It was meant to be a happy occasion - I had picked up my 500 Abarth a few days earlier and I was on my way to Phillip Island. But 15 minutes after leaving I knew I should have stayed home in my nice warm bed.

First a diversion off the Monash Freeway due to road works (why am I surprised). Next an engine warning light. Two separate spins once we finally made it out onto the track. And to top it all off, scraping the whole side of the car; if this had have been on the track it would have been an appropriate "battle scar" but when you do it in the pits/car park it's just plain incompetence!

The club was represented by Frank Spinosa, Frank Caia, Mario DiCenso, Ian Maud and myself. Marisa Gangemi had also booked in to attend but felt unwell the night before. Marisa, you can count that as a blessing!

The conditions were so bad most of the day was spent waiting in the pits/car park while the recovery vehicle went out to gather the cars that had left the track on their "scenic excursions".

Typically, on any "favourable" day for a sprint event, the FCCV drivers carry on in their usual way with much whining, complaining and blaming. So you can only imagine what it was like on this day - It's too cold, it's too wet, it's too windy, why is it taking so long for our next run, I can't use any power, my tyres won't grip, it's raining so hard I can't see the track, and on and on it went!!!!

So much so that Mario packed up his toys and declared "I'm going home". And for once we should have listened to him because after hanging around for over an hour waiting for our next run the AROCA officials called the day off due to the weather conditions. And rightly so.



My Abarth

As usual, Frank Spinosa was Mr Consistent putting in a best time out of the FCCV attendees. Ian Maud didn't say much but kept his talking for the track. Frank Caia (Mr Expert on racing lines) had an almighty spin that made it look like a tip truck had dumped a metre of dirt on the track. While Mario Di Censo didn't complain about a lack of power this time; rather it was about being too wet, too cold and no grip. As for me, all I could do was try to stay on the track and make up a good "racing incident" story to explain the damage on the car.

It was truly a day that sorted out the men from the boys...and there were only boys in the FCCV contingent!



500 ANNIVERSARIO/CAFFE DI SABATO

By Lyn Bartold

Photos Peter Bartold, Joe Sammut, Paul Pozzobon



The Fiat 500 Club Italia celebrates the Anniversary of the release of the 500 Nuovo in July 1957, each year and has made it a world-wide event. Last year, marking the 63rd Anniversario, was the first time our club participated, with a meeting of 500's on the Boulevard, Studley Park. With an excellent turn up of cars, we took lots of photos and then did a drive-by that we videod. This was sent to the 500 Club in Italy and we became part the on-line celebration of the event.

Joe Sammut and Sandro Cesario took on the task of getting a group of 500's together to celebrate the event this year and it was decided to combine the celebration of the 64th Anniversary with our July Caffè di sabato which we held at the Veneto Club. As sorts of other ideas had been bandied around but, needing to comply with the COVID limitations, it was decided that Veneto would be the best option. The portico at the front, with fountain operating provided an excellent backdrop for our cars.



Although the 500 Club Italia limits its membership to only the original Cinquecentos, we expand our horizons to 500's old and new and various derivatives. Topolinos (from which the 500 was derived), 126's and the modern 500's are all welcome to our take on the Anniversario and they were all represented. Many excellent photos were taken and some of those and a video taken by Roger Beattie were sent to Italy and were put onto the Fiat 500 Club Italia's website. In fact, due to the time difference, ours were the first ones to reach Italy!

As well as the 500's there were many other Fiats in attendance, parked in our usual Caffè di sabato area and a big crowd of members to enjoy the day (cold as it was!!) Thanks to our organisers and everyone who attended, coming just after our release from Lockdown No 5 it was a wonderful chance to get together again.



VITTORIO JANO – Car and engine designer and more.

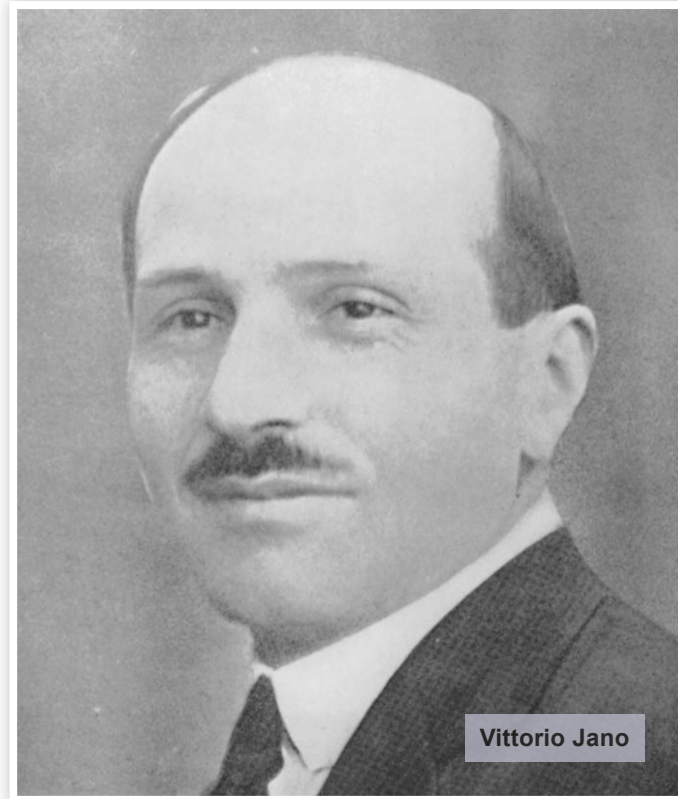
Material for this article has come from “Automobile Design: Great Designers and their Work” edited by Ronald Barker and Anthony Harding. Published by Robert Bentley 1970.. Article provided by Richard Unkles

Vittorio Jano was born in 1891 near Turin into a family with both technical and military interests. He was technically trained and in 1911 moved to FIAT where his talents were recognized by Guido Fornaco, the Chief Engineer and was put to work with Carlo Cavalli. He gained a reputation for serious analysis and solutions for design problems and an elegance and execution of his work. As part of this recognition, Cavalli made him his personal pupil, a fact always acknowledged by Jano. Apparently, a number of FIAT 510 and 520 drawings have Jano's signature as the third entry on them.

By 1917 he was a senior draftsman and his skills as a good organiser and technician was already being recognized. However, the real credit for the design of the superlative FIAT racing cars of the early 20's goes to Giulio Cesare Cappa and his assistant Tranquillo Zerbi.

By 1921 Alfa Romeo were building up a competent racing department, with the skills of Antonio Ascari, Guiseppe Campari, Ugo Sivocci and Enzo Ferrari. In 1923 Jano was in charge of the FIAT racing team and was asked by Enzo Ferrari to Jano's friend Luigi Bazzi had left FIAT for Alfa Romeo in June 1923 after a row with FIAT's general manager. When Alfa Romeo needed to develop a replacement for the already dated P1 it was Luigi who proffered that only Jano was capable of designing and producing the P2 in time for the 1924 season. So Ferrari was given the task of convincing Jano to move to Milan.

In September 1923 Ferrari arrived at Jano's house before Jano and so spoke to Rosina, Jano's wife. She stated that as a Piedmontese he would never leave Turin to join Alfa Romeo. Apparently, the Milan/Turin rivalry makes Sydney/Melbourne seem bosom pals. To Ferrari's surprise Jano was not prepared to



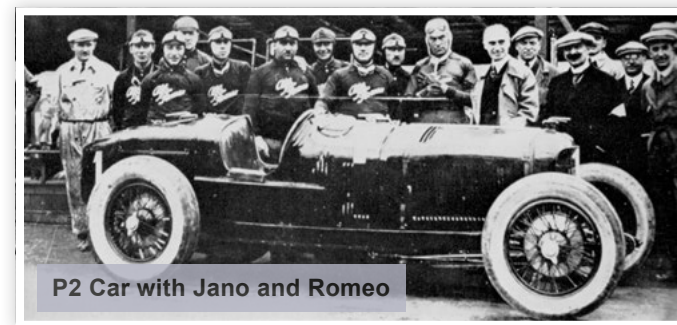
Vittorio Jano

negotiate with Ferrari, but only if Nicola Romeo came personally to handle the negotiations. Nicola did not come but the next day sent his personal assistant, Ing Giorgino Rimini with Ferrari and the papers were signed that day.

By 1st December 1923 a design team of mostly ex FIAT personnel was assembled to undertake the design and build of the P2's. However, at the start of October Luigi Fusi was asked by Jano to work the next day, which was a Sunday. He arrived at 8am after 6am mass and started at the drawing board in the office. By lunchtime they had half of the following transverse section of the engine drawn out. By 10th October they had nearly completed the engine design. The first P2 engine was running on the bench by March 1924 and the first car completed by the end of May.

On the car's first outing it was timed at 118mph on the straight on the Circuit of Cremona. As part of his through preparations, he determined the best gear ratios for the French Grand Prix at Lyons using a supercharged P1. This was part of the surprise as Jano wanted to keep the existence of the P2 a secret until the French GP. That French Grand Prix

was a source of continuous pride for Jano as the Alfa won the GP in a make of car entirely new to GP racing and beat the established makes such as FIAT, Sunbeam, Delage and Bugatti.



P2 Car with Jano and Romeo

This photo of the P2 shows Jano at the extreme left and Nicola Romeo is the man with the large moustache

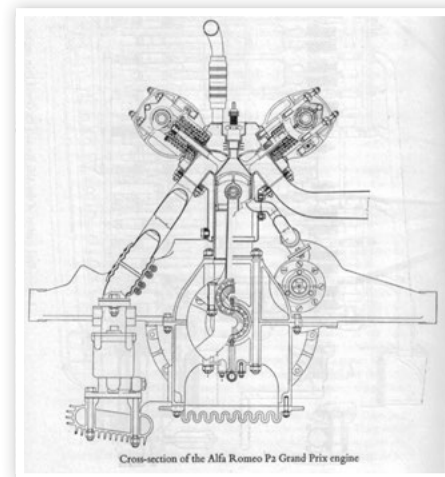
FIAT was so concerned they sent the police around to the Alfa drawing office to search for stolen plans. FIAT then decided to withdraw from GP racing, so the mantle of GP success passed to Milan from Turin.

At the end of 1924 Alfa Romeo was declared World Champion Manufacturer.

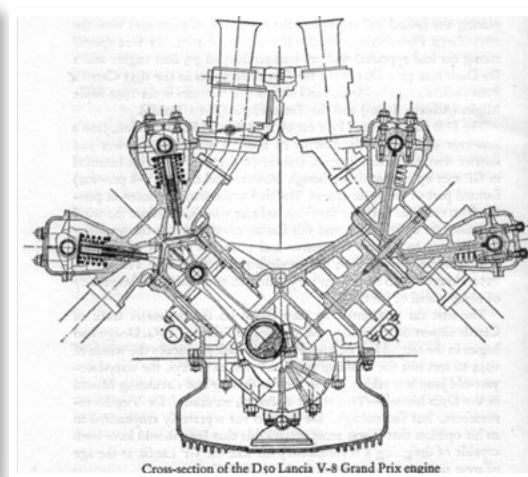
Vittorio Jano was mostly a private person who preferred to spend most of his time with his wife and young son Francesco. However, those who worked for him had great respect for him and those few who knew him very well are described as having a great warmth for him.

Touring car designs came in 1925 in the form of 1500cc SOHC models followed by twin OHC models.

The P2 was dominant until 1930 when the 8c 2300cc engine and car was developed. This time an 8 cylinder car and was competitive for most of the 30's period. The P3 engine was developed in 2.3, 2.6, 2.9 and 3.8 litre forms. Overall, the P3 was the most successful GP car, and derived entirely from his design and inspiration.



Section of P2 Motor



Lancia D50 Motor



2 Lancia D50 Cars

Whilst Jano was well deserving of praise for his engine designing skills, he was also very proficient at chassis design. He commonly took a test chassis or car home for his lunch break at noon and return at 2pm and then work to 7 or 8pm. Also, on weekends he would be testing cars, at times with his son Francesco aboard.

After a poor season in 1937, partly caused by delays in obtaining adequate support, he was replaced by the Spaniard Wilfredo Ricart. Jano left for Turin and worked for Lancia. During WWII his only child, Francesco died from an illness. He had been an engineering student and spent much spare time in social work. He had also joined the partisans. At Lancia he improved the small and innovative Ardea and designed the Aurelia for post war production. This was recognised as an excellent design and the sporting derivatives were quite successful.

His swan song was the Lancia D50 GP race cars with a V8 engine that formed part of the space frame. However, by the time in 1955 they were properly developed and won the Valentino and Naples GP's, Lancia was broke and the D50 cars were handed to Ferrari and rebranded.

By the early 60's his wife was struggling with mobility and he designed a chair lift for their villa in Turin. He watched his brother die of cancer as part of a protracted illness and was apparently affected by this. At age 74 he was suffering from a form of bronchitis but assumed it was cancer and fatally shot himself at home at 7am.

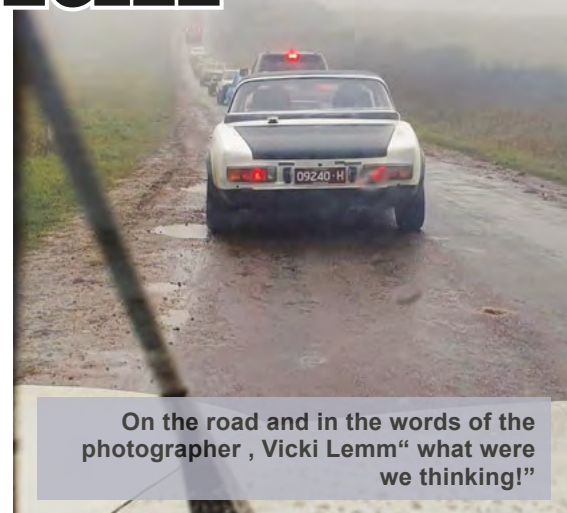
A Winter's Tale - Mid Week Run

By Roger Beattie

Photos Roger Beattie, Peter Bartold,
Joe Sammut, Vicki Lemm, Trevor Prasad

A Winter's tale..... No, it was not a Shakespearian play but an opportunity for a run in the country that got us to gather together in Rockbank on a cool Wednesday morning in the pre-lockdown part of July. After a 5 week postponement it was even bleaker and grayer than the originally planned day but we had over 30 starters for a drive along some scenic roads into Central Victoria. Well, they would have been scenic had we not been in the clouds.

Winding our way through Eynesbury, Ingliston, Ballan, Claretown, Molonghip, Newlyn (for a refreshing break) then on through the delightful Kingston Avenue of Honour and on to Glendonald, Dunach and Talbot before reaching our first stop in Avoca. We were welcomed warmly by our hosts Neil and Trish who had accommodated not only our 5 week delay but our tardy arrival on the morning in question. Still graciously Neil threw open his not insubstantial shed doors to allow us access to his collection, storage and workshop. The 13 eclectic cars lined up along one side of one shed was almost enough to interest anyone but hearing Neil discuss current and future projects meant further exploration was needed. Another 8 cars, a couple of motorhomes, trucks and caravans ensure that he will be kept busy particularly as he does all the work himself.



On the road and in the words of the photographer , Vicki Lemm“ what were we thinking!”



Thanks to our hosts, Trish and Neil



Too soon we left a small token of our appreciation and headed into the Bull and Mouth Hotel in Maryborough for a well-earned lunch. They found us our own room (no comments required) and we all had a delicious meal to fortify us for the return to Melbourne. Special mentions go to Ross King, who almost joined us a couple of times in the Topolino and Mark Galli who took on the trip solo in his Nuova 500L.

Thanks again to all those who came along but especially to Neil and Trish who were brave enough to say we could come back again So maybe a weekend run using similar roads in Summer. Wouldn't it be nice



A Winter's Tale - Mid Week Run (cont.)



EDITOR'S COMMENT

Thanks to Roger and brother Phil for organising the Run which took us through some wonderful countryside, on fantastic roads, even though it was very misty and with light drizzle during much of the trip. Roger had even made us a huge pot of pumpkin soup which he had planned to serve as a morning tea treat at Neil and Trish's 'shed' but a change of plans meant we headed to Maryborough for lunch.

Our thanks to Neil and Trish for hosting our visit to what was a most amazing collection of cars, that evoked many memories of cars of our younger years (for most of us). I am sure there was a great deal of envy amongst our group for the size of the "shed" and the facilities it provided for some serious restoration projects and in such an idyllic setting

The Bull and Mouth Hotel in Maryborough is a magnificently restored building and it provided us with a cosy setting for a great lunch and a chance to chat with what has seemed like "long lost friends!"

Peter and I had the pleasure of a car swap on the section between the shed and Maryborough, Trevor Prasad driving our X19 and we driving his Abarth 124 Spider which was great fun (probably a mistake giving me a chance to travel in the Spider which I have always fancied!!) I was most impressed that Mark Galli was prepared to drive his Fiat 500 all those kilometres, to have no problems with the car and to keep pace with the more modern and powerful cars – well done.

How fortunate we were to get this Run in this time, with Lockdown No 5 being announced the following day!!

In all it was a great event and hopefully we will be able to get a few more like this into the calendar.

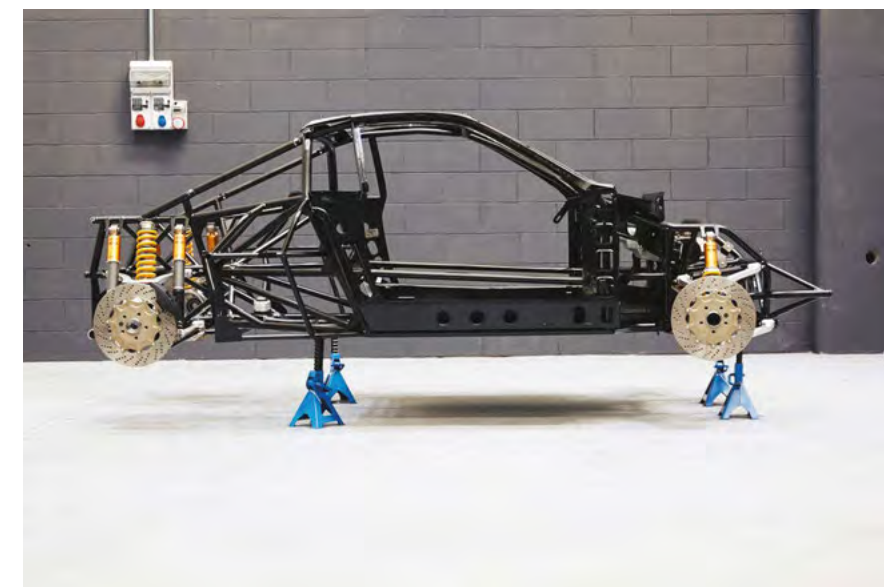


You Can Now Buy A 'Brand New' Lancia 037 With 500bhp

By Peter Bartold from *CarThrottle*

The Kimera Automobili EVO37 takes a bog-standard Monte Carlo and turns it into something special. Just like the original, the starting point is the central passenger shell of a Beta Monte Carlo. To this Kimera adds tubular subframes, still hanging four dampers from the rear section as seen on Lancia's design. The engine is still of the inline-four variety, albeit adopting the turbocharged and supercharged setup of the 037's successor, the Delta S4.

We're talking about an engine made with modern technology and know-how, too, meaning we can expect an output of around 500bhp. This theme runs through the whole car - it's made up of reverse-engineered parts that have been sympathetically reworked in a 21st century context.



FIAT TIPO TORQUE

501 509 520 tipo 2 505 507 519
503 zero FIAT 514 521 tipo 1 501c

The News Stand

Richard Unkles

Seems lockdown is still not conducive to much news though your scribe has been intermittently industrious on a non-Italian project.

David Stott has been progressing with the Itala Tipo 50 engine's overheating problems. The new water jacket has not solved the problem so he then looked to the radiator which appeared to have no problems with throughput. He jury-rigged a Commodore radiator and the car ran fine, so back to the original one. By use of an endoscope he determined that on one side the water is bypassing the core due to a missing baffle plate. These sit on each side of the radiator and level with the top of the core to eliminate bypass. One baffle plate is in place on one side but missing on the other. He managed to get it replaced by an expert during a lockdown window. Next is to back flush the radiator and clear any unwanted material. The recipe is provided elsewhere in TT.



The Stott Italian Car Line Up

August Caffè di sabato was scrapped due to Lockdown No. 6 at the last minute so David did his own one at home and lined up the eligible cars and provided their own morning coffee.

Elsewhere things are rather quiet but we note that Trond Thorbjørnsen has brought out his 1937 Fiat 1500 cabriolet for the Norwegian summer. Whilst no lockdowns over there most are keeping a low profile and avoiding crowds. No shortage of fresh air with the top down of the cabriolet.

Trond sent this photo below of a 501 for sale in Denmark. A nice touch with the use of the hubcap. He says it is fitted with a ring with threads and a spring is holding it in place to allow for easy removal. Seems no such item arrived here but looks a good idea.



The Stott Italian Car Line Up

Radiator Cleaner

At last I have found the recipe for cleaning old style radiators. This was used to effect by Anthony James. Use 2 cups of Oxalic Acid with approximately 3 buckets of water. One method is to drive around for at least an hour and drain. Flush several times and then refill with ¼ cup sodium bicarbonate to 3 buckets of water and run for 15 minutes to neutralize the acid.

Alternative method is to reverse flush the radiator off the car using a large container of water and a small pump, such

as that you can drive with an electric drill. This nominally allows the calcium carbonate and any other gunk to go out the way it came in. Use an old stocking to filter off the material dislodged. As the water is cold this may need a day of treatment. Once the water comes clean the job is done. Again flush with water and neutralize the acid with the sodium bicarbonate.

RACV - The original Alpine Trial Background

In 1921 the RACV ran the 1921 Alpine Trial to test durability, reliability, performance and fuel consumption to determine the "best" car available. It seems no Rolls Royces were entered so their claim was unchallenged. It attracted 28 starters and lasted seven days over 1000 miles. It travelled via Bairnsdale, Omeo and Mount Hotham, and was won by Archie Turner in an Itala. Entries included a Fiat Tipo 505 and Tipo 501. The RACV ran the Alpine Trials until 1926. The Vintage Drivers Club and the RACV are running a Centenary of the original trial in November, Covid-19 matters having the last say. To date your scribe is aware of entries by David Stott with his Itala Tipo 50, and Brodie Bishop, David Wright and your scribe with Tipo 501 cars. The route has been scouted and is as close as possible to the original route and the length.



RACV Inspection Car

Tipo Torque (cont.)

Bambina - The Fiat 500 in New Zealand by Todd Niall. Published 2007

I believe there is a copy of this book in the FCCV library. Worth a look if you are keen on the model. This is printed in English and matching Italian text. Translation done by Alessandro Bertellotti. Alessandro might be in the running for a Guinness Cramming Record. His mother used to transport him, his sister and 6 more kids to swimming lessons in her 500 Arbat circa 1970.

A total of 5697 cars were sold (many locally assembled) from 1957 to 1973. The book has lots of photos and interesting owners' stories. One was even brought to Antarctica for the summer of 1964 - 1965. Here comes some samples:

The FCCV's Damon Earwaker is well known here for his work on period 500's and his 500E. He still has one super low mileage 500F in New Zealand. Bought with only 16,000 miles on it in 1992 and still only used when visiting his parents in Christchurch. Maybe the world's most original 500.



Chris and his car

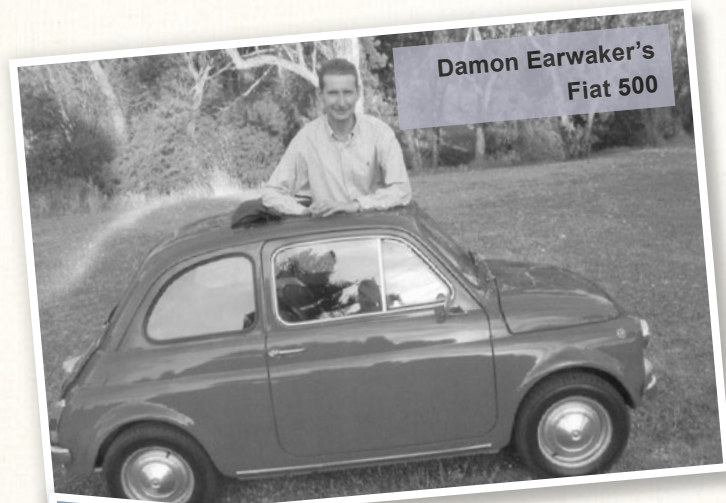
Volunteer fireman Chris Meredith built up this car with working equipment for a fire safety promotion in Wellington.



Margaret leading the pack

When first raced in the Wills Six Hour the car was returned to Town and Country cars as a demonstrator. Many were impressed but oddly the cars they bought never performed as well as the demo. Margaret Hough was a serious campaigner of the 500 on the race track.

This 500 was used in the 64-65 summer at Scott Base. It was not so good on soft snow but easy enough to lift out of snow drifts though needed little mechanical help. It was repatriated to Auckland, cleaned up, repainted and sold, never to be seen again. Pity as it would rate as a significant car with history now.



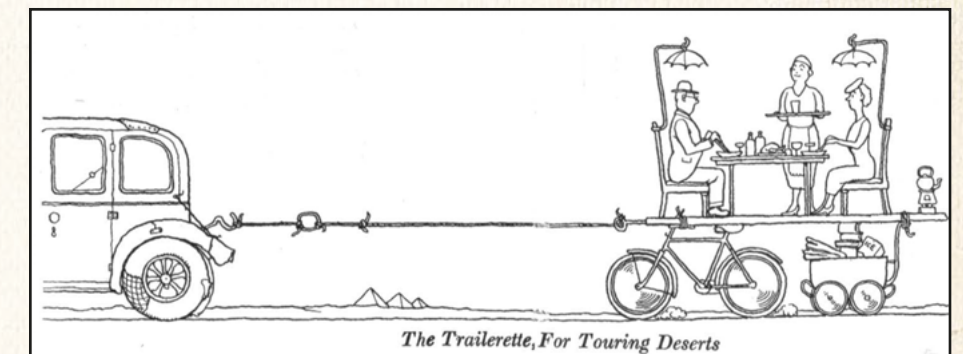
Damon Earwaker's Fiat 500



500 at Scott Base

Heath Robinson - Artist

Heath started his professional career as a serious artist. However he rose to fame in WWI with his caricatures that made fun of the Germans, whereas the Germans could only think of serious propaganda. These lead to the reference of a "Heath Robinson device". One of the numerous books he produced was called "How to be a Motorist", first published in 1936.



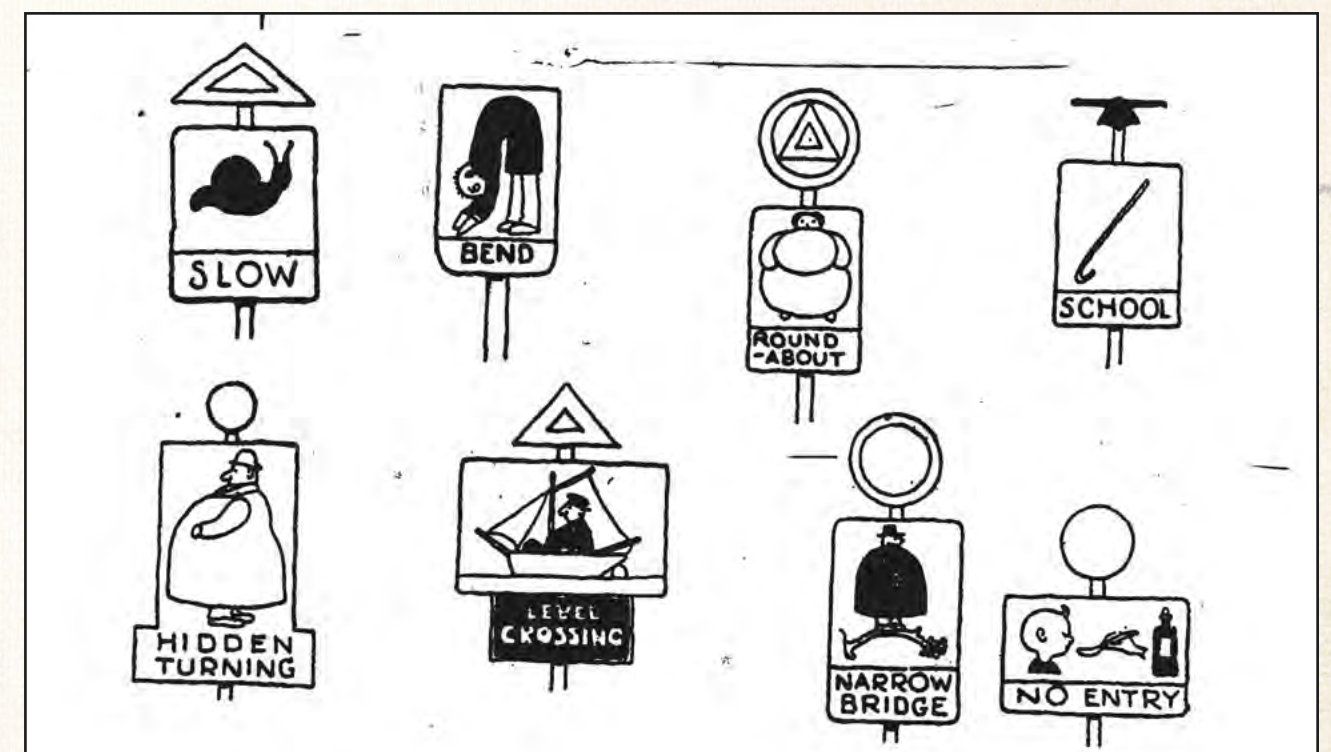
Heath R trailerette

I quote:

"for touring rainless regions.....the drier bits of Australia - a home made trailerette, as here depicted, a disused perambulator and a barn door borrowed from a kindly neighbour, it costs but a few shillings, ex works."

Another quote:

"Mr. Heath Robinson - a keen student of immigration problems - has designed (see illustrations) a series of pictorial road signs whose meaning should be instantly apparent to the dumbest alien".



Heath R Road Signs



Alfred Buchi Remembered

By Bill Freame

Thank you Wikipedia for details for this story

If you drive a turbocharged enhanced vehicle, then it's time to remember the earliest days of experimentation by the fathers of turbocharging, and Alfred Buchi, the Swiss engineer in particular. Alfred Buchi was the son of Johann Buchi, the Chief Executive of Sulzer, a giant engineering firm involved with the building of diesel engines for shipping. Alfred was born on July 11th, 1879 in Winterthur, Switzerland and grew up there and in Ludwigshafen. His education included gaining a degree in 1903, in Machine Engineering, in Zurich. He honed his skills in engineering by employment in Belgium and England, before eventually returning to Switzerland in 1908. From his expertise in steam driven turbines, he was keen to improve the efficiency of the internal combustion engine by the previous experiments by Gottlieb Daimler in 1885 and Rudolf Diesel in 1886, where they had increased power output and reduced fuel consumption by introducing compressed air into a running engine. Alfred was granted a patent (No 204630) on November 6th, 1905, by detailing a highly supercharged compound engine by the combining of a compressor wheel, radial piston engine and an exhaust driven turbine,

on a common shaft. Availability of suitable materials that could tolerate the heat involved with channelling the exhaust gasses through the turbo and suitable fuels were the severe stumbling blocks for many years in turbocharger development.

No doubt with the help of his father, in 1909 Alfred Buchi joined Sulzer to research diesel engines, concentrating on large marine engines and continuing to research the turbocharging of such large engines. By 1911 Sulzer had set up an experimental turbocharger manufacturing plant and had produced a prototype for diesel engines by 1915, intending for it to be used for high altitude aeroplane engines. Maintaining boost pressure control was a problem and was not immediately solved, thus were not adopted at that time. In 1923 the German Ministry of Transport placed an order for the construction of two passenger liners, the 'Preussen' and the 'Hansestadt Danzig' with each to be powered by two 10-cylinder diesel engines. By using turbochargers designed by Alfred Buchi and built by BBC (now ABB) under his supervision, the turbo's boosted power from 1750 up to 2500 HP and with improved fuel economy.

Meanwhile others had been involved with the development of turbocharging and in the 1900's General Electric were already mass producing them. Dr Sanford Moss was experimenting for aero engine altitude improvements by testing while still on land at over 14,000 feet at the top of Pike's Peak in Colorado. These experiments were instrumental in the introduction of turbos for aero engines. In 1920 a LaPere Bi-plane, with a 12-cylinder Liberty engine got to 33,000 feet without losing boost and with further developments and testing over the following year they were at 40,000 feet. Thus, by WW2 many fighter planes and bombers were fitted with either turbochargers or superchargers to increase their operating altitude.

Alfred Buchi died on 27th October, 1959 before his invention had been introduced on the Oldsmobile JETFIRE in 1962, the first production automobile to be turbocharged. He would most probably be absolutely amazed at the acceptance of his turbocharger now, for our everyday vehicles as well as on race cars, long distance trucks and huge earth moving equipment. His (and many others) years of hard work and materials development are now justified.

For the wife and I, our daily drivers (between lockdowns) are turbocharged diesels, which give amazing performance and astounding fuel economy. So, thank you Alfred Buchi, I will be thinking of you on October 27th, the date of your passing, but I will most certainly be happily celebrating on November 6th, the date your patent (No 204630) was granted.



Punto Sport Turbo Factory Installation, petrol engine



Turbo heat shielding on Special – used for motorkhanas



Punto Diesel Turbo, Factory Installation

VICROADS SLIM LINE PLATE INFORMATION

Club Permit same number replacement plates and same number replacement slimline plates are now available.

As a result of many requests from club permit holders and officials, VicRoads is making same number slimline club permit number plates available from 2 August 2021.

Club permit slimline plates are available as same number replacement number plates (a slimline version of the existing current permit number) for CH and H club permit plates. An additional fee will apply. (Slimline replacement plates are not yet available for M and SR number plates, but this option will become available shortly). Slimline plates are not available for motorcycles.

In addition to slimline plates, VicRoads is also making standard sized same number replacement club permit number plates available to replace lost or damaged plates for all club permit types.

The same number replacement (slimline or standard size) club permit plates can be ordered as a:

- Single plate (standard size, or slimline for eligible vehicles).
- Pair of plates. (standard size, or slimline for eligible vehicles).
- Combination (standard + slimline for eligible vehicles).

FEES FOR SAME NUMBER REPLACEMENT CLUB PERMIT PLATES AND SAME NUMBER SLIMLINE REPLACEMENT CLUB PERMIT PLATES		
Plate Type	Single	Pair
Standard Size (Replacement)	\$35.60	\$71.20
Slimline (Replacement)	\$125	\$185
Mixed (standard + slimline)	n/a	\$160.60

FEES FOR FIRST ISSUE CLUB PERMIT PLATES		
Plate Type	Single	Pair
Standard Size (New issue)	\$19.20 (Veteran/Vintage/Motorcycle and trailer)	\$38.40 (Classic & Historic motor vehicles, Street Rods and Modified vehicles)
Slimline (New issue)	Not applicable	\$185.00 (Classic & Historic motor vehicles only)

Same number replacement (inc. same number replacement slimline) club permit number plates can ONLY be ordered through the permit holder's myVicRoads account. [Customers without a myVicRoads account can obtain one through VicRoads' website].

Replacement club permit number plates of any sort CANNOT be ordered at Customer Service Centres.

Upon issue of a new club permit, slimline club permit plates can be requested to be issued for eligible vehicle types (an additional fee applies) at a Customer Service Centre.

Number plate which have been stolen cannot be ordered though myVicRoads. Stolen plates must be reported to the Victoria Police, and new number plates with the next available number can be obtained by attending a VicRoads Customer Service Centre and providing a Statutory Declaration or copy of Police Report.

Bike racks and Exempt trailer plates cannot be ordered online.

How to order replacement plates online:

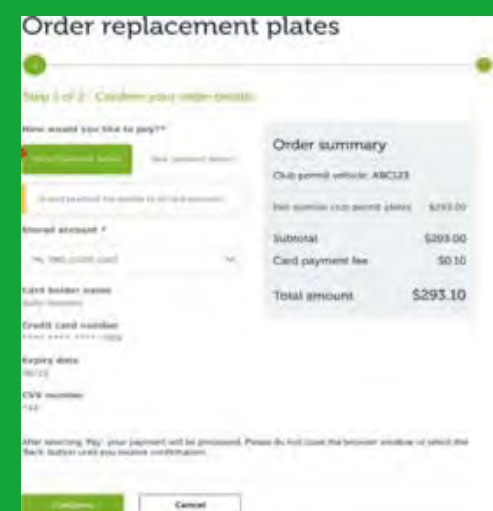
- ❖ Log into your myVicRoads account at www.VicRoads.vic.gov.au



Click on the 'More Actions' button (the three dots) against the club permit for which a replacement or slimline plate is to be

Select the option, 'Order Replacement Plates'

- ❖ Select the reason for requesting the replacement plate
 - the number of plates required; and
 - plate type (standard /slimline).
- ❖ Confirm the address
- ❖ Pay appropriate fee by entering your payments details or selecting to auto-fill stored payment details from the MyVicRoads Account



A payment confirmation screen with an order number will appear when the payment is processed

- ❖ New plates will be mailed to the postal address recorded in the myVicRoads account.
- ❖ An email with a tracking number will be sent when the ordered plates are dispatched (It may take up to 10 working days for the plates to be received).

Club Permit Renewal online

VicRoads made an online form for Club Permit renewals available during 2020 to enable permit holders to renew through their myVicRoads account. It would be appreciated if this easier renewal option, which provides certainty of payment, could be promoted to your members.

For more information on Online Renewals, please visit VicRoads web page <https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/renew-or-extend-a-club-permit>

WILL YOU STILL NEED ME . . . WHEN I'M 64

By Roger Beattie

RESTORATION OF CLASSIC FIATS IN THE FCCV

As the Fiat Car Club of Victoria approaches 64 years of motoring the words of the Beatles song come drifting through my mind. Not only have the sporting and social needs of members been well supported but the references to age and utility lead me to think of how the restoration and heritage aspects of the club have evolved. In the same way as in song just because they are aging a little doesn't mean they don't deserve our love.

In 1957 the majority of members were driving Topolinos with a selection of 1100s and the new 600s beginning to get into stride. Both of these were locally assembled and were marketed heavily and successfully through an extensive and growing network of dealers.

Those cars are now the domain of the restorer/enthusiasts in the club. The interest in historic vehicles has continued and as we move further and further from the simplicity of early motoring the appeal seems to be broadening. Classic Fiats, post WW11 make up the majority of our cars and the supply gap prior to the introduction of the Punto in 2006 means that anything prior is now eligible for club permit status and is therefore more likely to be restored. There is an active Vintage and Veteran section to the club which deserves its own set of pictures in a future article





Before and After Photos 1968 124 Fiat Vignale Eveline

FROM THE EDITOR As Roger says, the interest in the restoration of Classics is very much evident when we hold club displays, just think Autobella. It is amazing it see the cars that have had the complete restoration, often taking a car that looks like it is headed for the scrap heap that is coaxed back to life. Our Fiat 124 Vignale is one of those. We bought it in 81 in a very sorry state and it sat around until the early 90's when Peter decided it was time to restore it. We got it back on the road in 95 and it now appears at some club events.

There are so many amazing examples in the club of these complete restorations but also of barn finds where cars have sat un-loved for many years and are finally snapped up by new owners who either do the full restorations or chose to put them back on the road as is. For me there is a lot of charm in seeing these cars back in action. The Lemm Topolino is a great example of this and appears at many club events.

There are also many club members who want to enjoy a classic but do not want to go through the restoration process and buy a car that has been restored. Whatever path people chose to acquire a Classic, the club is the better for it.



MEMORIES OF THE 60'S

I have added to following section to Roger's article as an appropriate way to remember some of the Classics of the 60's. Past Life Member No 3, Graeme Shephard, was known for his wonderful cartoons of club events but he was also a keen photographer.

Bill Freame has provided a box of slides (who can remember them?!!) taken by Graeme and Peter Bartold has converted them to photos for our archives.

Enjoy this selection of these photos of the club's past.



Coming Events

General Meetings

September 9th	8pm Veneto Club
October 14th	8pm Veneto Club
November 11th	8pm Veneto Club

Caffe di sabato

Sept 4th Veneto Club
9.00am

Oct 2nd Veneto Club
9.00am

Nov 6th Studley Grounds
121 Studley Park Rd, Kew
9.00am



Weekend Run
With visit to 12 Hour Regularity
Relay and tour and o/n in King Valley
Sat 16, Sun 17 October

Join us to cheer on our teams competing in the event

Contact Roger Beattie 0400 177 278

OR

Day Run to the event
Sun 17th October

Contact Joe Sammut 0412 211 581

Display at Swiss Italian Festival Hepburn Springs

Saturday October 24th

We will have an area
to display 20 cars

You must register your interest
prior to the event

Contact Lyn Bartold 0433 034 721
or Joe Sammut 0412 211 581





Historic Sandown Display

Sunday 7th November

FCCV will be part of the Sunday display
if you wish to be part of the display

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



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

Fiat Club Festa

Saturday December 11

La Barraca, Rear of Veneto Club

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



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

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IT IS ALWAYS A RESULT OF AN INTELLIGENT EFFORT"



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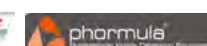
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FCCV MERCHANDISE

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:-



'Harry's Run'

Sunday 12th September 2021



Our Annual **Harry's Run** 2021
has been planned by Elsa & Richard Unkles
(Covid -19 situation rules applicable).

Assemble at **Veneto Club car park at 9.00am**
Sunday 9th September - Leave 9.15am

Follow 'tulip' diagram route to the morning tea venue at the

Victorian Ambulance Museum

55 Barry Street, Bayswater Melways Map 64 K 5 arrive 10.15am

There is a **\$10** entry fee which includes morning tea with scones.
(Gluten free needs catered for).

Program is Morning tea, a talk about the museum and relevant history then
inspection of the significant collection. Leave by 11.45.

Arrive at lunch stop at **The Whispering Hills Winery, Paynes Road, Seville**
Melways Map 119 J 11 from 12:30 onwards. Cost \$22 per head for endless
pizza. Gluten free accommodated.

Members are welcome to join us directly at morning tea or at the lunch
if preferred but you **MUST** book in via
<https://www.eventbrite.com.au/e/harrys-run-tickets-165684184857>

Numbers are limited to 50 maximum.