



FIAT Month

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

www.fiatclub.org.au

JAN 2022

Mid Week Run to Sale and Maffra

FCCV Festa





Come in and experience why we are Australia's No.1 Fiat Dealer

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



JOIN US FOR AN ESPRESSO AND EXPERIENCE THE DIFFERENCE AT ZAGAME FIAT



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

www.fiatclub.org.au

www.facebook.com/FiatCarClubOfVictoria

JAN 2022



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:
Featured Member,
Harvey Richard's
850 sedan
See story Page 8-9

INSIDE THIS ISSUE

- 2** Club Committee Reps and Contact Details,
Life Members
- 3** From the Editor...
Lyn Bartold
- 4-5** Rapporto del presidente
Roger Beattie
- 6** Club Calendar January 2022 to March 2022
Roger Langdon
- 7** Membership Page and Club Permit
Robert Judd
- 8-9** Featured Member
Harvey Richards
- 10-11** Competition Report
Sonja Luthi
- 12-13** MSCA Phillip Island Come and Try It
Marisa Gangemi
- 14** FCCV Awards
Lyn Bartold
- 15-17** Mid Week Run
Lyn Bartold
- 18-21** FCCV Festa
Lyn Bartold
- 22-23** Bay to Burwood
Rob & Deb Judd
Roger Beattie
- 24-26** Tipo Torque
Richard Unkles
- 27** Nuts and Bolts Quiz
Lyn Bartold
- 28-29** The Jumping Mouse
Kevin Lemm
- 30-31** We Went Racing
Bill Freame
- 32-34** Coming Events
- 35-37** Small Advertisers
- 37** FCCV Merchandise
- 38** Autobella

FIATmonth Editorial Committee

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

FIATmonth deadlines

5th of the month prior to publications.
Next issue: March 2022
Deadline: 5th February 2022



2021-22

THE CLUB COMMITTEE

President

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

Vice President

Harvey Richards
M: 0412 333 238

Secretary

Ian Payne, secretary@fiatclub.org.au^
M: 0407 838 532

Treasurer

Tony Romeo, treasurer@fiatclub.org.au
M: 0401 144 391

Membership Secretary & Club Permit

Rob Judd, members@ or permit@fiatclub.org.au
M: 0438 871 044

Editor

Lyn Bartold, editor@fiatclub.org.au
M: 0433 034 721

Competition Secretary

Sonja Luthi, compsec@fiatclub.org.au
M: 0410 690 702

Social Co-ordinators

Mario Di Censo; Paul Pozzobon
M: 0419 171 661; M: 0418 552 290

Vintage & Veteran

Richard Unkles, vandv@fiatclub.org.au
M: 0411 185 779

Calendar

Roger Langdon
M: 0402 409 758

Display and Run Co-ordinator

Joe Sammut

Merchandise

Ralph Di Censo
M: 0438 232 875

General Committee

Frank Marinelli
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



Perc Delmenico*
David Plummer*
Graeme Shephard*
Richard Carlson
Barry Ellis
Noel Tyzack
Peter Bartold

Lyn Bartold
William Freame
Colin Templar
Jon Carroll
Robert Judd
Debra Judd
Phillip Buggee

Jan Coward
Shirley Clark
Stephen Mayer*
Richard Unkles
Ian Payne
David Hughes
Keith Ellis

Alana Freame
Harry Baker*
David Judd
Sebastian Bongiorno
*deceased

Life Member and Patron — Peter Bartold

SERVICE AWARD MEMBERS

Sandro Cesario
Jonathan Crellin
Bob Durrant
Frank Fazio

Paul Freame
Stuart Granger
Bruce McCann
Danny Petterlin

Mark Rae
Tony Romeo
Joe Sammut

Gary Spencer
Shayne Williams



From the Editor...

Preparing this edition of FIATMonth has given me a lot of hope for a return to something resembling normal for our Club Calendar for 2022. The beginning of the year, particularly February, March and April are packed with events, many of which are carry over events that could not be held in 2021. Although we are still getting significant number of cases of Covid in Victoria as I write this report, and we have not really been told the consequences of the new Omicron variant Even so things do look brighter than we have seen for a long time.

There are plenty of opportunities to display your cars, to participate in runs into country areas, to compete in motokhana and speed events, attend our GMs live, socialise with other club members at Caffè di sabatos, get your hands dirty(?) at our Annual Big Tomato Day and be part of one of our major events of the year, Autobella incorporating Costumi d'epoca and a themed Dioramaand this is only up until April!!

Of course, things are a little different to those pre-Covid times as we now use Eventbrite for members to book into events. This was a necessity when numbers were limited due to Covid restrictions but in fact it now gives us some certainly as to how many members we can expect at events and we can plan more efficiently so we will continue to use it. Make sure you open and read Fiat Pronto which comes out, usually weekly, between FIATMonth and will keep you up to date. With what is coming up. If you have any difficulty using Eventbrite bookings, all you need to do is to ring any of the Committee and we can do that for you so don't be put off by more technology.

The other thing that all of us discovered during the past 2 years is Zoom. We have held General Meetings, Committee Meetings and as a replacement for events we have missed. Even though we can do these things live now, Zoom has not disappeared. President Roger organised a Virtual Tour of the Fiat Heritage Centre a few weeks ago and has another Virtual Tour scheduled for January 27th, so check it out. We will also continue to conduct so Committee meetings on Zoom as it is not always easy to get 16 people in the same place at the one time.

For me, as Editor, it has been wonderful to be able to include reports on events we have held over the past two months – our Mid-Week Run, the Bay to Burwood picnic run, the Festa which attracted a big crowd of

members, the competition events that some members have competed in and have sent in reports and our Annual Nuts and Bolts Quiz, to name a few.

As life is looking a lot more normal now, for we Fiatisti, we should take advantage of what is on offer. With some major events coming up such as Autobella in March (see the Back Cover for details) and the Fiat Nationals which will be held sometime later in the year and which FCCV is organising, we need willing helpers to run and assist in all sorts of ways with these events. It is a great way to meet and catch up with other club members and to be a part of working to offer the very best events we can. The Club Calendar page gives you contact details of the organisers of events or go to our Committee page and get involved by offering your help and ideas. With a membership of more than 600 there must be a huge amount of expertise in all sorts of areas and plenty of ideas for events we could develop.

Allora.... I am sure that now, more than ever with the experiences we have had, or should I say, not had, we are all ready to get out our classics and modern Fiats and get involved in whatever the club has to offer.

Lyn Bartold

EDITOR'S PHOTO OF THE MONTH



At the Festa with my matching car, Fiat 124 Vignale Eveline and TShirt



FIAT month

FIAT month — January 2022

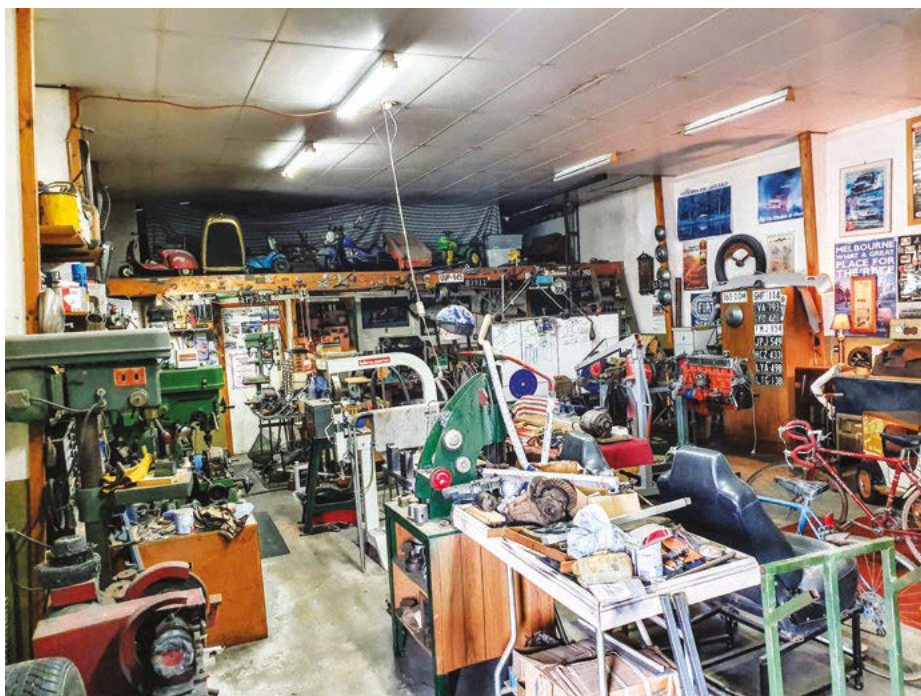


Rapporto del presidente



Happy New Year to all.

The activities of the past couple of months have been as frenetic as they have been rewarding. Emerging into a fully active environment has certainly come as a bit of a shock after so long locked away. The resumption of monthly meetings has been particularly rewarding as has the opportunity to see a few smiling faces despite calls that some might want to keep up with the masks! Motorsport events have begun again in earnest and with displays and runs being shoehorned into every available space over the next few months we might actually catch up with all the missed events from 2021. Keep your eyes on the infinitely variable calendar to ensure every opportunity to participate in club activities.



One of the great advantages of my office within the FCCV is the adventures that are precipitated by random contacts by people who have piles of old bits and pieces that the club could invariably benefit from. Since writing the last column I have met a number of interesting people who have cars to sell, parts to move on or questions that need to be addressed. It may work out that I cover many miles doing so but hearing the stories and helping to more strongly weave the fabric of our community makes it all worthwhile. In the past month I have been out to Moe, Kinglake and Benalla all of which have presented a chance to hear some great stories of past Fiat ownership.



Roll on 2022, the first half of the year will be interesting as there are so many events on offer. Once things settle a little we hope everything returns to the normal frenetic pace.

Have a look at the coming events page to get a taste.

Yours FIATfully




Christmas 500 style!!!



Photo from members
Christian and Samantha Stefani



CLUB CALENDAR

JANUARY 2022 – MARCH 2022

It is with a great sense of relief that we can offer a more comprehensive calendar of events for 2022.

However, all events are still subject to the current Victorian Government COVID requirements and restrictions, including venue specific 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.

JANUARY

- Sat 8th** **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 Raduno. Open to all FCCV members and their cars.**
Contact Peter Bartold 0414 865 280

FEBRUARY

- Sat 5th** **Caffe di sabato. Veneto Club,**
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
- Sun 6th** **Maling Road Auto Classico. Canterbury. FCCV Display. Rescheduled from 2021**
Contact Robert Judd 0438 871 044
- Thurs 10th** **General Meeting. Veneto Club. 8.00 pm**
Bookings Eventbrite
- Sun 20th** **British and European Motor Show at Yarra Glen**
Contact Joe Sammut 0412 221 581
- Sun 27th** **Toscana's Tomato Day at Casa di Bartold, Wonga Park. BYO Lunch**
Bookings: Lyn Bartold 0433 034 721

MARCH

- Sat 5th** **Caffe di sabato. Veneto Club,**
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
- Sat 5th** **FCCV display at Geelong Revival Festival of Motoring**
Contact Joe Sammut 0412 221 581
- Sun 6th** **FCCV display at the Lancia Register Castlemaine event**
Contact Joe Sammut 0412 221 581
- Thurs 10th** **General Meeting. Veneto Club. 8.00 pm**
Bookings Eventbrite
- Sun 13th** **FCCV Run to Phillip Island Classic Festival of Motorsport**
Contact Joe Sammut 0412 221 581
- Sun 20th** **FCCV Autobella at Deaf Children Australia, St Kilda Rd**
Contact Sebastian Biongiorno 0419 536 876 (see back cover for details)

COMPETITION EVENTS ARE LISTED on the Competition Report page.

FIAT month — January 2022

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 General Meetings 2022
Thursday 13th January
Thursday 10th February
Thursday 10th March

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

Happy New Year everybody. We have had 5 new members since the last magazine.

WE WELCOME THE FOLLOWING NEW MEMBERS –

Angelo Pacella: Alfa Romeo Spider

David Maddocks: Fiat 124 Spider

Rita Fegatilli: 500 Abarth 595

Vincent Tassone: Fiat 124CC

Joe Pagnoccolo: Toyota RAV4

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

MEMBERSHIP & CLUB PERMIT UPDATE

There are still a handful of people who haven't renewed their membership. We continue to follow these members up to confirm if they have forgotten. Of course, they are no longer getting a hard copy magazine, so will only see this message if they access the electronic copy!!

CLUB PERMITS

Since the last magazine I can now report that VicRoads have set up a system for buying a small size permit plate. This can only be done via your 'myVicRoads' account, but I have just been through the process and it was easy. A single small plate is in transit to me for the 850 as I write this article. You are able to use the system to purchase 1 or 2 small size plates or to replace a standard size plate if you need a replacement.

If you are applying for a permit for the first time, you are able to request either 2 large, 2 small or 1 of each at that time and they will be issued on the spot (stock permitting). I'm not sure if there is a different cost for the various combinations, but it's great to have the option.

ELECTRONIC PERMIT RENEWAL

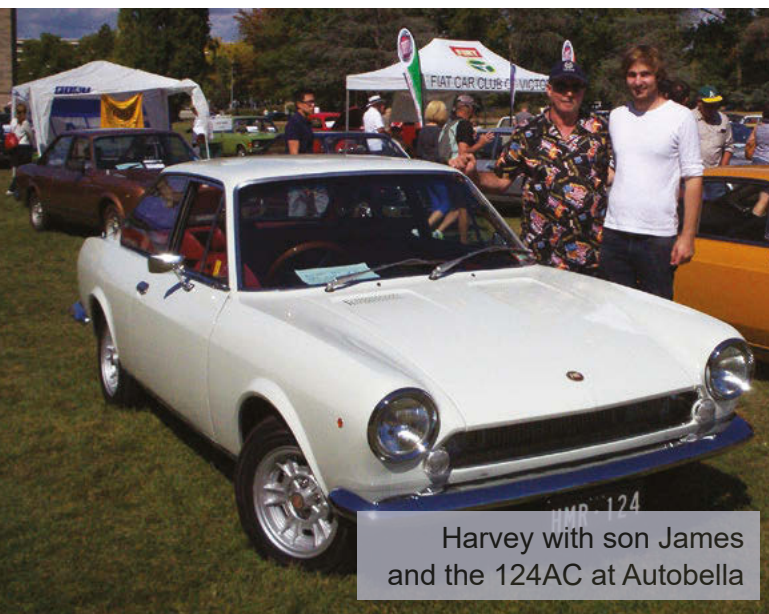
The process for **renewing** permits completely electronically (also using your 'myVicRoads' account) is continuing to work well. We have now processed more than 60 renewals by this service and it has been very successful.

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

Featured Member: Harvey M Richards



Harvey with son James
and the 124AC at Autobella

When I turned 18 my parents gave me access to a small inheritance which I used to buy my first car, a Wolseley 1500. A sweet little car but my passion, unshared by my parents, was to have a sports car.

Mum & Dad went on 6 weeks holiday and in that time I was able to sell the Wolseley and buy an Austin Healy Sprite Mark 1, a Bug Eye, what a gem. When they returned and saw the car in the driveway I was asked who's car it was. I said it was mine but they said I couldn't have it, discussion ceased very quickly when I explained the situation. Whenever I see one it brings back great memories, if I found one I would be very tempted to buy it.

When I finished my studies in Engineering and started work, I decided to upgrade and bought a Fiat 125S, the start of my affection for Fiats. What a great car, way ahead of anything offered in Australia at the time, a beautiful car that drove superbly. After running that car for a few years I had to do an extended trip



The 124AC on the road

to Queensland and decided rather than do necessary works on the car I stepped up to a Fiat 132. Much as I liked the car it turned out a lemon, demolishing two differentials in quick succession, luckily under warranty. In hind sight I should have invested in the 125S.

I then bought an Alfa Romeo Spyder 2000 Veloce, which I had for over 20 years, initially as a daily drive, then as a weekender. I had the engine rebuilt by Ettore Massa of Il Bolide Rosso, he did a beautiful job. He was a real character & I loved the interaction with him. Sadly, he passed away very recently.

My son James bought a Fiat 124 Sports CC model, a series which I had always liked. One day he & I were passing the workshop where he bought it to see a 124 Sports AC parked there which needed a bit of work. After going past several times, we decided to buy it and fix it up. It became very apparent with James being a student that I would be paying for the work and I would end up with a car not really how I wanted it, so I bought him out. I started stripping it and just kept on going leading to a full rebuild being necessary.

It was at this time in 2009 that I decided it would be a good idea to join the FCCV. I found the members very friendly, welcoming and helpful. I have enjoyed my continuing relationship with the Club to the present being involved in events when I can & more recently on the FCCV committee.

Sam Masseo from the Club did a great job on the body work & repaint, Michael of Ital Motors did excellent work on the mechanicals and full leather re-upholstery by Ray of Bray Mills. Greg Johnstone from the Club was a fantastic help with hints & advice having rebuilt his AC not long before me. The re-



The Interior



850 prior to restoration

build of his car was featured in Fiat Month a while back. The only thing that wasn't re-built, renewed, upgraded or replaced during the restoration was the gear box. It obviously felt neglected so within 12 months it would slip out of 4th gear. The 5 speed gear box was replaced with a re-conditioned one, so now the car is happy.

My AC was finally complete just in time for the 2013 FCCV Autobella where it won best Coupe on the day. I was thrilled with that, and it was great to have the previous young lady owner there to see the car fully restored & in pristine condition. The car went on to be featured in an article in Unique Cars.

Through my continued association with Mike from Ital Motors, and to my wife's horror, I have bought a couple of Alfa Romeos, amongst others. However, I started to get the itch to buy a baby Fiat. I decided the Fiat 850 Sedan was the car for me. I affectionately call it the "Ugly Duckling". I was probably influenced by Tony Romeo's car. I bought a very run down 850 Special from Sam Masseo but after pricing the body rebuild I decided I would buy a good running model. I located an early 853cc model in Hobart, bought it sight unseen, shipped it to Melbourne and took it straight to Mike to go over the car & make it safe. It's a fantastic little car, I get huge pleasure from driving it and the reaction I get from onlookers & kids.

More recently it blew a head gasket, and with the walls of the cylinders like corrugated iron, it was decided an engine rebuild was necessary, plus a few other upgrades. I had previously fully stripped the first 850 Special so the 903 block is the basis of the engine rebuild. A lot of parts including the body shell went to Tony Russell a Club Member from Castlemaine, known to many. Selling price for those parts and body shell was one bag of Tony's excellent



The finished 850 at Geelong Revival

coffee bean mix.

With the huge additional power of the 903cc I have had power assisted disc brakes installed, looks pretty amazing with twin boosters under the bonnet. Also, the front end has been lowered approximately 30mm so it won't want to fly. For additional speed enhancement I have had the front callipers and rear drum brakes drums painted bright red. Hopefully the car will be on the road again before Christmas. I can't wait to get back in it again.

One of my greatest pleasures & rewards was on the occasion of my daughter's wedding in January 2019 when four of my cars including the two Fiats were the wedding cars. A very close friend years earlier had driven his daughter to her wedding in a beautiful XK140 Jaguar which I thought was fantastic and thought if ever I was able I would love to do the same. We were able to match the character of the girls to the cars quite appropriately! What a day, to wash & polish four cars! Very tired but happy.

Currently I am pursuing another interest of gaining my Motor Bike Licence, obviously I will be buying an Italian Motorbike. The Italians, not limited to but in the motoring industry are unsurpassed by all others in my opinion. I actually had a mate who had classic Jaguars all his life, he eventually bought a Maserati Ghibli so he could fit his golf clubs. It was with great pleasure I teased him about the commencement of his Italian Love Affair, an affair he never denied.

I get huge enjoyment from the FCCV and events, from my Fiats, and from my other cars. I would anticipate my sentiments are shared by many. I wish everyone a happy & safe Christmas season 2021 – 2022, in these weird & wonderful times.



Wedding cars

Competition Report

Sonja Luthi, Competition Secretary

WELCOME back to competition. Since we have gotten our freedom back, competition live has been busy. Many of us took the offered opportunities to get back into the groove.

Phil Bugge competed in the Historic Sandown on 6/7 November in his mighty Spider and enjoyed himself immensely. His times improved for each run, which planted a wide grin on his face. Then he took his 131 out to compete in the Phillip Island Classic on 27/28 November. Again, his campaign was successful. There are more details page 30,31

The MSCA ran a Come & Try day on 20 November on Phillip Island and quite a few club members took advantage of honing their skills. I was informed that they had about 80 starters, 25 of them women. And they had no, yes your read it right, NO recoveries. Again, there are details somewhere in the magazine.

On Sunday 21st November five FCCV members competed in the AROCA Sprints at Phillip Island. Peter Bartold, Frank Spinosa, Tony Rpmoe were driving their Abarth 500's while Frank Caia was in his 124 Spider and John Corneille was driving his modern Abarth 124 Spider and Mario Di Censo was also there but was not racing. The boys performed well and enjoyed the fine day, particularly as it had



Sonja driving her Cappuccino at Phillip Island

been predicted to be rainy all day. Marisa Gangemi was waving the FCCV flag on 27/28 November at the Group 5/ VKC Khanacross.

And finally, on 5 December, Ernst and I were competing in the MSCA event in Sandown in Regularity. The Alpine had the first real workout with the new engine. The Cappuccino and the Alpine behaved well, with both of us placing 3rd (Ernst) and 4th (Sonja). It was a glorious day and we had a ball. And I have to brag, as I improved my PB considerably.

And now, the year is over and we are looking forward to many events in 2022, from Motorkhanas, Hillclimbs, Super Sprints and Tarmac Rallies.

AND if you compete in any sporting event, please do let me know so that I can give you credit here.

COMPETITION PHOTOS AROCA SPRINTS NOVEMBER 21



COMING EVENTS: JANUARY TO MARCH

SPRINT EVENTS		
Sunday 16 January	AROCA	Phillip Island
Saturday 12 February	AROCA	Sandown
Saturday 12 February	MSCA	Phillip Island
Sunday 6 March	MSCA	Sandown
11th – 13th March	VHRR	Phillip Island
MOTORKHANA EVENTS		
26/27 February	VMC	Westmere
Sun 27 March	VMC	Pakenham
HILLCLIMB EVENTS		
Saturday 15 January	MGCC	Rob Roy VHC
Saturday 19	GCC	Bryant Park VHC
26/27 March	BLCC	Mt Leura VHC

MSCA PHILLIP ISLAND COME & TRY DAY

By Marisa Gangemi



Marisa's Abarth 500

It was a lovely sunny day at the island for what was my first time doing a track day at this amazing international circuit. I was joined by my fellow club members Dallas Benbow in his Fiat X19 and Trevor Prasad in his 124 Abarth Spider.

I will say the MSCA Come and Try day was the best driver training day I have done so far. It was very well organised, and it had a big attendance with 82 students and 27 of them being women which is a new record for this event. Prior to the event we attended information sessions via zoom which informed us of all details of the day. This was super helpful in helping the event run smoothly because we all knew what time to arrive and how the day would be run. We were split into 4 groups and each had instructors that would rotate within the groups. The day started with a classroom lesson from the amazing Bruce and Petrina Astbury, teaching us the basics of doing a track day.

We then went on our first runs with our instructors who are regular experienced MSCA track competitors. After roughly 20 minutes on the track, we then returned to the pits for a bit of a break before returning to the classroom to learned more about track techniques and braking. This was then followed by our second session with our instructors. After lunch we then had the opportunity to be driven around by our instructors in their race cars. This was quite an exciting experience for us all. We then ended the day with our final classroom session with a what did learn/ what did we enjoy about the day group activity but also final tips for going out for our solo session. We then all had our final run for the day, and all had an

amazing time! I would highly recommend the MSCA Come and Try day to anyone wanting to learn how to track their car safely and have fun in a welcoming and friendly environment, especially for females because the attendance was so high this year. The next one will be held on December 3rd 2022 at Phillip Island again so please come along next year and support this amazing event if you are keen to learn how to drive on a race track!

We then went on our first runs with our instructors who are regular experienced MSCA track competitors. After roughly 20 minutes on the track, we then returned to the pits for a bit of a break before returning to the classroom to learned more about track techniques and braking. This was then followed by our second session with our instructors. After lunch we then had the opportunity to be driven around by our instructors in their race cars. This was quite an exciting experience for us all. We then ended the day with our final classroom session with a what did learn/ what did we enjoy about the day group activity but also final tips for going out for our solo session. We then all had our final run for the day, and all had an amazing time! I would highly recommend the MSCA Come and Try day to anyone wanting to learn how to track their car safely and have fun in a welcoming and friendly environment, especially for females because the attendance was so high this year. The next one will be held on December 3rd 2022 at Phillip Island again so please come along next year and support this amazing event if you are keen to learn how to drive on a race track!



Instructors Petrina Astbury and Bruce Astbury



Dallas Benbow in action



Trevor Prasad in his Abarth124 Spider

FCCV AWARDS RETURN IN 2022



By Lyn Bartold

Over the past few years, we have not presented Fiat Club Awards in various categories but they will be resurrected in 2022. A sub-committee headed by Vice President, Harvey Richards has reviewed the rules and regulations attached to these awards and produced the Fiat Club awards document which is now on the club website fiatclub.org.au

Here is a general summary of the awards that will be presented at the end of each club year.

Points are also awarded in each category for organising, officiating and assisting with event organisation

The Club Membership year runs from July 31st to June 30th and all categories will only be awarded to Financial Members, so you must be a member over this period of time.

THE CLUBMAN AWARD

First, Second and Third will be awarded for this category. Points are awarded for attendance at club sanctioned events (EG General Meetings, club nights, caffe di sabatos, social events, displays, runs, competition events etc). Points are awarded as attendance points only

MOTORSPORT AWARD

This is a driver's award and is open to all vehicles owned by club members. There are 2 classes – Open and Junior. All sanctioned events will score points and points are awarded to all eligible competitors in each event. See Fiat Club awards document on website for full details and how points are awarded in this category

BELLA FIAT AWARD

This Award covers all display events and points are only awarded to Fiat Group vehicles (see full explanation on website). Points are awarded at sanctioned display events to all eligible competitors. Display organisers are awarded points but do not receive double points if they have a car on display also. Points awarded to each car on display

PRESIDENT'S AWARD

Awarded at the discretion of the President.

HARRY AND JENNY BAKER AWARD

Awarded by the Committee



ARCHIBALD PRIZE MID WEEK RUN

By Lyn Bartold

Photos by Peter Bartold, Richard Brewster

After having to cancel or postpone all events we had planned to run in October, it was touch and go whether we would be able to hold the planned Mid-Week Run to visit the Gippsland Art Gallery, Sale, where the Exhibition of Archibald Prize winners was on display. Fortunately, the Lockdown was eased enough to allow travel into Regional Victoria and limits to travel removed in the week before the event. Richard Unkles had organised the Run which would not only include a visit to the gallery but also visits to the Sugar Beet Museum and the Maffra Car Collection. An overnight stay in Sale made it possible for all of this to fit into 2 days.

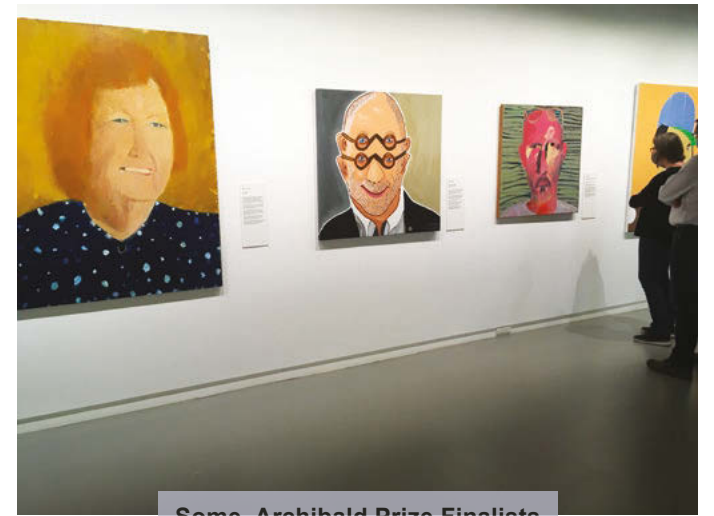
The group met at the BP Service Centre on Eastlink for the drive to Sale for the 2.15pm booking at the Gallery. The group of 14 members, mostly in Fiats but with a couple of everyday drives included, headed for an easy drive down the South Gippsland Hwy, stopping at Trafalgar for morning tea and then lunch at the Criterion Hotel in Sale.

We then headed to the Gippsland Art Gallery which is an impressive building in Sale and a fitting temporary home of the Archibald Prize Finalists. We spent the afternoon wandering around the gallery, enjoying the wonderful selection of artwork that had been chosen as finalists in this year's competition. There was an amazing range of artworks on display and we happily wandered around, taking time to select our own 'People's Choice' to vote for.

After a very enjoyable afternoon spent at the Gallery we headed to Maffra to the Sugar Beet Museum. This museum is housed in the relocated office and weighbridge of the former Sugar Beet Factory. Some members of the Historical Society welcomed us and gave us a brief history of what was an very important crop in the area from the 1890's until the 1948 and described the very laborious process involved in producing sugar this way. It is little wonder that getting sugar from sugar cane replaced the sugar beet industry!



Outside Gippsland Gallery



Some Archibald Prize Finalists



ARCHIBALD PRIZE MID WEEK RUN CONT.

After a very informative and interesting visit, we returned to our motel and then out to dinner at the Greyhound Racing Track, to end o a long but very interesting day. The following morning Richard had organised a visit to the Gippsland Vehicle Collection, which turned out to be a very well organised display with lots to see.

There are more than 160 cars, motorbikes, historic vehicles and auto memorabilia on display at any time. The Museum is in a very large shed which is run by a group of volunteers. They have a themed display which changes every 4 months and people from the area leave their cars on display there. The theme during our visit was Hot Rods and vehicles of 1969 which was great with some excellent and rare cars as well lots of memorabilia and some models dressed in clothing that fitted the era and scene. In addition, they have a huge display of more than 3000 model cars, so there was plenty to see in this fantastic Collection. Our hosts told us that next March the display will be of Italian cars, so that might prompt another trip to Maffra!!

Most of the group drove on to Heyfield where we had a great lunch and then headed on our own separate ways. It was a wonderful couple of days, made even more enjoyable by the fact that it was the first run we had been able to do for some time. We were very fortunate that restrictions eased so that we could travel into the regions and to gather as a group.

Thanks to Richard and Elsa for organising what was a wonderful trip with plenty for us to see and do.



The Sugar Beet Museum Maffra



Visit to the Gippsland Vehicle Museum



INSIDE THE GIPPSLAND VEHICLE COLLECTION



Fiat Club Festa

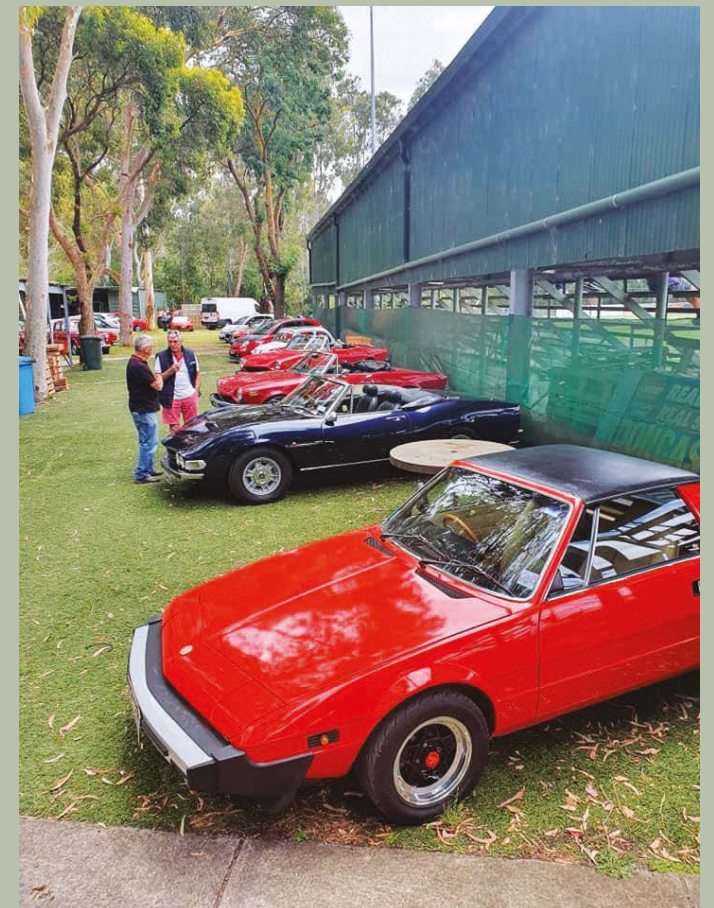
By Lyn Bartold

Photos by Peter Bartold, Joe Sammut, Roger Beattie

With so many events being cancelled or postponed of late, it was wonderful to get together with fellow club members and display our cars. As usual, the Festa was held at La Barraca, at the rear of the Veneto Club, although it was a scaled down version this year. With the uncertainty of whether the event would be able to go ahead when we were planning it, we decided to only invite members and family and to not have our usual visit from Santa or the band in attendance



Even with these changes, we had a crowd of 70+ and a wonderful display of cars. It was obvious that everyone was enjoying sitting and chatting, something we have not been able to do much of during this Covid time. The day began with egg and bacon rolls for breakfast and progressed to a sausage sizzle for lunch, so a simplified version of previous years, but just as enjoyable. It was great to see such a wonderful range of cars, Fiats and others,



Fiat Club Festa cont.

all looking fabulous and the casual friendly feel of the day was appreciated by all.

Thanks to Social Co-ordinators, Mario Di Censo and Paul Pozzobon for organising the event and purchasing all the necessary goods and to club member, Frank Russo from Rainbow Meats for donating the meat and eggs, as he has for all of our previous Festa's. Thanks also to the usual crew of chefs cooked up at storm as always and to everyone who assisted on the day. An event like this requires lots of work by a small group which we all appreciate.

Here's hoping that the wide range of events we have in our calendar for the next few months will be supported by as many members and that we will be as enjoyable as our Festa. Thanks to everyone who made the effort, polished their cars and joined us to celebrate that we are back!!

Bring on 2022 with all the great events we have on the calendar and join your fellow Fiatisti for lots of good times.



BAY TO BURWOOD

Picnic Run

By Roger Beattie,
Photos by Joe Sammut

After the disappointment of the cancellation of this years iconic Bay to Birdwood run in South Australia the opportunity to create our own similar (sounding) event here in Melbourne. Thus was born the first, and maybe only, Bay to Burwood run from the delightfully named 'The Warmies on Greenwich Bay to a picnic in Wattle Park, Burwood alongside the old tram. A nice late start was posted to allow time for participants to grab a cup of coffee and/or breakfast in nearby Williamstown before we headed off under the Westgate and past FCA Australia (not Stellantis I note) and a run along one side of the Grand Prix track at Albert Park. We were only on the road for a little over an hour,



The start at The Warmies

which seems plenty around town before we arrived in Burwood and found a further group of members waiting for us. After the obligatory milling about chatting we found a couple of picnic tables and enjoyed a pleasant lunch before we parted ways for home. It must be said that in a convoy of 8 cars and lacking

the crowds lining the streets it did lack a little of the atmosphere of the actual Bay to Birdwood; Another trip to Adelaide for that will have to happen soon. Despite that the day was fun, it was good to be back out and it was a good reintroduction to urban drives. Another local area picnic is definitely on the cards.

By Deb and Rob Judd

Sunday 21st November beat the weather forecast and proved to be a lovely day for a car club run.

10 members in 6 Fiats (& a workhorse Caddy) met in the carpark of "The Warmies", Greenwich Bay, Newport, at the very civilised hour of 10.30am.

I think I may be the only person around who had not heard of "The Warmies" at Newport. Newport (from Melbourne, over the Westgate bridge and heading to Williamstown) is famous for its power station. The power station pumps out warm water into the channel beside the boat launching ramp, giving the spot its name and making it a great place to fish.



Arrival at Wattle Park

After spending some time soaking up the sun and chatting over coffee we set off back to Melbourne via Roger's scenic route.

All smooth driving following our route instructions – for a while anyway. We lost a couple of cars, found them again, lost again and

found most! Nothing unusual about that on a club run.

Our route took us past the FCA building in Plummer Street, Port Melbourne. STOP... PHOTOS... – and we found Joe Sammut again!



We reached Wattle Park in Burwood after midday to find another dozen or so members waiting to join us for a picnic. Good food (must have been because we brought our own!) and good conversation finished off a lovely day. It was so wonderful to be back out and about doing what we love with friends, after such a restrictive COVID year.

Thanks to Roger for always thinking about providing plenty of club events and then backing it up by organising this picnic run. And thanks to Joe Sammut for great photos of a thoroughly enjoyable day.



On the road



FCA headquarters





Wilby Italia



The News Stand

Richard Unkles

Special news this time is that Kevin Wilby has got his Itala Tipo 51 running and driving. Why special? Well Kevin bought this car as a wreck in 1964 and it had been off the road since 1940. The seller said he would never get it running. So he underestimated Kevin. We suspect Kevin also underestimated the time taken to achieve his aim. The task was a large one and also involved recent corrections to the problems built in by the original engine rebuilder. The car came with no body and his plan was to just make a basic 2 seater construction to simplify matters and get it to the line for the RACV Centenary of the Alpine Trial last month. That has been postponed until next October due to Covid problems. However he took the long route when David Stott obtained 4 original spare doors from a long stalled Itala project in NSW. So now it has a well progressed tourer body. This demonstrates Kevin's skills with wood work as well as his engineering skills.

Italas seem to be very prone to corrosion of the aluminium water pumps e.g. David Stott and others, and some now just run a thermo syphon system. Kevin's son Ben has come up with this neat way to fit an electric pump into the water works. Look in the left hand bottom of the photo. A chap in New Zealand is having a small batch made by 3D printing in the near future.

On the subject of Italas David Stott has proceeded with the rebuilding of his clutch in his Tipo 50. Itala clutches are lined plates, unlike Fiats of the period. Unfortunately the thickness of the linings is critical as too thick and too thin has the same result of slipping. Seems Kevin Lemm might be trimming some of the plates for David.

On another note David made the comment that but for the recommissioning of his Itala he would have gone stir crazy during lockdown. That comment could well be endorsed by others who are retired but very active.

thread and a coarser 1.5mm pitch on fewer axles. The new problems are

- 1) The inner of the bearings spinning loose on the axle shaft and causing wear on the shaft
- 2) Wear in the end spacers on either side of the bearing
- 3) Serious wear in the fine threads for the C spanner nuts and also of the nuts themselves.

Inspection shows that this loose bearing problem has been seen before. Two axles have been knurled to bring up the surface of the axles and 2 have been "treated" with a cold chisel for the same effect. Photo below shows the situation. The loss of axle diameter can also be seen if you look closely.

The end spacers have also been spun by the loose arrangement and worn accordingly. Photo shows a worn and a reground one. Regrinding is necessary as the new bearings have minimal shoulder at the inner base and also the contact points are slightly different so all wear needs to be eliminated.

So far the problem has been attacked by a combination of finding better axles and C spanner nuts and building up some of the worn nut threads with hard bronze and recutting the threads and use of Loctite to minimize any movement of the bearings and the C spanner nuts.

We would like to be able to report how successful the modern bearing is at keeping oil off the brakes sometime next year.



Knurled Axles

Rear axles and 501/503

At present we have 4 cars off the road due to a bright idea that it would be simple to fit new sealed wheel bearings to the back axles of the Stott, Dal Pra and Unkles Tipo 501 and David John's 503. It started with the need for a RWC for the Dal Pra car and a check showing the usual oil on the LH brakes due to using the old leather seals and the road camber tipping the diff oil towards the brakes.

Until now checking axles meant looking for the following when the old bearing was being reused:

- 1) No twisting of the axle drive square
- 2) Good thread on the end for the drum retaining nut
- 3) C spanner nuts retaining the axle tube are holding well on the threads

On the basis of "do it once, do it well" it was decided to fit an oil slinger as well as the sealed bearings which eliminates the old leather seals and the associated springs

and steel discs. Photo shows the simple slinger prior to fitting of the second C spanner nut. This can be no larger than 47mm to fit through the side end of the torque tube inside the rear hubs.

This naturally involved stripping off the C spanner nuts, the spacer tube and the old bearings. This has revealed a new scenario on several axles. It turns out there are 2 different threads used for the C spanner nuts. Most axles have a very fine 31mm x 1mm pitch



Slinger disc

David John has a neighbour who has made up this tool for the removal of the internal nut that holds in the axles. Seems to work well enough but would be better if the tommy bar was a permanent feature and located closer to the business end. If there is any interest we could ask if some more could be made. Contact Richard Unkles on 0411 185 779 if interested.



Axle Removal tool

Tipo Torque (cont.)

Road Safety

Roadcraft is the 1960 UK Police Drivers Manual. Having been trained by an ex UK Police Driving and Riding Instructor on how to drive safely in India your scribe has respect for such a publication. It's 76 pages contain much common sense, despite being published 61 years ago when traffic levels were much lower. Item 15 in the final chapter on the use of speed is worth repeating:

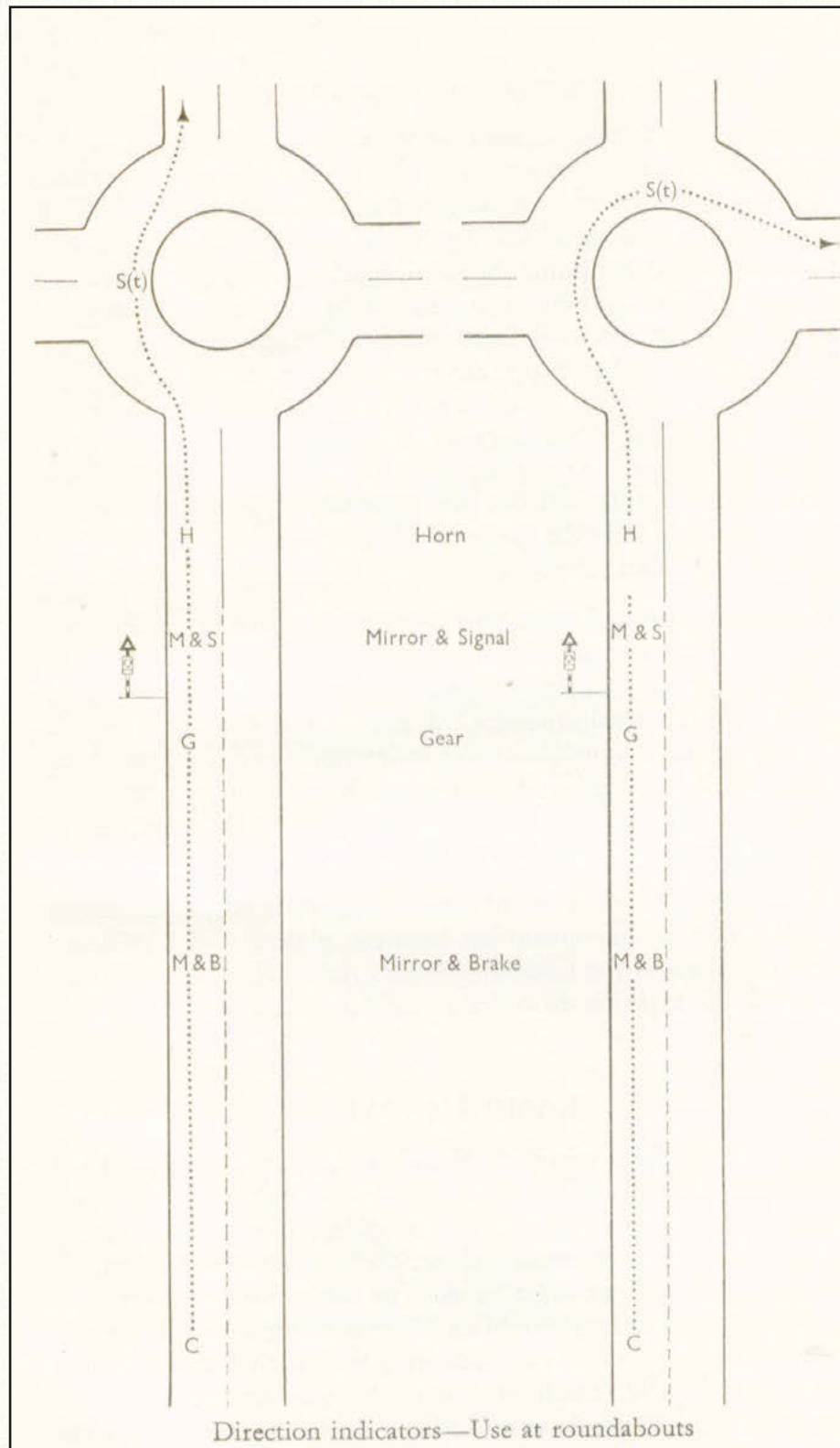
15. Efficiency in driving at speed is not easily acquired. It needs study throughout one's driving life. When circumstances make it necessary to drive at high speed it is of vital importance to remember and put into practice all that has been set out earlier in this Manual about concentration, steering, braking, cornering, etc. At 30mph a minor driving error can probably be rectified. At 70mph the same error can have disastrous consequences.

The very last item is also worth printing.

16. To sum up:

- 1) Don't drive at high speeds unless safe to do so.
- 2) Don't relax for an instant. Use all your skill and power of concentration.
- 3) Always drive so you can pull up within the range of your vision whether by day or by night.
- 4) Don't be misled as to your speed by noises (within or outside the car) or vibration.
- 5) Put into practice all the principles covered in earlier chapters.
- 6) Guard against fatigue.

In the chapter on driver's signals it covers an item of personal interest regarding when turning out of a roundabout. This matter seems to be rather vague here but this diagram makes it clear that signalling when exiting a roundabout can be a desirable signal.



Nuts and Bolts Quiz

By Lyn Bartold
Photos by Peter Bartold

As is usual for our December General Meeting we held our Nuts and Bolts Quiz. The Gondola Room is set up with round table and after a short General Meeting, the evening is thrown over to the quiz with a pizza supper between the questions. Once again, Quiz Master, Jono Crellin had prepared a brain testing quiz with an emphasis on cars, and in particular Italian cars. The questions, many with accompanying photos, are projected on the screen and each team has to come up with an answer.

It is lots of fun and a great way to end the year, especially this of all years! We all enjoyed the camaraderie and competitiveness that developed between the teams and lots of fun and laughter resulted. Thanks to Jono for again producing a test of our knowledge and the opportunity for us have lots of fun doing it. Congratulations to the winning team- the.... for a job well done

We all look forward to more fun and laughter in the coming year!!



THE JUMPING MOUSE

By Kevin Lemm

Anyone who has owned a Fiat 500 Topolino, or has had the pleasure of riding in one, will recall the big smile and the tingle up their back that the experience gave them. Their smile came from riding in one of Fiat's most famous vehicles, created by genius designer Dante Giacosa and released to the World in 1936. The tingle up the back most likely came from vibrations emanating from the driveline at anything greater than walking speed.....

In 1967, my first car was a 500C Coupe and I recall the day that the vibration stopped. In fact, the vehicle stopped, accompanied by some rather nasty noises from below the floor. My mate towed me home behind his Model J Vauxhall, a task well suited to "The J", and one we performed several times over the period I owned my Little Mouse. Back home we soon discovered that the front flexible coupling had completely failed. My local Fiat dealer was Jimmy Guilfoyle, in Canterbury Road Box Hill, and I can't remember whether Jimmy couldn't supply a replacement, or I couldn't afford his



My first Topolino

eye-watering price. But by the end of the weekend, we had extracted a reasonable example from my Donor Vehicle (a necessary requisite for an 18-year-old student) and my Topo was happily vibrating along the road again.

Some years ago, when I rebuilt my Belvedere, I still had those memories. With the luxury of a few more funds, I was determined not to repeat history and fitted a brand-new pair of flexible couplings and replaced the spherical nuts and sleeves that radially locate the tail

shaft. The result was pretty good but not perfect, and I've since replaced the couplings with stiffer ones. I've also corrected some misalignment of the tail shaft.

Over time I've seen a variety of examples of these couplings, varying both in condition and construction. Anything discovered on an original vehicle is likely to have old and unusable (Pirelli or similar) couplings that will be as hard as a rock. Some couplings are made from fabric reinforced material similar to a conveyor belt.

Other examples are in moulded rubber and range from very soft and flexible to quite stiff. Some have internal wire reinforcing, others don't. The attachment plates also vary in style and construction. Some have sleeved mounting holes, others don't. Of course, my favourite is a pair of couplings made from an old tyre; an ingenious solution made by an Ozzie Topo owner either down on his luck or a long way from a Fiat Dealer!

From the variety in construction observed over time, manufacturers have obviously tried various engineering solutions to balance the requirements of flexibility, durability, and vibration. Perhaps the science might not have been exact, with the losing element being vibration?

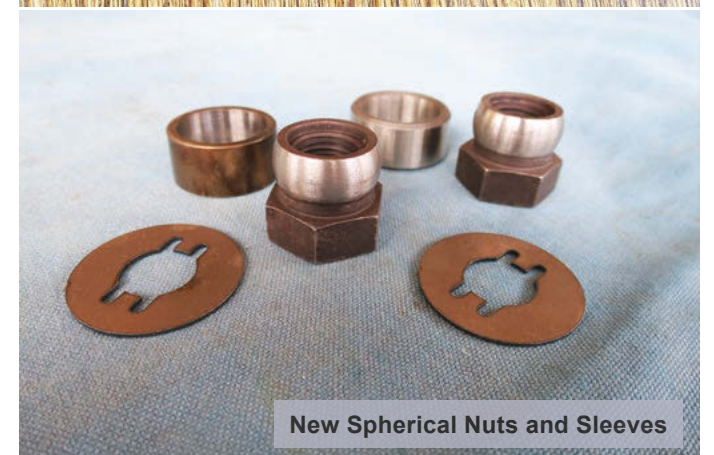
I'm not the only Topolinist to suffer these issues. Locally, one friend is threatening to have his entire drive train balanced to racing tolerances! Another replaced the couplings with a conventional universal joint at the rear and a constant velocity joint at the front. Vibrations eliminated, the satisfied owner reports that even his radio works better after these modifications. I've also seen overseas references where conventional U-joints have been used to solve the problems.

My advice to anyone rebuilding a Topolino is to throw the old couplings in the bin and fit new ones before hitting the road. My choice would be quality fabric units like those made by Marco Bertoli from Ricambi d'Epoca in Brescia. Also carefully check the spherical nuts fitted to the end of the gearbox and differential for wear, and the mating sleeves in both ends of the tail shaft. These components take the radial load of the tail shaft and provide alignment. If they're worn, replace them. Lastly, carefully inspect the tail shaft for any damage (probably caused by the last time a coupling exploded). Deformation of the three fingers that bolt to the couplings is common and should also be corrected. On assembly, select splines on the slip joint that will ensure the 3 fingers at the rear and front are "in phase".

Happy vibration free motoring.



An Ingenious repair made from old tyres



New Spherical Nuts and Sleeves



Examples of Original and Modern Couplings

*If you love Topos,
you have to love
this pic –
"Topolino in
uncinetto"
(crochet)*



WE WENT RACING ...

By Bill Freame

With Lockdown 6 restrictions lifted by the first weekend of November, an appealing race meeting was scheduled to be run at Sandown. Keen to take advantage of this excellent race track that is close to home, Phil Buggee entered his 124 Spider in the Category 'S' Sports Car races. While COVID-19 management restrictions limited access to the pit areas, however spectators were allowed to view the racing only from the Dandenong Road corner. We were able to access and set up in the pits on Friday afternoon, so Phil and Bill took advantage of transferring the car, tools and spares at that time. Phil had hired a pit bunker on Pit Lane. This had us between two historic race cars and two small sedans all entered in the regularity races, so they all vacated for the same events.

Saturday dawned cool with squally wind gusts, with heavy rain scheduled for Saturday afternoon. Shayne was also helping maintain the Spider. As the Saturday unfolded, we discovered we were very close to some very quick Touring Cars, with John Bowe in the quickest of them all. We all found him and his wife very approachable, because they mingled very easily with all in the pit area. Saturday had qualifying in the morning and one race in the afternoon, with another two races on Sunday. Thus, qualifying well would be important to have a good grid spot in the races. Regrettably, the Spider was still fitted with a 3.77:1 diff ratio, the ratio we use at Phillip Island. That's because Phil had prepared it for the Six-hour regularity at the Island, an event that regrettably had to be cancelled because of COVID lockdown restrictions. We decided we would see how it went in the first race.



I commented to Shayne, as we watched from the pit lane, that we would be doing a diff ratio change on Sunday morning. Phil was losing metres out of the slower corners to the other cars that had similar lap times. When Phil returned to the pits at the race end, he agreed we needed to swap the diff to the 4.1:1 we had brought as a spare. Phil's first race on Sunday was just after noon, so we would have plenty of time to swap the diff on Sunday morning, easier to do when the car had cooled off overnight. Sunday morning saw us performing an unhurried diff swap, completed in just over 50 minutes, an action we are indeed well practiced at to optimise the gearing for the various circuits.

The first race on Sunday was a surprise to several of the other competitors who could no longer easily pull away out of the slower corners. Then drama started only 200 meters from the start line when a Corvette, up near the front, turned hard right into the concrete wall with the following cars having to dodge around it. Several laps under safety car followed while the mess was cleared away. Eventually the racing resumed and Phil placed very well after putting in some consistent laps. The final race was reduced in laps because an Historic Touring Car had crashed badly into Dandenong Road corner and the cleaning up had taken a very long time, to the cost of other race classes. All in all, the Spider had performed reliably and was driven home at the close of the meeting.



Phillip Island Classic was run on the final weekend of November and had a very full entry list in all races. Phil Buggee entered his 131 Targa car in the Historic Touring Car class, running as an invited entry because the 131

is three years too young to be eligible. Phil and Bill towed the 131 down on Friday afternoon, with Shayne coming down on Saturday morning, and again bringing another very yummy lunch. Phil had decided we would stay overnight in Cowes, a wise decision considering how much petrol prices had spiked in the preceding week. Pleasingly, spectators were permitted and it was great to have family groups wandering through the pits looking at all the cars. By my count, there were about 42 entries just in the touring car races, however there were several unable to start in every race, because of mechanical issues, not crashes.



Phil would qualify Saturday morning and have one race that afternoon, with a further two races on Sunday. There was a strong head wind on the main straight on Saturday and a cross wind from the left on Sunday, so we had the 131 geared correctly for both days, with the cross wind permitting a few more revs in 5th gear into turn one on Sunday. There is a vast speed difference between the cars, with Mustangs and Camaros usually domination the results. However, the 131 was running with some twin-cam Cortinas and a BMW 2002, near the rear of the field, but they were running ahead of

one early Mustang that could be very fast between the corners but not around them! The battles that Phil was in were enjoyed by the other competitors, the scrapping was often mentioned by the course commentators as the placings kept swapping around and it was all clean racing.

So, there have been two race meetings that we have participated in and it feels good to blow the cobwebs out of the cars. The Historic Touring Car association hope and would love Phil to build an eligible car and that may be under consideration, however, it would be easier to build a Category S sports car to mix it with the Alfa's. That eventual choice is probably somewhere between a Spider and a 124 BC, with the 124 BC's also eligible to be run as an historic touring car, so lots more racing possible. It should be interesting to see how all this unfolds in the months ahead.



Coming Events

General Meetings

At this stage we anticipate holding live meetings

January 14th 8pm Veneto Club

February 10th 8pm Veneto Club

March 10th 8pm Veneto Club

Caffe di sabato

Jan No Caffe di sabato held in January

Feb Veneto Club
9.00 am

March Veneto Club
9.00am



Beach Run & Picnic Indented Heads

Sunday
January 9th

Meet at Todd Rd Service Centre 9.00am

Bring Your own Picnic
Bookings essential Eventbrite

Contact Harvey Richards 0412 333 238



Virtual Car Museum Tour

January 27th
7.30pm

Zoom

More information via Fiat Pronto

X19 Raduno

Sunday, January 30

X19's and lovers of X19's welcome

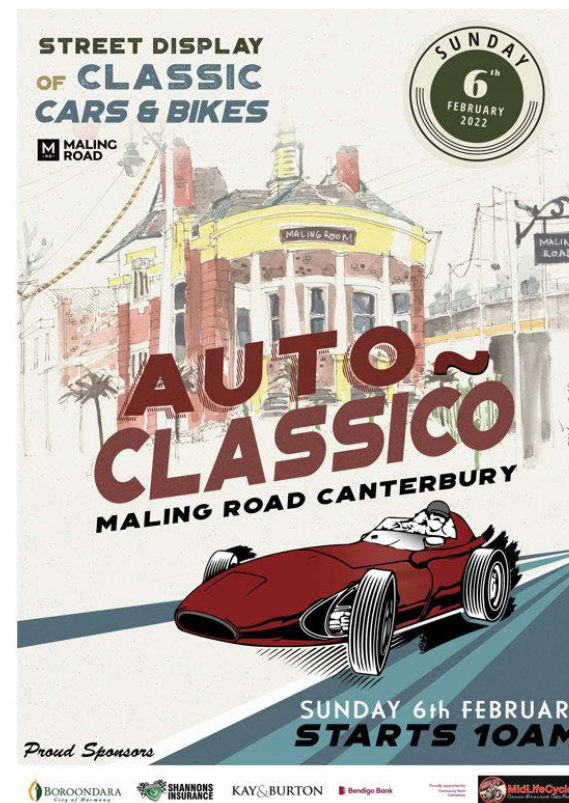
Start - Warrandyte,
Finish - Yarra Junction

And some great roads in between



Contact Peter Bartold for details
0414 867 280

BOOKINGS ESSENTIAL -EVENTBRITE



Maling Rd Display

Sunday 6th February 10.00am

Contact Rob Judd 0438 871 044

if you would like to display your car



Sunday 20th February 2022
Yarra Glen Racecourse Armstrong Grove, Yarra Glen

Yarra Glen
Contact Joe Sammut



Toscana's Big Tomato Day

*Casa di Bartold
Wonga Park*

Sunday 27th February, 10am

Join us for our Annual Tomato Day
BYO Picnic lunch, drinks, chair

Bookings Eventbrite

Contact Lyn Bartold
0433 034 721



Geelong Revival Festival

**Sat 5th – Sun 6th March
FCCV Display Saturday 5th**

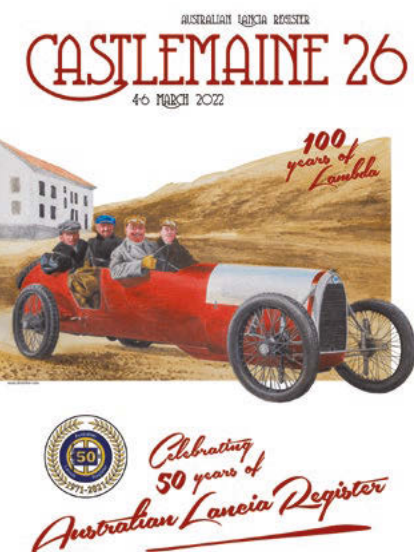
Car Display and Vintage Costume Display

Go to geelongrevival.com.au

to purchase your tickets

Tickets on sale now

Contact Lyn Bartold
0433 034 721



Lancia Register Castlemaine Event

Fri 4th – Sun 6th March

FCCV Run to Castlemaine

Sun 6th March

Meet

Contact Joe Sammut

FRATELLI MOTORS



22 SECOND AVENUE
BOX HILL NORTH 3129
Ph: (03) 9890 4107 Fax: (03) 9890 0370
Email: andrew@fratellimotors.com.au



29 YEARS OF EXPERIENCE IN ALL MECHANICAL REPAIRS TO ALL MODELS!



ALFA ROMEO



FIAT



LANCIA



MASERATI

SPECIALISTS IN:

ENGINE REBUILDS

BRAKES - CLUTCHES

RANGE OF SECOND HAND PARTS

R.W.C

FUEL INJECTION CLEANING

BATTERIES

TYRE FITTINGS & BALANCING



"QUALITY IS NEVER AN ACCIDENT.
IT IS ALWAYS A RESULT OF AN INTELLIGENT EFFORT"



EURO CLUB CAR RECOVERY KIT
PERFECT FOR CLASSIC EUROPEAN
CARS!
WAS \$285, NOW \$245 FOR ALL
CLUB MEMBERS



www.italianjobauto.com

sales@italianjobauto.com

Maranello Pur Sang
MOTORS

KNOWLEDGE IS POWER®

FROM MODERN
TO CLASSIC



**FIAT SERVICING, REPAIRS,
RESTORATION AND PRE PURCHASE
INSPECTIONS.**

AT MARANELLO PUR SANG WE HAVE THE
SPECIALISED KNOWLEDGE TO MAINTAIN CLASSIC
FIATS FROM THE 1950'S THROUGH TO THE 80'S AS
WELL AS THE LATEST DIAGNOSTIC EQUIPMENT TO
SERVICE ALL LATE MODEL FIATS.

OUR SERVICES INCLUDE: HANDBOOK SERVICE,
MAINTENANCE & REPAIRS, PRE PURCHASE
INSPECTIONS AND RESTORATION.

MARANELLO PUR SANG MOTORS
33 COLEBROOK ST, BRUNSWICK VIC 3056,
CONTACT@MARANELLOPURSANG.COM
WWW.MARANELLOPURSANG.COM
PHONE 03) 9386 9650



BOI PERFORMANCE

BITS OF ITALY

- Wide range of Weber and Dellorto Carburettor parts.
- Extensive Cold Air Boxes and Custom Cold Air Boxes for Weber, Dellorto, SU & EFI throttle bodies.
- Dynamometer Tuning, EFI ECU Installations and Upgrades.
 - Custom Brake Upgrades, LSD Conversions.
 - Electronic Ignition, Recurving Distributors.



77/22 Dunn Crescent Dandenong VIC 3175
Ph/Fax: 03 9794 8882 Mob: 0417 307 188

Phil Buggee
PTCC Winner, Targa Tasmania Class Champion

Email: boi@phalink.com.au
Web: www.boiperformance.com.au



Monza Motors are clearing all their Fiat stock of recycled parts.
Motors including, twin cam, X1/9 & 128 motors, and gearboxes.
Also many other interior & exterior parts for many Fiat models.
All at super low prices.

4 Malvern St Bayswater 3153
Contact Paul on 0434 601 799 • Business hours 9720 4442
enquires@monzamotors.biz

ALDO MOTORS

849 Canterbury Rd Box Hill 3128
aldomotors@internode.on.net

- * Mechanical repairs, Servicing & RWC
- * New & Used Fiat & Lancia Spares

PH: 9890 6288



ITAL MOTORS

Prop: Michael Cipriano

Specialising in mechanical repairs for:
• Fiat • Lancia • Alfa Romeo
and all high-performance cars

2 Queens Avenue, Hawthorn VIC
Ph: 9818 2597

Autovintage



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

Salvatore
+61 409 181 100
Serafino
+61 407 323 034
www.autovintage.com.au



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



Not only Cinquecento
but for all Classic Fiats

STUCKEY
TYRE SERVICE
www.stuckey.com.au



TOSCANO'S

Est. 1950

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

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

30x40cm



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

15x20cm



Call Jim on 0488 068286
www.iqmerchandising.com.au

FIAT ADVERTISING RATES

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

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

CONTACT PETER BARTOLD
~ 0414 867 280
FOR FURTHER INFORMATION



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:-





autobella
italian automobila festival

Sunday March 20th 2022

**Deaf Children Australia
597 St Kilda Rd Melbourne**

**Entry from 9.00am by High St Gate
9.00am – 3.00pm**

Bella Concorso for Graeme Shephard Trophy

- Show & Shine Judging
- Judging of other Italian Marque
- Merchandise
- Trade Displays
- Italian Food

Timetable for the day 9.00am Gates Open

- 11.00am Judging commences
- 12.00pm Costumi d'epoca parade
Diorama Display Judging
- 1.00pm Judging Costumi d'epoca
- 2.00pm Announcement of results
Presentation of Trophies and Certificates
of Appreciation to sponsors
- 3.00pm Event completed

Costume d'epoca@autobella

Vintage Fashion Parade and Competition
Dress in your favourite era for a chance to win a prize.

Free entry on the day

Judging at 1.00pm

- a number of prizes will be awarded

Presentation at 1.30pm

Sponsored by BumpIn Costumes

Diorama

Decorate your car in the theme of
Summer Holidays

Report to Diorama are on arrival,

Your car will remain in this area

1.30pm Presentation of prizes

