



# FIAT Month

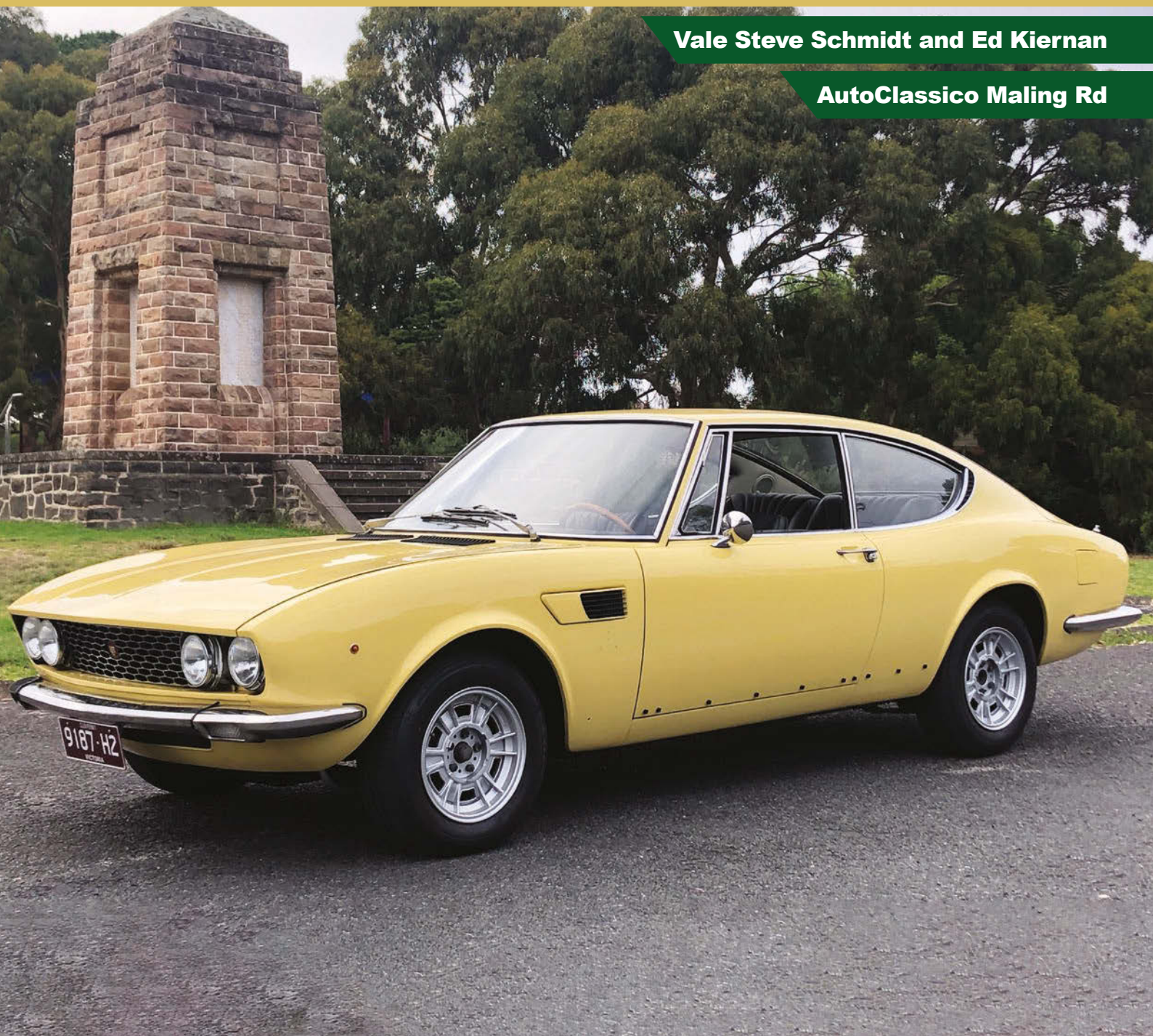
The official publication of the Fiat Car Club of Victoria Inc.

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

**JUL 2022**

**Vale Steve Schmidt and Ed Kiernan**

**AutoClassico Maling Rd**





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**JUL 2022**



Club Meetings are held at 8pm  
on the second Thursday of each  
month at:

The Veneto Club  
191 Bulleen Rd, Bulleen VIC 3105

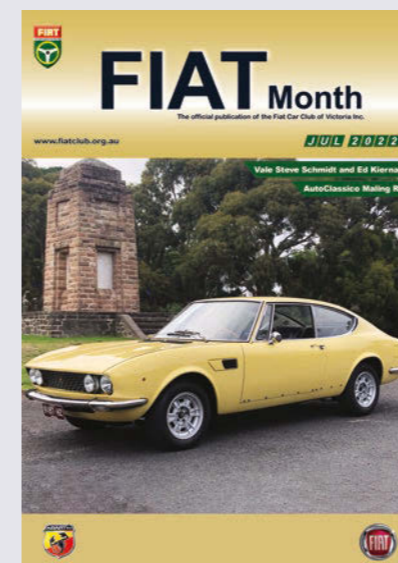
#### FIATmonth Editorial Committee

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 publication.  
Next issue: September 2022  
Deadline: 5th August 2022



Front cover:  
The Judd Dino Coupe  
First appearance was at Targa  
Florio Australia  
Owned by David Judd  
Driven by Rob Judd,  
Melbourne

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2022-2023

# THE CLUB COMMITTEE

## President

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

## Vice President

Sandro Cesario  
M: 0420 277 701

## 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  
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## Editor

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

## Competition Secretary

Marisa Gangemi  
Contact Roger Beattie M 0400 177 278

## 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

Joseph Sammut  
M: 0412 211 581

## Merchandise

Ralph Di Censo  
M: 0438 232 875

## General Committee

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 Templer  
Jon Carroll  
Robert Judd  
Debra Judd  
Phillip Buggee

Janet Fry  
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



The start of a new club year brings with it a few changes to our committee and a sense of optimism for the year to come. After we have endured the past few years of not being sure that events we have organised or been invited to will go ahead as planned, it has been great to be able to enjoy our cars the way we should, in recent times. Our Autumn Picnic at Indented Heads was well attended and was a very relaxed event, thanks to Wendy and Harvey Richards and Auto Classico at Maling Rd must have had the biggest attendance numbers ever for this event- the reports on both events are in this magazine.

Our AGM was reasonably well attended and as you will see from the report at the bottom of this page, we have had a couple of changes to the Committee but most of the past committee members will continue to carry on the job of guiding your club through the coming year. With a membership of 615 at the end of

## From the Editor...

the 2021 – 2022 year, we continue to grow and to provide opportunities for club members to meet regularly and to seek information about their cars and Fiats in general.

One very positive decision that the club has made over the past few months is the purchase of a storage unit in Ringwood to store the club trailer, shelters, equipment and past FIATMonth magazines which date back to the early days of the club. I am in the process of collating them and to see what is missing so I may be calling on any of you who keep all your magazines to help to fill in any gaps I find.

It will be excellent to have all the club equipment in the one place and easily accessible when needed. We owe a great debt to David Judd for allowing us to store things in his factory in Bayswater and to Rob Judd for assisting with this, for the past 12 years. The acquisition of the storage unit is a very positive step forward and a smart use of club funds.

Allora... I think we should be looking forward to a much more positive year than we have had in the past few years. So polish up your Fiats and lets hit the road!!

*[Signature]*



## EDITOR'S PIC

Team X1/9 after some stressful moments at Targa Florio Aust. Many kilometres of tulip charts, average time sections, time trials over a number of consecutive short distances, achieve specified times.... and we were still smiling!!

## CHANGES TO COMMITTEE 2022-2023 CLUB YEAR

We have a few changes to our Committee for the coming year:-

**Harvey Richards** who has been Vice President for the past few years, stood down from the Committee due to work commitments and Sandro Cesario has been elected to the position. We thank Harvey for his work over the past three years in this position, in particular the setting up of the points and awards system that began operation this year.

**Sandro Cesario** was elected as our new Vice President and we welcome him to the Committee.

**Marisa Gangemi** has agreed to take on the position of Competition Secretary. We welcome Marisa into this position and look forward to working with her.

**Frank Marinelli** has retired from the General Committee position that he has held for the past 3 years, and we thank Frank for his work over this period and as VP prior to that.

# Rapporto del presidente



Winter seems to have arrived with some ferocity this year. Those among us with old Weber carburettors on our FIATs will be pondering whether to turn the little setting from E (estate) to I (inverno) to cater with the cooler weather. These little reminders of the origins of FIAT at the foot of the alps help keep me connected to all those who toiled through the years to produce the cars we love and cherish.

A sense of community is such an important thing

in a club because the shared interests and values are what bond us together and give us a reason for being. Over the past couple of months a few things have reminded me of how our club is a community and as such how it exists in society as a whole. Firstly, we have had the passing of a couple of club members who had both contributed in their own

ways to the rich and complex community the car club is. I have been asked to pass on thanks to those who were able to attend the funerals and make the commemoration special.

As a club we have also attended community events, thanks particularly to Joe Sammut for organising the club attendance at the Thomas Carr College Italian Showcase. The feedback I have had was that the students enjoyed seeing and were enthused by the presence of a number of FIAT and ALFA vehicles. It is important that we reach younger generations with our interest or it will fade away .... Plus, eventually we will need a new president!

The other element of our club's vital community engagement is what we generate as a club to give back to those with a little more need than we do.

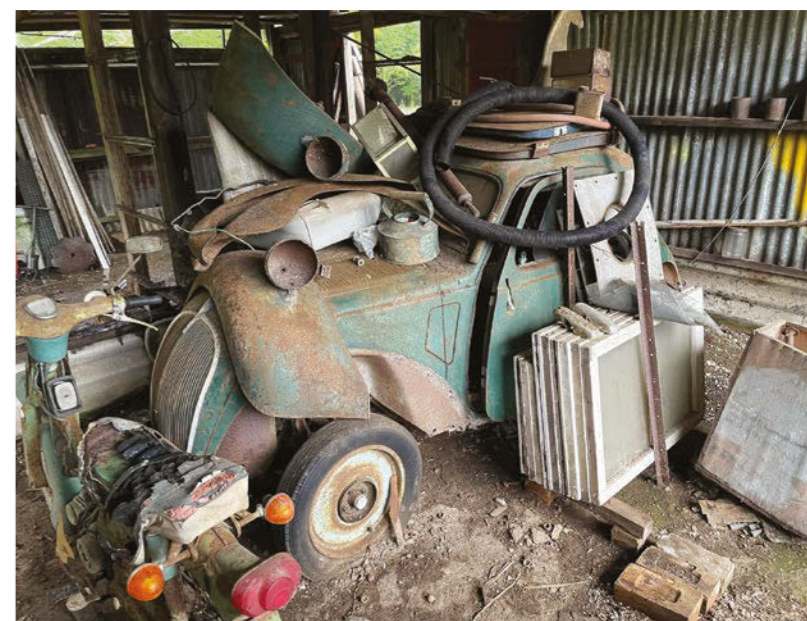


Fiats and Alfa's at Thomas Carr College Italian Showcase

Our support for Deaf Children Australia through Autobella is to be lauded and hopefully we can use other events to support them throughout the year. I have also forged another link for us to lean into a little, at Caffè di Sabato last week I met Cathy Cook who is the team manager for the Victorian Bocce team attending the Australian Special Olympics in Launceston. After a brief chat we decided that the team will provide us some coaches for the Interclub FIAT/ALFA Bocce challenge on September 17 and we will make the evening a fundraiser for the team.

On the FIAT front I have done my best to keep purchases down to only one 500B Topolino since the last magazine and was surprised to see a couple of letters I sent to AutoItalia in the UK published as an article.

I look forward to seeing you all at future events.

## Auto Italia Canberra

Hundreds of Italian cars came out of the woodwork Down Under

On a threatening but mild Canberra autumnal morning in April 2022, Italian machinery gathered for the annual Auto Italia display day. Weather reports predicted showers, which may have discouraged a few exhibitors, but the rain held off and everything went off without a hitch. For the second year, the venue was Quorndon Park. Some changes meant that more space was opened up, so enable better viewing and more cars. The final list indicates that a very healthy attendance: 165 Alfa Romeos, 86 Fiats, 90 Maseratis, 32 Ferraris, 12 Lancias, 11 Lamborghinis, one De Tomaso and one ex. Motorbikes were also popular, with 19 Ducatis, a couple of MV Agustas and a Piaggio.

I personally drove 65km up from Melbourne in my Fiat 500T camper but my

personal misadventure is not on this page. As a more nationally attended event, there was a lot of catching up to do with friends from distant states. The light played bright enough to get decent photos and most people felt it was a success and fully intended to return next year. Time pressures and limited highway speed in the DayT led to me departing a little earlier than most. As president of the Fiat Car Club of Victoria, I have an obvious bias towards Fiat vehicles but it was great to see so many other marques on display. I had the opportunity to spread the word about the Fiat 50 3rd Anniversary event that we are holding in Victoria on 19-20 November. If anyone is interested in coming over to Australia for that, we may be able to arrange a car locally. Please contact fiatcentral.victoria@gmail.com



Auto Italia 77



# CLUB CALENDAR

**JULY 2022 – SEPTEMBER 2022**

We are offering 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.

## JULY

- Sat 2** **Caffe di sabato and X19 Display. Veneto Club 9am**  
Contact Mario Di Censo 0419 171 661, Paul Pozzobon 0418 552 290  
Peter Bartold 0414 867 280 for X19 display
- Thurs 14** **General Meeting. Veneto Club 8.00 pm**  
Bookings Eventbrite
- Fri 22 – Mon 25** **X19 Run to Eden NSW South Coast. Weekend accomodation**  
Contact Peter Bartold 0414 867 280 or vignale124@gmail.com

## AUGUST

- Sat 6** **Caffe di sabato. Veneto Club 9am**  
Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sat 6 – Sun 7** **VHHR Winton Festival of Speed**  
**FCCV Run Sunday 7th August**  
Contact Sandro Cesario 0420 277 701 or Joseph Sammut 0412 211 581
- Thurs 11** **General Meeting. Veneto Club 8.00 pm**
- Sun 28th** **Run to Marong Picnic and Display**  
Meet Outbound BP Calder Park, 9.00am for 9.30 Departure  
Contact Joseph Sammut 0412 211 581 or Sandro Cesario 0420 277 701

## SEPTEMBER

- Sat 3** **Caffe di sabato. Veneto Club 9am**  
Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 8** **General Meeting. Veneto Club 8.00 pm**
- Sun 11** **Harry's Run honouring Harry Baker. Run and lunch**  
Contact Richard Unkles 0411 185 779
- Sat 17** **FIAT vs Alfa Bocce Night. Veneto Club 6pm**  
Contact Paul Pozzobon 0418 552 290

**COMPETITION EVENTS ARE LISTED on the Competition Report page.**

## 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 14th July,  
Thursday 11th August  
Thursday 8th September

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

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

Find us on  
www.fiatclub.org.au  
Facebook  
Fiat Car Club of Victoria

Contributions to FIATmonth are always welcome  
Contact Editor  
editor@fiatclub.org.au  
If you are sending photos please send at high resolution and as separate files to the article

Fiat Car Club of Victoria  
Is affiliated with  
Motorsport Australia  
MSCA

**Compiled by  
Roger Langdon**

## Membership News

Robert Judd, Membership and Club Permit Secretary

## NEW MEMBER UPDATE

We have had 11 new members since the last magazine.

## WE WELCOME THE FOLLOWING NEW MEMBERS –

- Girolamo Tassone:** 500 Abarth 595 Competizione **Zdravko Jelic:** Fiat 600D
- Stephen Suttie:** No info **Mark Sobey:** Modern Fiat 500
- Claudio Guarnuccio:** Fiat 500F **John & Donna Di Martino:** No info
- Maurice Lepore:** Fiat 124CC coupe **Luigi Zanchetta:** HT Holden Ute
- David Gudgeon:** Fiat 2300 **Claudia Rodda:** Daughter of Bruce who now is learning to drive in a Fiat.

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

## MEMBERSHIP & CLUB PERMIT UPDATE

Don't forget to maintain your membership to keep the Club Permit valid. Club membership expires at June 30th each year, so unless you have joined or renewed in the last few months your membership has expired.

## CLUB PERMITS

No news here which is always good news.

## 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 Buggee	Dandenong	03 9794 6692
Mario di Censo	Heidelberg/Balwyn	0419 171 661
Bill Freame	Glen Waverley	0412 814 855
Frank Marinelli	Brunswick	0411 511 679

# Competition Report

Compiled by Lyn Bartold, Editor.

It is with great pleasure that we announce the appointment of Marisa Gangemi as our new Competition Secretary. Marisa is actively involved in a range of Motorsport events and will do an excellent job in encouraging participation and reporting on what has been happening in this area of the club – welcome Marisa.



## COMING EVENTS: JULY TO SEPTEMBER

Please check the Motorsport Australia website to conform dates that are listed – it is possible they can change

SPRINT EVENTS		
Sunday 3rd July	AROCA	Phillip Island
Saturday 16th July	MSCA Vic Super Sprint	Winton
Sunday 17th July	AROCA	Broadford
Sunday 21st August	MSCA	Winton
Saturday 3rd September	AROCA	Sandown
Sunday 11 September	MSCA Vic Super Sprint	Phillip Island
MOTORKHANA EVENTS		
Saturday 16th July	VMC	Bagshot
Sunday 31st July	VKC	Bagshot
Sunday 7th August	VMC	Winton
Saturday 17 September	VMC	Mt Gambier Saleyards
Sunday 18th	VKC	SEAC Park Mt Gambier

## EVENTS REPORTS

By Bill Freame, Peter Bartold

### PHILLIP ISLAND CELEBRATIONS MARCH 26TH – 27TH

By Bill Freame

As part of the Phillip Island Auto Racing Club (PIARC) 70th birthday celebrations, yes, their club is now 70 years old, the weekend of 26th and 27th March was set to promote many of that car club's involvement with motorsport activities over the years. Saturday was for sprints, races, hillclimb and motorkhana

activities. Sunday was for more serious races, with several F5000 to be 'demonstrated'. Therefore, the Saturday motorkhana was also Round 2 of the Victorian motorkhana championship and was held on the concrete pad area at the northern end of the pits. An important part of the Phillip Island Management



and PIARC agreement for the use of that concrete pad for a motorkhana for the first time, water would be poured across the surface for the whole day. That supply of water is pumped from and then returns by drains to the lake in the middle of the circuit.

With an almost cloudless sky and a light breeze from the South, it promised to be an enjoyable day, all the more so with no reversing tests scheduled. The test area was divided into two halves, with sensible tests having been selected and set up that minimized any alterations required to speed up the day. The field was also divided into two halves, with the changing over of ends limited to when all the cars had finished that set test at each end. The majority of the motorkhana officials were supplied by Huntingdale Auto Club (HAC) and timing was electronic, with stop-watch back-up.

There were only 3 FCCV members competing, Marisa in her Abarth 500, plus Paul and Bill sharing their motorkhana special, it fresh from appearing at Autobella the previous weekend. Regretfully, Marisa was competing with the other group and always at the

opposite field so I didn't get to see many of her tests, until the final test when we were all running together on the very long 'Spiro Slalom'. At the completion of the nine-test competition, that test was left up for practice (and driver swaps) with many taking advantage to try a few different cars and techniques on this test.

My observation of the day was that despite the slippery surface, which in places was like a river, there were very few flag penalties for once, plus, when you are driving a car built like a canoe, you are going to get wet! Several of the sprint competitors had been permitted and encouraged to also do some of the motorkhana tests, during the day, to see how 'easy' motorkhana test driving is. Some of them had a bit of trouble remembering where to drive and which direction to go around the flags. Yes, the challenge is that it is akin to high-speed orienteering, with the requirement to remember rapidly the order and direction of each flag. I look forward to competing on this surface, at this venue again. Yes, it was so much fun, I hope we can have regular events there, and soon.



Paul in action



Marisa

# EVENTS REPORTS (CONT.)

## AROCA SPRINTS SANDOWN MAY 7TH

By Peter Bartold Photos: Jacky Black

This was a day of three parts, damp, dry and very wet. The morning runs ended with two good dry runs which saw the team clock some excellent times but after lunch it bucketed down and all except Mario and myself packed up and went home.

The best time of the day was by John Black in his very modified X1/9, he had no problem passing the rest of the Abarths.

We only had a small contingent from FCCV consisting of Frank Spinosa, Mario di Censo, Adrian Massoco, and myself all in Abarth 500s and John in his X1/9. Jacky Black was also there as John's chief mechanic and photographer.



# EVENTS REPORTS (CONT.)

## AROCA SPRINTS WINTON JUNE 5TH

### A very wet Winton

A very brave band of Fiat racers headed for Winton race track on 5th of June, the weather forecast was not looking good so I swapped my no roof X1/9 race car for the Abarth which turned out to be an excellent decision as it was one of the coldest wettest days we have had for some time.

Much slipping and sliding was had by all but amazingly I don't think the retrieval truck was used at all, certainly not for the Fiat crew. Frank Spinosa had the best time with the rest of a few seconds back.

Most of us stayed together in Benalla for two nights and wine and dined at one of the good hotels and then with a good breakfast on Monday morning got home later that day.

FCCV members at this event were Tony Romeo, Mario di Censo, Adrian Massoco, Frank Spinosa, Frank Caia, Ian Maud and myself.



# CLUB DISPLAYS

Story and Photos Joseph Sammut

## ITALIAN WEEK – THOMAS CARR COLLEGE



Thomas Carr College, Tarneit invited the Fiat Club and the Alfa Club to put some cars on show as part of their lessons regarding Italian culture on the 17th May.

We had six cars on display, three from the Fiat Club:- Robero Brunno, Sam Mazzio, Joseph Sammut and three from the Alfa Club, Mandy Thompson, Alan Hopla Gr, Bruce Baum Stelvios

Thanks to the organisers as they made sure that we were not left hungry and the students enjoyed our display.



# CLUB DISPLAYS (CONT.)

## ITALIAN FILM FESTIVAL, WILLIAMSTOWN

The Williamstown Italian Social Club requested four cars for a display to be held outside the club ( it was previously the Movie Theatre) and with the help of The Sun Theatre it was transformed back into a movie theatre for the Williamstown Italian Film Festival. FCCV members displaying their cars were Mandy and Colin Thompson ( with new puppy Indy), Roberto Brunno, Sam Mazzio, Joseph Sammut. The cars were parked in front to the theatre while the film, The Italian Job (1969) was playing. The car owners watched the movie and were treated to a glass of wine, while eating Italian food. It was a great day!



# Farewell Steve Schmidt and Ed Kiernan

*A number of FCCV members have shared their memories of Steve and Ed to add to our tributes to them. We were all shocked at the passing of both popular club members who contributed to the life of our club, in different ways. Thanks to the members who have contributed to these tributes – Editor*



We will always remember Steve's friendly smile and ever ready for a chat.

We remember a club run stopping at Steve & Jenny's for lunch. There was the tour of Steve's immaculate workshop and eclectic cars and then a walk through the amazing garden of 600+ trees planted and nurtured by Steve & Jenny. Then on to his woodworking shed. A quiet man of many talents.

Our deepest condolences to Jenny, Ian & Martine & families.

– **Deb & Rob Judd**

Steve was an enthusiastic supporter of, and successful competitor for this club in the 'FIAT of ITALY Cup' segment of many FIAT Nationals. His masterful driving of his 124 AC scored many important class points for our club.

I must also mention how much I appreciated Steve's participation in many of the EcoDrive events this club has conducted over the years. And lets not forget his frequent assistance and help to Ian on the several X1-9 runs that Ian had masterminded to be run in the Gippsland area.

Long may this club remember Steve's name, and just as importantly, the person he was, plus his contribution to the sporting and competition history of this club

– **Bill Freame**



Steve has always been an enthusiastic member of our club since he joined. He was a quiet achiever in all ways, always ready for a chat and interested in what others were doing but serious about his motorsport. Even through he was a country-based member, he competed in a wide range of events, sprints, motorkhanas, eco drives and hillclimbs. He attended most Fiat Nationals, no matter where they were and always did well, contributing to the FCCV score.

I remember him at a Mt Gambier Hill Climb that I was competing in. He arrived that morning, competed with his usual energy and skill and then headed home as soon as he had finished competing – Warrigal to Mt Gambier to Warrigal in one day- no mean feat in a day!!

We will miss his friendly smile and track side chats.

– **Lyn and Peter Bartold**

## VALE: Steve Schmidt

This is a hard item to write for FIATMonth: announcing the sudden death of my best mate, brother-in-law, work colleague, travelling buddy, fellow car enthusiast, competitor, mentor and reliable helper, Steve Schmidt. Steve was known to many as a regular competitor at all manner of speed, touring and display events with the FCCV. No matter which car he drove, it was immaculately prepared. Many would know him in his beloved Morris Cooper 'S' which was always a front-runner in class, and at times he held the class record at a number of hillclimbs. Steve could drive the mini superbly and was not averse to adopting some enthusiastic angles, still with boot hard in to it. FIAT club members would recognise his yellow 124AC that he took to several FIAT Nationals: he also had a beautiful 124 Spyder he rebuilt from a tatty bodyshell.



An impressive number of comments have come through this week from those who knew Steve, and it is clear his influence spread far and wide. A Gippsland local, he was always prepared to slide under a car, put his head under a bonnet or offer wise advice if it helped someone with their vehicle. People have mentioned his easy manner, friendliness and approachability: he was certainly not one to push into the limelight, but at local club meetings would always be quietly keeping things going, getting on and starting things he could see needed to be done, while others were still talking about it. He was a Founding and Life Member of the GSCCR, and could be seen at nearly every gathering, photographing, greeting and welcoming people, taking an interest in them and their cars and generously

donating his time and knowledge. Those who met Steve refer to him as a gentleman; helpful, genuine, warm, respectful, and always with a relaxed smile and ready laugh. A meticulous person and a fine communicator, he edited the 'Idle Chatter' magazine for the Sporting Register since its inception, and was the person in the background taking photos of club members, and sending out e-mails and bulletins to keep the club alive.

I first met Steve when he began dating my older sister back when I was 16 or 17. He turned up one day in his much-modified Cooper, Camino Gold in colour in those days, so lowered it barely cleared the grass down the centre of our driveway. I was already keen on cars, but he showed me a pathway into club motorsport that continues to this day. Steve and I became very good friends, owning similar cars, attending the same events, and usually travelling and bunking together. We worked at the same school, and of course shared family connections. We were often around at each other's garages, helping or just taking an interest in what each was doing. I could always hear Steve as he heel-and-toed down through the gears before coming down our driveway – I still wait optimistically to hear that sound even now: if only. We would always catch up soon after an event to hear how whichever one of us 'went.' Just a couple of days ago at Targa Tasmania I took a photo of a mini and was about to send it to him – when I remembered. Steve was a reassuringly consistent element in my life for decades, and I feel it will take a long time to re-adjust to not being able to share with him any longer. We have all been shaken by his unexpected and sudden passing, which serves as a reminder to value those we hold dear. The Club has lost a passionate competitor, stalwart and fine person. He has departed



far too early, with much left to offer.

Somewhere, he's still lining up for one more run.

– Ian Maud

# Vale Ed Kiernan

Words and photos Julie Kiernan

Ed was a member of the Fiat Car Club for at least 25 years which was instigated after he bought his first Fiat in 1987, a Fiat Topolino 1947

A model. He then went on to start his collection, owning at least 3-4 Fiats at any one time!

His love of the Topolinos went on to include a B and C models, and to keep his wife Julie happy, always promised to sell 2 if he ever bought another one!

In 2003 while travelling to Italy, Ed was lucky enough to be given a private tour of the Fiat Factory in Turin, including the famous testing track at the top of the building, which held such memories for him of the movie 'The Italian Job'.

Over many years, Ed purchased a Topolino 1955 Green Wagon and his prided and joy was the 1960 Multipla which sits proudly still in his garage. His last purchase in 2020 was a Fiat Van with the hope of doing camping trips off the beaten track.



Ed was a bit of a wannabe Italian, he not only owned Fiats but also was a member of the Vespa Club, owing a 1951 and a 2004 Vespa, which he only drove on sunny days, safety was always top priority for Ed. The Italian love of things continued with his collection of Alessi homewares, Baci chocolates which he would use for his magic tricks!



The Fiat Club introduced a long lasting friendship with Ed and Max Gioia for more than 30 years, including a holiday in Sicily in 2019, Ed and a Julie were so thrilled to share this time with Max in his own country..Photo Ed and Max

In 2008, Ed bought his first every brand new car, a Fiat 500 Lounge and then snuck another one into his garage in 2012, a Fiat Abarth.

Ed had his Commercial Pilots Licence for 40 years and flew as a Captain with Virgin Australia since 2001. His favourite movie was 'Planes Trains and Automobiles' (Steve Martin and John Candy) which summarised his love of all things big and small.



## Members memories of Ed

Ed was one of those club members that you hoped to see at every club event. From a friendly smile to a magic trick or a discussion about the latest restoration issues never was a conversation with Ed a disappointment. As one of the members whose fleet was mostly historic we shared many interests, even some we had yet to discover when he was gone too soon.

Rest in peace for the last long-haul flight.

– Roger Beattie



Photo taken at the funeral where the hearse had a guard of honour by Virgin airlines pilot and crew. Farewell Ed.

– Sebastian Bongiorno

"Gentleman Ed" is our first response when remembering Ed. Seeing Ed mostly at Caffè di Sabato mornings, he was always ready for a friendly chat - and the occasional magic trick.

I don't think we will ever again see a coin pulled from behind someone's ear without giving a little smile and thinking of Ed.

Our deepest condolences to Julie, Darcy and Gareth.

– Deb & Rob Judd

Ed was a gentle giant. He was a true gentleman who was always willing to have a chat and a laugh. And if you were really lucky he would treat you with one of his astounding magic tricks.

R.I.P.

– Tony Romeo

Ed was such a friendly character who always had a smile and a story to tell. He loved his collection of cars and scooters and proudly displayed them at Autobella, and turned up a Caffè di sabato in a different vehicle each time. We will miss his gentle manner and, of course his magic tricks. The esteem in which he was held by his work colleagues was truly demonstrated by the huge guard of honour they formed for the departure of the hearse at his funeral ( they must have cancelled a lot of Virgin staff that day for lack of staff !!)

We will miss you Ed

– Lyn and Peter Bartold

# AUTOCLASSICO – MALING RD

By Lyn Bartold

Photos: Joe Sammut, Peter Bartold, Joel Plu, Anthony Cementon



After a number of postponements of the Annual Maling Rd Autoclassica, which is normally held in August, it finally happened on May 15th. This would have to have been to biggest display and range of cars and spectators since the event began. The wonderful old world setting of Maling Rd, Canterbury, provided a wonderful backdrop for the huge variety of makes and models at this years event. The main street, some adjoining streets and parking areas were all closed to cars except for those on display, so there were many areas to wander around and enjoy the atmosphere.

There were 25 Fiats, a good number of Alfas and a variety of other Italian cars, so there were plenty of cars to keep we Italian auto lovers happy and busy throughout the day. All cars on display were eligible

to be judged and there were a number of trophies presented at the end of the day. A very well presented Alfa Montreal won the Italian cars trophy and there was certainly a lot of interest in all the Fiats on display. Congratulations to the organisers of the event, Peter Camm and Peter Barclay..... and thanks to Rob Judd for organising our club display. I am sure that all CCV members who attended the event, either as a display car owner or as a spectator ( including Trevor Prasad on 2 wheels!) would agree it was a fantastic event – a wonderful display of vehicles, great food and coffee and fantastic friendship and camaraderie. We look forward to the next running of this event which I am sure will be as well patronised and supported as this year's display.



# AUTUMN PICNIC - INDENTED HEADS



The weather was fine, and warm enough for us to sit out on the deck and admire the view as we ate our BYO lunches. There was plenty of time to relax and forget our usual Covid ruled lives and there was lots of chatting and laughing. Thanks to the Richards for hosting the day and giving us the opportunity to get out and about in our Fiats (and other cars!)

By Lyn Bartold  
Photos: Joseph Sammut, Peter Bartold

After the cancellation of our Beach Run in January due to Covid restrictions, we were able to reschedule the event as an Autumn Picnic Run which was hosted by Wendy and Harvey Richards. The Richard's holiday house overlooks the beach at Indented Head, on the Bellarine Peninsula, and gives views to the skyline of Melbourne city, the You Yangs and Mt Martha, depending which way you look, so a beautiful spot for our picnic. We had a group of about 30 people and 15 cars who either met at the Todd Rd Service Centre and drove in convoy or met us at the house. There was a great range of cars on display, mostly Fiats but a few other marques as well. It was great to also welcome Trevor Nuttall, Club President for a number of years in the 70's, who joined us for the day.



# Run to Civil Aviation Historical Museum

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



A small but enthusiastic group of Mid-Week Run fans (not quite mid-week this time as it was held on Tuesday because that is the only weekday the Museum is open!) met at Watsonia for an interesting mid-city Run on a very cold day, but thankfully no rain. We had 15 members, 2 grandies and 5 Fiats as well as an array of daily drives on the Run.

After a stop at the Merri Creek Trail Park in Coburg where the 2 Romeo grand-daughters spent some time feeding the ducks while we shivered and admired what is a lovely park and then headed off to the area of early German settlement in Melbourne. The Ziebell's Homestead in Westgarthtown dates back to the 1870's and a guide gave us the story of the Germans who settled in that area – certainly a place for a return visit when the homestead is open.

We drove on to Essendon Fields for a lunch at La Manna Foodstore. From there we were able to walk a short distance to the Civil Aviation Historical Museum and to spend a couple of hours learning all about the history of the Aviation industry in Australia.

We had 3 museum volunteers who each spent time explaining the exhibits and informing us of the many inventions that have been very important in the Aviation industry that were developed in Australia. It was an interesting visit, and an easy drive through the northern suburbs, made even better by the fact that we were finished by 3pm and we avoided the worst of the traffic on the way home

Thanks to Roger Beattie for organising the day for us.





Trond Fiat 1



## The News Stand

Richard Unkles

Trond Thorbjornsen has repurchased his Fiat 501 spyder that he parted with some years ago. Whilst the new owner had the best of intentions, it has sat in his garage unused for over a decade behind increasing piles of "junk" due to changes in his personal life. Trond will be recommissioning it for the Norwegian summer. This is a really nice car and your scribe drove it in 1994 across Norway, including through the snow left from the winter. In 1999 Trond drove it to Italy and back, including over the Alpine Passes for the Centenary celebrations of Fiat

in Turin. A worthy car to be back on the road. Unsure if he is planning to fit one of the 4.6:1 crown wheel and pinion sets to it.

Ian Trethowick drove over from Adelaide in his Jaguar Mk VII to the Winton Histories and made the most of a chance to catch up and talk 503 special rebuild. He also caught up with his brother from NSW who also driven there in his Jaguar MK VII. That one looks the same as when it was extracted from a haystack after some 50 years but underneath is fully restored.

## 45th Winton Histories Race Meeting

Late May saw this very traditional race meeting go ahead. Only missing 2020, it was run last year with a break in Covid lockdowns. A close thing as the next week the Super Cars Race Meeting was Covid cancelled. This is a great event if you are interested in cars and race cars and motor cycles pre-1970. Besides the competitors, the various display areas for non-competitors is well worth wandering around. All tastes are catered for from commercials to large motor homes to classic, sporting and vintage. Fiat's only representative was a Topolino 500B from the Shepparton. This may have come from a Wangaratta estate some years ago.

Also of note was the very rare 1925 Wolseley 6 cylinder OHC sports in a display area. Appears to be very original but with a more modern generator.

A version of the event was if you wanted to see and hear the most insane (or courageous) then the occupants of the largest asylum north of Melbourne provided the most entertainment. This is filled for the weekend with serious competitors and machines of a variety of ages and stages of development. Many more than 100 motor cyclists (boys and girls) and in particular sidecars are the events to watch. Whilst the cars pre-war ran in regularity events, all the motor cyclists were there for serious competition,



Green Fiat 500B



Wolseley



Trond Fiat 2

no matter the age of the bike or the age or gender of the rider or monkey in the case of the sidecar racers. Most of the older bikes seemed to be Indians and highly modified from their often original duty as WWII despatch riders bikes.

Likely the world's only supercharged Dodge Four was also a keen competitor in Regularity.



Asylum



Dodge engine



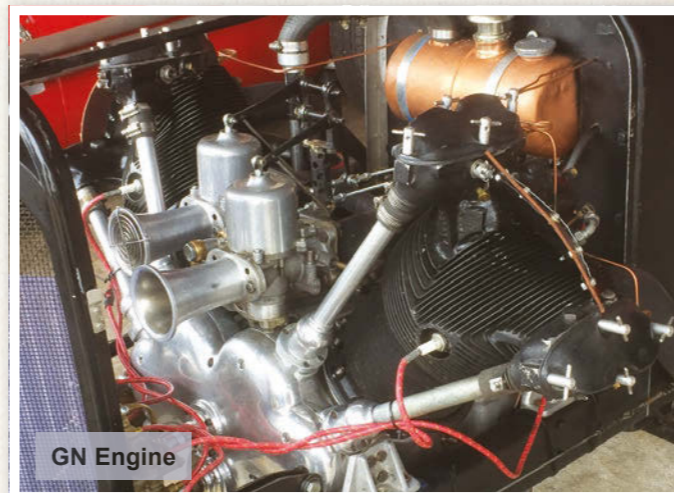
Austin 7 special



Indian engine

Elsewhere in the Commercial Building the Austin 7 Club had a serious display of cars from original to special to commercial. It was well worth a look. These had a non competitive run on the track on Sunday during the lunch break. One in particular 1934 special caught my eye as very well executed but had 2 instruments held in with Phillips head screws.

The special to end all specials was Brendan Dillon's GN style "replica". This is based on 2 radial aircraft cylinders giving a total capacity of 6.2 litres. Besides the cylinders Brendan has designed and built all the rest of the race car. Regrettably it proved to be still under development and not fully competitive. Some people have amazing engineering talents!



GN Engine



GN style special

# Tipo Torque (cont.)

## Clothes Maketh the Man ...

but accessories maketh the car. Here is a selection of goodies that can improve your car and in some cases its attraction when on display. Most are of the 1920's, but we will start with a Fiat item printed in February 1960.

This item would usually have been thrown away soon after purchase of a new Fiat. A lucky find at the recent Yarra Glen Swap Meet.

Next might be circa early 1950's. The Petrolux Power Powder. Does anyone remember this one? Never seen another so it must have been either a flop or a con job. There might be a trace of the powder left if there is a curious Industrial Chemist out there.

Going back in time we have a rectangular rear-view mirror. Looks similar to those on MG TC's and the like but purchased as it is a perfect match of the photo I have of a van built in 1930. Period rear view mirrors are hard to find as most were on commercial vehicles due to the lack of traffic likely to want to pass a passenger car.

Next mirror is clearly one from the vintage period as it is made to clamp onto a windscreen post

A common accessory found at Swap Meets is the windscreen mounted spot light. Many have a rear vision mirror and a spring driven wind up for the power cable. This one looks fancy but does not have either mirror or cable attached.

Tail lights varied a lot in vintage times. Ones from the USA tended to be larger and mostly round. The following ones are believed to be a nicely made pair of reproduction of a European design.

The foot warmer is a nice rare piece picked up maybe 15 - 20 years ago at the Ballarat Swap from a guy nick named Awk for \$40. His family name was Ward. Stamped as having been made in England and matches the original carpet of an Alvis made in the 1928. These were filled with hot water and would have been useful in cars up to the 1950's.

The brackets were made to attach to the rear of a front seat of a vintage period car. When fitted with a timber panel they formed a fold down picnic table. Never seen another but feel there should be a few survivors of similar units around.

Following new old stock was bought from an Adelaide dealer at the Bendigo Swap. Sorry 501 owners it is not for sale. Just wait and talk to my Executor.

Ventilation is not well planned for drivers or passengers in vintage cars, front or back. I did once have a heater for the rear floor of a large sedan which passed to a Packard owner. It had the exhaust gases pass through it. These hard to find ventilators are normally mounted on top of the scuttle of a vintage car. Seem to be mostly an English item. Also seen in some maritime applications.

Also on the subject of ventilation is another device which mounts on the top of the scuttle. It is operated by a shaft from underneath and likely very effective. Reminiscent of the standard ventilators on the early Holdens.

Clocks were an early accessory in cars. This one was scooped for a fraction of actual value at the Ballarat Swap this year. It dates from about 1908 and screws to a timber firewall and angled up to enable visibility to the driver.



Running in tag, Running In Rear



Chrome windscreen spot light



Pair of chrome tail lights



Foot Warmer



Picnic table brackets



Timing gears and box

# Was that the Final Targa Tasmania?

By Bill Freame

Photos: Bill Freame, Ian Maud

If I had a dollar for every time, I have heard somebody say, "I'm going to do Targa one day" I would be quite wealthy. I know they mean Targa Tasmania and that they don't realize how tough and tiring an event it is. If you were one of those who were going to do it, well, you may now have missed your opportunity, at least on a Motorsport Australia permit! You see, there were three deaths during Targa Tasmania in 2021, followed up by yet another one in 2022, yes, this year. That's four deaths too many for any of us involved in this style of motorsport. There was an extremely comprehensive report handed down after last year that had recommended many changes and improvements that were implemented for the following events, that's Targa High Country and Targa Tasmania, which have both been held this year. As these Targa events are conducted on the challenging closed public tourist roads that twist and turn across the Tasmanian country side, there is always going to be the possibility of serious crashes happening, especially if the driver runs out of talent, the navigator makes a wrong call or the car is set up more for race track work than bumpy, patched and cambered public roads. There is also considerable expense involved in doing a Targa Tasmania competition, thus it attracts some wealthy competitors who can afford the risk of trashing an expensive, competitive late model car, if the worst happens. It's a tough six-day event that covers about 2000km around Tasmania.

Jack Waldron and Vin Gregory (low budget competitors) were entered in their Mitsubishi Sigma, ably supported by the service crew of John Wicking, Ian Maud and Bill Freame. Jack, Vin and John had accompanied the Sigma on the ferry to Devonport, while Ian and Bill flew directly into Launceston, with the crew all arriving on Sunday morning, 24th April. Scrutiny of all the cars was progressively conducted at the Silverdome and the Sigma passed scrutiny and was ready for the start on Tuesday, 26th April. A very comprehensive crew briefing, at a venue in Launceston, was a compulsory attendance occasion



Jack and Vin with Sigma

and covered far more topics than in previous years. Car #402 and crew were ready.

Tuesday morning (Day 1) and Ian had an early 'phone call from his wife, Martine, advising him that his brother-in-law, Steve Schmidt had passed away, at home, a totally unexpected thing to have happen. Steve had serviced for the team at Targa High Country only eight weeks before with Ian, so was certainly an important and practical part of our team. Ian considered that he should fly back home on the first flight available, completely with the full support and understanding of our team but realised there was little to be gained and that Jenny was being well taken care off by family and friends. It was an awkward situation that Ian found himself in, but staying for the whole event in Tasmania was the right one, in my opinion. Steve would certainly agree that he should stay.

**DAY 1** of the event was dry, with a late start and with only two stages, the second to be through the streets of Georgetown and we knew that rain was coming for the remainder of the event. We serviced that night outside the Silverdome, as we usually do and we also filled the fuel tank of Vin's service vehicle and the two 20 litre fuel churns. The Sigma was on contract for being fuelled by Vandenberg Motorsport, so that was one less job for Ian and Bill. however, we would carry some fuel in the service vehicle for the odd times that it would be better to top it off ourselves, as was to happen at the end of day 2, but more on that later.

# Was that the Final Targa Tasmania? (cont.)



**DAY 2** had the cars exploring the challenging road conditions to the north west of Launceston, with us waiting for a drive past at Elizabeth Town. Our next drive past was at the approach to Latrobe, whereby we continued on to Sheffield, where there was a pause for lunch. After lunch the event continued with the Mt Roland and then the Paradise stages, before they returned through Sheffield to drive back to Launceston. It was wet for much of the day and we were told, once back in Launceston that the Targa-fest display, in Launceston CBD, was cancelled. We had serviced the Sigma and found it needed the clutch cable replaced, which we all attended to, with Ian crawling underneath the car to connect it and then adjust it at the firewall. We had also topped up the Sigma from the Jerry cans, so the Sigma could go straight into the Silverdome, to save late running time.

After the evening meal, while Jack and Vin were awaiting the next day report time to be texted to them, Ian and Bill drove into Launceston CBD to fill the BT-50 and refill the Jerry cans, ready for day three. It was a 'phone call from Paul, at about 9pm that advised us that there had been a fatal crash on the Mt Roland stage, that afternoon. Jack was still waiting for his now very delayed report time for day three when we returned. All we knew from Paul was that it was a crew from Qld and that it had been on the evening news in Melbourne. No car description, or crew details were yet released. Being long time Targa competitors, Jack and Vin were really worried about who it might be, as they know so many of the crews from years past.

Myself being the supreme pessimist, I offered that serious 'discussions' would be taking place between the Premier, the Chief Commissioner of Police, Targa officials and Motorsport Australia senior officials. Mark Perry, representing Targa, would have been very busy trying to keep the event alive and

able to continue. I have no doubt that Motorsport Australia would have been threatening to pull the event permit, which would have ended this Targa immediately. It would appear that some type of compromise was struck which enabled the event to continue, but only as a 'touring event' and with the stages still using closed roads, but posted speed limits to be obeyed at all times. Thus 100 kph would be the maximum speed that the cars would be permitted to drive at.

Jack and Vin, after careful consideration of all the facts, made the decision that they would continue in the event. Some of those sensible reasons were, all our remaining accommodation bookings were already paid for, Targa deserved our full support to be able to continue, service crew flights were arranged to depart from Hobart, on the Monday and it would have been impossible to move the return ferry trip to any time earlier. Meanwhile, with the competition element of Targa now ended, John had been able to book an earlier flight back home to Townsville on Friday morning.

**DAY 3** was mostly wet as we headed east to pass through St Mary's on the way to St Helen's, for the lunch break. We caught up with the Sigma and crew as it was being refuelled by Vandenberg's at St Helen's before they went into lunch. We returned to St Mary's for our lunch, then we waited for the cars to arrive from the road to the 'Chain of Lagoons' stage. With just a wave past, we followed them back to Fingal where they turned off to the north for their next stages, while we then waited for them to arrive at Avoca. Another quick service was performed and the Sigma returned to Parc Ferme' in the Silverdome. Meanwhile, several of the top teams were loading their cars onto trailers or into trucks, obviously not planning on continuing any further, they were quitting the event.

**DAY 4** was a big one, with our whole 'caravan' needing to be packed aboard the service vehicle, yet still leave easy access to any tools or spares we may need to reach in a hurry. We were heading across to the west coast, at Strahan, making it to all the service points required while also towing the tandem trailer as well. Our plotted course would take us past Cradle Mountain, so we could get to the Waratah crossover with least distance travelled and within adequate travel time. With another wave past from the Sigma, we headed for Zeehan and on to Strahan. With the trailer parked and the luggage unloaded, we decided that the servicing would have to be in a picnic shelter we have used in previous years, because we were in a steady drizzle, in Strahan. The immediate problem to solve for the Sigma? Jack had nudged an earth bank with the right front corner and pushed the guard back onto the tyre, slightly. Much leverage was applied to persuade the guard back to about where it should be and the suspension was thoroughly inspected to make sure there wasn't any damage. Plus, we made a good job of washing all the mud off the tyre, guard and wheel, so the damage would be less noticeable. It had been a long day and all this damage repair was eating into the late time and they still needed to fuel up via Vandenberg's, before booking in.

**DAY 5**, Saturday and we would loop back to Strahan, via Burnie on the north coast. We waited in Tullah for the wave past then followed them to the Waratah crossover, where we added 20 litres for them to drive through the Hellyer Gorge, while we continued on to Burnie via the Ridgley Hwy to catch them on the side of the highway on their way to their lunch in Penguin. We grabbed some BP fuel in Burnie to make sure we would always have 40 litres in the Jerry cans for our refuelling of the Sigma at Tarraleah on Sunday. The motto, 'Be prepared' comes readily to mind! Another quick service and my notes from then suggest we added 20 litres to the Sigma, but I think they had visited Vandenberg's to fill the tank.

**DAY 6**, Sunday and another long day ahead. My notes suggest we had to be packed and gone well before 7am, to stay ahead of the progressive road closures. It was raining as we packed the luggage and attached the trailer, so then it was, 'see you at Tarraleah!' As we were a little ahead of our timing at Derwent Bridge, we were able to grab a quick cuppa and something hot to eat. Then it was off to get through the last stage that could stop us, the drive through Tarraleah. We set up with our fuel churns at the ready, as there would be no 98ulp anywhere

before New Norfolk. We got about 30 litres in the tank and they then continued. We packed up and drove through to Hobart, parked the trailer, unloaded all the luggage, then Ian drove into Hobart to collect Jack and Vin as the Sigma was now in Parc Ferme'.

That night we enjoyed a traditional final dinner together at the 'Ball and Chain' in Salamanca Place. Monday morning we headed to the airport for our flight home to Melbourne. .

On Tuesday I tested positive for COVID-19, as did Vin a couple of days later. Ian stayed virus free, despite us travelling close together for over a week. Because of the positive test result, I was unable to attend two funerals while I was considered contagious and had to remain in quarantine, one of those funerals was for Steve, our team member and friend. How Ian stayed 'clean' is any bodies guess?

Can Targa Tasmania survive? Well, if it does survive in the present format, it probably won't be on a Motorsport Australia permit, that's because their insurers don't want to continue insuring Targa style events. I think Targa High Country (THC) can survive, but Tasmania is well known as the tourist state and I don't think they will want to have the reputation of having dangerous tourist roads. The fact that the very, very fast cars can exceed 250kph on some of the stages that normally carry tourist traffic at 100kph seems irrelevant. I hope that Targa Tasmania can survive, but there will probably need to be further changes to how it operates.

As an aside to this Targa season, Jack and Vin have been announced as the 'Thoroughbred Trophy' winners for 2022. I can only imagine that points were awarded to all entries that completed Targa Tasmania this year where the Sigma crossed the finish line in Hobart. They had also placed third at Targa High Country. Well done guys, ably supported by John, Ian, Steve and Bill over those events.

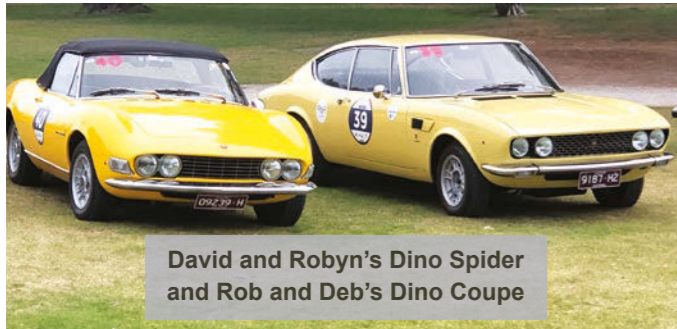


# REFLECTIONS ON TARGA FLORIA AUST 2022

## Introduction by Lyn Bartold

Our article in last FIATMonth about the Targa Florio event did not give the participants a chance to give their impressions of the event so here is their chance to do so. As you will see when you read these impressions, reactions were more than positive – in fact a thumbs up from all. With most of us already signed up for next year's event, this may encourage others to join us in 2023. Go to the Targa Florio Aust website for more information

## David and Robyn Judd (Car: 1969 Fiat Dino Spider)



David and Robyn's Dino Spider and Rob and Deb's Dino Coupe

A strong FCCV contingent have just completed the 2022 Targa Florio Australia which culminated at the 2022 Australian Grand Prix.

After a couple of aborted programs delayed by Covid everything finally came together, along with the bonus of laps on the GP track. The much anticipated run had fantastic weather, was extremely well planned and managed, saw us driving on some great country and regional roads and competition tracks in Victoria's South East. We competed in over 70 competitive stages with a great bunch of fellow competitors in a diverse range of cars.

In our case the car preparation took long term planning and the Covid delays meant that we could add an extra FIAT Dino to our cars. Both Dino's (Spider & Coupe) were upgraded and prepared with the deadline in our sights, both cars performed well and delighted the drivers putting the Dino engines through their paces.

The Judd's had very successful and satisfying results with an overall third place to Rob and Deb, and a fifth place to David and Robyn as well as sharing the team prize with the Bartolds. (Go team - "Dino's and the X")

It was also very satisfying to enable our family members to enjoy an experience on the GP track.

Overall score - a priceless experience. All our thanks go to the Lawson family who have now established Targa Florio Australia as a must do experience.

## Deb & Rob Judd (Car 39: 1967 Fiat Dino Coupe)

Wow! A few weeks ago, after 2 years and 3 postponements of the Targa Florio Aus, I was not feeling particularly excited about the event. But now I am hooked!! What a great 4 days of fantastic roads, superb locations, beautiful classic cars, like-minded people and fun. We competed in David's Fiat Dino Coupe, restored just in time for the event. Thank you, David.

As it turned out Rob and I teamed pretty well with our driving & navigating skills and in the time trials. The highlights of the trip are hard to pick out but the Day 2 drive into Leongatha on Main South Road and Grand Ridge Road were just amazing and probably the best driving we experienced. Being able to do the event with friends I think made it all the more memorable. The welcome by local communities was special - particularly shown in the enthusiasm of the primary school students in Mirboo North & Korumburra. And the finale, driving laps of the track each day at the Australian Grand Prix circuit and a couple of trophies topped off a very special few days.

## Toni and Tony Romeo (Car: 2011 Abarth 500) Photo 3314



Toni and Tony Romeo's Abarth 500

Monday 4th April could not come soon enough. With much anticipation, yet not knowing what to expect, we headed off to Pt Leo Estate for the start of our first Targa Florio Australia tribute.

The next four days of navigation and regularity time trials tested marriages and friendships to the max! My navigator (and wife when not navigating) eagerly jumped into the driver's seat to enjoy the wonderful winding backroads of the Victorian countryside.

The range of cars was spectacular - from a 1928 Bentley, 1930 Oakland and 1938 Mille Miglia Spider to modern day Mercs, Ferraris and Porches and everything in between. Even our humble modern day Abarth captured its share of attention.

At the end of each day all competitors would come together over dinner to compare notes, view results and recount adventures of the day. AFI premiership player Steven Alessio provided wonderful entertainment during the dinners making light of daily events showing wonderful videos, photos and drone footage of the day.

Congratulations to Rob and Deb Judd on their 3rd place outright while in the Teams Competition "Team FIAT" (Rob and Deb Judd, David and Robyn Judd, Peter and Lyn Bartold) were winners of the Teams category.

A big thank you to the Lawson family for their amazing commitment and hard work in organizing and running the event. See you next year!

## Frank and Cathy Marinelli (Car: 1970 Fiat Dino Spider)



Frank and Cathy Marinelli's Dino Spider

This was our third Targa Florio and the event gets better and better each year. Targa Florio is a great opportunity to drive our car for four days, to appreciate how it drives and handles the great Victorian roads and to take in the beautiful scenery along the way, to meet new people and to have fun.

One of the highlights was seeing the excitement on the faces of the primary school children as we drove through Mirboo North. It was also great to finish the competition at the Grand Prix and getting to do laps on the track.

## Bill Freame – Targa Florio Aust Experience



Jack Waldron

Unlike the usual Targa events that I service at, Targa Florio Australia is set at a lower level of car and crew preparation than a Targa Tasmania requires, and that is a very good thing. There is certainly room in the calendar for both types of events and some competitors will be quite prepared to accept the unique challenge of either event. The Targa Florio style of event doesn't require the super grippy tyres, massive brakes, a roll cage, helmets, harnesses and driving suits because the event stays well within the legal road speeds at all times when on public roads. The 2022 Targa Florio comprised of some very classy classic vehicles, being exercised instead of just appearing at car displays. Therefore, many of the crews were married couples, a welcome attraction to truly test the relationship under the pressure of the tests they would encounter during the four days of the event.

New to this type of Targa rally, Jack Waldron had entered his well-seasoned FIAT Abarth 750GT, a veteran of 25 Targa Tasmania as well as many other similar events. This car is the Abarth development of the venerable FIAT 600 of 1958, with further development and improvements by Jack, over the time of his ownership. This Abarth retired from those active Targa's a few years ago, when the speeds required to be competitive were becoming more than the then 60-year-old car could be expected to safely maintain. A less stressful Targa Florio event would be well within the capability of the vehicle and so it was brought out of its retirement, to further justify its existence to continue in the Waldron collection.

For an event that had been hardly on my radar, I enjoyed the experience of driving around on more of the fabulous driving roads in this state in Jack's service vehicle., ready to assist when required. Rarely were we more than three hours from Melbourne. I was glad to be of assistance to keep the Abarth in the event and when we finished I began preparing to service

# REFLECTIONS ON TARGA FLORIA AUST 2022 (cont.)

with Ian Maud, for Jack and Vin and their Mitsubishi Stigma at Targa Tasmania at the end of April. This is an event that we all look forward to each year.

## Lyn and Peter Bartold (Car: 1978 X1/9)



Lyn and Peter Bartold's X1/9

This year's Targa Florio event was the second that we had driven in ( we had won entry into the 2019 event and were given a week's notice to get ourselves ready- not the best preparation!!)

A little more prepared this time, and with a number of other FCCV members also entered we had a great experience. It took a while to get our heads around the competitive side of the event again but once sorted it was all good. We drove on some magnificent roads where our little X1/9 was well

suited and we were not getting left behind by the much more powerful cars. The social side of Targa was also great, with plenty of opportunity to mix with like-minded people.

We were shocked that our 1978 X was in the Legends class, too young to be in the Classics which goes up to 1976, but its ability to hold its own on tight windy roads, of which there were many, still made us competitive (taking out 5th in that class)

I would highly recommend the event to anyone who enjoys the challenge of driving and navigating the fantastic roads we have in Victoria. Sincere thanks to the Lawson family for the organisation of such a fantastic event and for their patience and friendliness to all the contestants, all the way through the event.

Bring on 2023!



The X1/9 in action



Laps of the GP at the end of the event

# Coming Events

## General Meetings

July 14th 8pm Veneto Club  
August 11th 8pm Veneto Club  
September 9th 8 pm Veneto Club

Join us for dinner in the Bistro from 6.30pm. Bookings essential

Contact Lyn Bartold 0433 034 721

## Caffe di sabato

July 2nd Veneto Club 9.00 am

Aug 6th Veneto Club 9.00 am

Sept 3rd Veneto Club 9.00am



Photos taken will be sent to Club icsunonove in Italy who will be celebrating the occasion over that weekend in Torino

## Caffe di sabato- July 2nd Celebration of the X1/9 50th Anniversario

X1/9 Display – under portico  
Veneto Club 9.00am – 11.00am

Contact Peter Bartold 0414 867 280



## X1/9 Run to Eden, NSW

July 22- 24

Join us to meet up with our NSW and Canberra X enthusiasts to celebration the Anniversary

Details on back page of this FIATMonth

Non X1/9 drivers also welcome

Contact Peter Bartold 0414 867 280



## Run to Winton Festival of Speed

Sunday 7th August

Meet: Ford Factory Admin Office 7.15am for a 7.30am departure

Purchase tickets online or at gate

Contact Sandro Cesario 0420 277 701

or Joseph Sammut 0412 211 581

Over 500 cars racing and on show over 3 days, featuring John's Historic Touring Car race. Classic Sports Car feature race and Super Sprints for Group C tribute cars and Historic Sports Sedans.

# Coming Events



## Run to Marong Picnic and Display Sunday 29th August

Meet at BP outbound Calder Park for the drive to Marong  
9:00am for 9:15 Departure

Contact Joseph Sammut 0412 211 581



## Harry's Run

Sunday 11th September

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

Contact Richard Unkles for details  
0411 185 779

## Fiat v Alfa Bocce Challenge

Veneto Club

Saturday 17th September

Join us to defend the Cup  
(last played in 2019 when we won!!)

Pasta and Pizza Dinner after the match

Contact Paul Pozzobon 0418 552 290

We will be supporting the charity,  
Special Olympics Bocce Team at this event



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 Committee Member, Ralph Di Censo, is in charge of the merchandise and  
 can be contacted on 0438 232 875 if you wish to purchase any items.

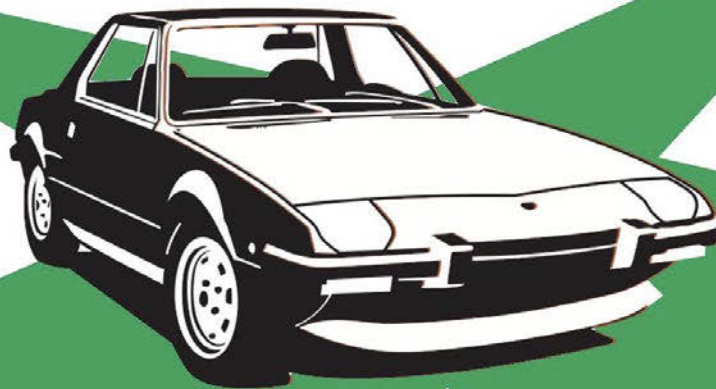
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## Road trip to Eden



## 50th Anniversary Drive

22 JULY - 24 JULY 2022

For more information, visit [xl9.com.au](http://xl9.com.au)

### Friday July 22

7.30 am Meet at BP Officer

10am Coffee Stop Sale

12 noon Lunch Lakes Entrance

4.30pm Arrive Accommodation Boydtown

### Saturday 23rd

Drive, sight seeing and photo opportunities

Dinner The Long Stocking Brewery, Pambula

### Sunday 24th or Monday 25th

Drive home

Contact Peter Bartold – 0414 867 280