



# FIAT Month

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

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

**MAR 2022**

**ZAGAME**  
AUTOMOTIVE



**SHARE THE  
PASSION**

presents  
**autobella**  
Costume D'epoca *Italian automobile festival*



DEAF CHILDREN AUSTRALIA  
597 St Kilda Rd  
MELBOURNE

**SUNDAY  
20 March  
2022**

**50 YEARS OF FIAT  
X1/9 AND 124 CC**



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photography Frank Ceconi



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**MAR 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:  
Autobella poster  
Featuring:  
Anthony Cementon's 124CC  
and Paul Pozzobon's X19  
Poster by Go to Wo

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### FIATmonth Editorial Committee

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

### FIATmonth deadlines

5th of the month prior to publications.  
Next issue: May 2022  
Deadline: 5th April 2022





2021-22

# THE CLUB COMMITTEE

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M: 0419 171 661; M: 0418 552 290

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### MSCA Delegate

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### 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 Tyzak  
Peter Bartold

Lyn Bartold  
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Colin Templer  
Jon Carroll  
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Harry Baker\*  
David Judd  
Sebastian Bongiorno  
\*deceased

Life Member and Patron — Peter Bartold

## SERVICE AWARD MEMBERS

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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...

It is wonderful to be able to report on some events that we have managed to hold since our last FIATMonth came out and to look forward, in anticipation, to ones that look like they will happen. The X1/9 Run was held, with an excellent turn up, a variety of competition events have taken place and our Annual Big Tomato Day was another success. We have a very full calendar of coming events for March, April and early May so, hopefully, all these will get off the ground and our next FIATMonth will be full of reports.

One of these coming events is Autobella, our major event of the year, where we have a chance to display our cars in the fantastic setting of the Deaf Children Australia grounds with our Costume d'epoca, Diorama, food, trade displays and the chance to catch up with fellow fiatisti. See our backcover for all the details.

For me 2022 is an important year as it is the 50th Anniversary of the X1/9 and our X1/9 Run that was held at the end of January, which you will read about in this magazine, was a great way to kick off a year of celebrations.

For Peter and I, our love of X1/9's began when we were part of the 1974 NSW/Vic Fiat Club's European Tour. On this trip we spent a week in Torino where we were treated as "Fiat royalty" by the Fiat company. Visits to the Fiat Museum, the Mirafiori factory, and anything Fiat related. This included being shown an X1/9, which we had read about but never seen in the flesh and so our X1/9 love affair began. When news

that the X1/9 was going to arrive in Australia in 1978, Peter put an order in for one from the first shipment but unfortunately we missed out. This also gave us a chance to rethink the decision as with 2 very young children the X1/9 was not a very sensible purchase, even only as a second car, so we continued with a variety of Fiats, more suited to a family for the next few years.

We bought our first X1/9 in 1985, second hand, and the X obsession began. We still have that X1/9 (with some modifications and a few different paint jobs) as well as an X1/9 race car, and our latest X, a 1981 model that we bought a few years ago which was very low mileage and had been tucked away in a garage, unused for 25 years. It required very little work to get it back on the road and is now "my" part of our his and hers X1/9s. I don't drive it enough, but usually manage to take it on the FCCV Annual X1/9 Run, as I did this year. I drove the 170kms on the custom made X1/9 roads and thoroughly enjoyed the experience (just as well I have a fabulous mechanic who looks after it for me !!).

Allora..... X1/9's have been part of our DNA since we bought our first one in the 80's and even earlier when we first got a chance to see one in the flesh in 1974. There will be more opportunities to celebrate the anniversary of the X1/9 throughout this year and we are hoping to travel to Torino in July to be part of the Club X1/9 Italia's celebrations.

## EDITOR'S PHOTO OF THE MONTH

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



FIAT month

FIAT month — March 2022





## Rapporto del presidente



After launching into the New Year with great enthusiasm and confidence we have run headlong into another few COVID related issues. It is hard to believe that we are still being impacted to such an extent over 2 years since the onset of the original cases.

The first quarter of 2022 was stuffed with events that had been hanging over from previous years and now many of them seem to be at risk of being cancelled, postponed or

moved. There are plenty of opportunities we have almost had to enjoy ourselves and as things return to normal there will be more. When this edition of FIATMonth arrives we will have just been at the Geelong Revival and the Lancia Castlemaine events, both of which have been carried forward from late last year. Autobella is fast coming up and we look forward to making this years event even more spectacular. With the continuing growth of the diorama section it will be interesting to see how many

vehicles come complete with their Summer Vacation themed accessories.

In other news I have been working on improving my technology skills. At the X1-9 Run on 30th January, which I am sure will be covered in depth elsewhere in the magazine, I started trialling a video and audio gimbal device. The hope is that we will be able to edit together better visual media to provide for member consumption in future. As part of that I am looking for volunteers with interesting collections to peruse, video and discuss. As is always the case with these requests, I am happy for people to volunteer their friends in a bid to help them overcome the innate shyness that descends whenever we call out for help. There won't be anything too personal covered and edited copy will be shown and discussed prior to any publication.

On a last note for this month's little diatribe, I was interested to find out a few days ago that a picture of one of my Fiats had graced the cover of the Fiat Club of America 2021 Calendar. There had been a request sometime in 2020 for images which I must have responded to but had certainly forgotten until I had a copy sent through recently. Our club 2023 Calendar will be compiled from contributions the same way this year so start thinking about sending me an interesting Fiat photo for consideration.

Yours FIAThfully




## Fiat 123rd Anniversary Rally

Bendigo, Victoria, 10-13 November 2022

All historic Fiats welcome to join in. All Fiats welcome.  
Display and Driving events plus time to visit the famed  
Bendigo Swap Meet



Fiat owners from all over are invited to take part in a friendly and social event that revives the car club event feel of the past. Not a concourse, not a race!

A tour will be organised in conjunction with the event either before or after depending on the date.

Club and individual entries welcome.  
Historic focus but all participants welcomed.

Accommodation and additional info upon request

Get it Out, Dust it off and bring it along!  
Awards for many categories including best project on a trailer. All Fiats from all clubs.

We haven't had an event like this since 1991.  
Let's get together and restart something.  
The 125th is in a couple of years! .... NSW?



Contact and bookings: Roger Beattie 0400 177278  
fiatcentral.victoria@gmail.com







# CLUB CALENDAR

## JANUARY 2022 – MARCH 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.

### 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 or Lyn Bartold 0433 034 721
- Sun 6th** **FCCV display at the Lancia Register Castlemaine event**  
Contact Joe Sammut 0412 221 581
- Thurs 10th** **General Meeting. Veneto Club or by Zoom 8.00 pm**  
Bookings Eventbrite or link via Roger Beattie and FIAT Pronto
- Sat 12 – Sun 13** **Phillip Island Classic Festival of Motorsport**  
Contact Sandro Cesario 0420 277 701
- Sun 20th** **FCCV Autobella at Deaf Children Australia, St Kilda Rd**  
Contact Sebastian Biongiorno 0419 536 876

### APRIL

- Fri 1 – Sun 3** **Run to Auto Italia Queanbeyan Park (Canberra) TBC**  
Contact Roger Beattie 0400 177 278
- Sat 2** **Caffe di sabato. Veneto Club,**  
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552
- Sun April 3rd** **Lygon St Festa FCCV Display 8.00am**  
Contact Sandro Cesario 0420 277 701
- Mon 4 – Thurs 7** **Targa Florio Australian Tribute**  
Contact Lyn Bartold 0433 034 721
- Thurs 7 – Sun 10** **FCCV Display at Australian F1 Grand Prix**  
Contact Sandro Cesario 0420 277 701
- Sun 10** **Australian F1 GP at Albert Park**
- Thurs 14** **General Meeting. Veneto Club or by Zoom 8.00 pm**  
Bookings: Eventbrite or link via Roger Beattie and FIAT Pronto email
- Fri 15 – Mon 18** **EASTER**

### MAY

- Sat 7** **Caffe di sabato. Tinroof Café Niddrie**  
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
- Thurs 12** **General Meeting. Veneto Club or by Zoom 8.00**  
Bookings Eventbrite or link via Roger Beattie and FIAT Pronto email
- Sun 15** **Maling Road Auto Classico. Canterbury. FCCV Display.**  
Contact Robert Judd 0438 871 044
- Sat 28 – Sun 29** **Historic Winton**
- Sat 28** **FCCV Run to Historic Winton**  
Contact Joe Sammut 0412 221 581



COMPETITION EVENTS ARE LISTED on the Competition Report page.  
FIAT month — March 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 10th March  
Thursday 14th April  
Thursday 12th May

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  
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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 15 new members since the last magazine. A great start to the year.

### WE WELCOME THE FOLLOWING NEW MEMBERS –

- Theirry Kisnorbo:** Fiat 1500, Jensen Interceptor, AMC Rambler, Renault R8
- Tony De Luca:** Jaguar V12
- Anthony Willia & Karen Piil:** Fiat 124 Spider
- Yolanda & Timothy Mansfield:** Fiat Topolino, Lancia Fulvia Sport
- James Harris:** Fiat X1/9
- Nicholas Assetta:** Fiat 125S
- Gareth, Jude & Cara Downes:** Fiat 125S, Alfa 6C
- Marcin Petruk:** Abarth 595
- James Sargeant:** Fiat X1/9
- Adam Pase:** Fiat 850 Sedan, Abarth 595 Comp
- Michele Farinacci:** Fiat 500F

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 PERMITS

I have received and fitted my new small size permit plate to the 850. It looks much neater and will help with airflow for the future front radiator!

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.

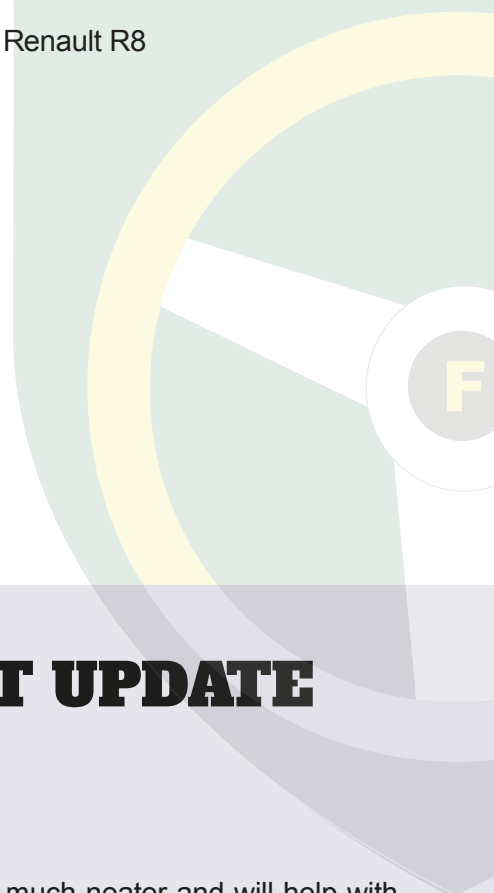
To use this process please send a scanned copy (or good readable photo) of your renewal form to our dedicated email address [permitrenewals@fiatclub.org.au](mailto:permitrenewals@fiatclub.org.au)

### CLUB PERMIT SIGNATORIES

Name	Location	Phone
Peter Bartold	Wonga Park	0414 867 280
Phil Buggee	Dandenong	03 9794 6692
Mario di Censo	Bulleen/Balwyn	0419 171 661
Bill Freame	Glen Waverley	0412 814 855
Frank Marinelli	Brunswick	0411 511 679



FIAT CAR CLUB OF VICTORIA



FIAT month — March 2022





# Featured Member: David Olle



I was born into a Holden family, though we were not a parochial car brand family as such. My father never thumped the wheel while driving, exclaiming 'Bloody great Australian car' or any of that ilk. It was more something my brother and I developed, as we'd walk to school and take the long way past the local holden dealership in Cheltenham, particularly when a new model was due. Faces pressed against the showroom window, dreaming of riding in the latest model. We'd truly get excited about Push button radios, fan boosted heaters, and other Nasco accessories. The HR was the first model that I recall catching our attention, which only increased to the power of ten, once the new range of Kingswoods and V8 Monaros followed, a year later. Lew Wade Fiat was up the road towards Southland, and I used to pass the showroom daily, on one of my paper rounds, with barely a glance.

As a teenager I dropped out of school, and after stacking shelves for a month or two, took up an apprenticeship as a mechanic at the Holden Dealership in Bentleigh. V8 Toranas were regularly in the workshop, and my boss ran Peter Janson's racing team, as a sideline. As an apprentice, my dream car was an HR with chromies, sports wheel and extractors. And, ideally, disc brakes, and a fan boosted heater/demister, which I never managed to acquire. I had a string of early 70's Holdens, in different guises, through all my years at the dealership, and later, an EK, and even an FJ.

In my late 20's I came under pressure to accept a chocolate brown Fiat 125S, with a punched in front guard, to remedy a bad debt. I'm sure my mate, 'one-eyed Jim' (called that because there's only one "i" in

Jim).who surrendered the car, instead of the \$150 owed, truly believed I was getting the better deal, but not I. At this point in my life, I'd never looked at a Fiat, I'd never wanted a Fiat, and as apprentices at trade school, we had laughed dismissively of the brand, as we shared all the FIAT acronym jokes. But now, all of a sudden, I owned one.

Very quickly I realised I had been remiss in never looking closer at the Fiat brand. My immediate impression was of a little square car (a box on a box, really) driven by a 4 cylinder DOHC engine with a two-barrel carby, and a 5 speed o/d transmission, that would blow the doors off any holden I had previously owned. Easily....and, as standard fitment, there were velour seats, carpet, rear window demister, two speed fan heater/demister, dwell wipers, bucket seats, rear centre armrest, exhaust headers, thermostatic fan clutch, mag wheels and four wheel disc brakes, et al.

Four. Wheel. Disc. Brakes.  
Standard.  
In 1970.

Most of these things never featured as Nasco accessories for GM, let alone standard fitment. I really felt like tracking down all the apprentices I had enjoyed those jokes with, and saying 'Just have a good hard look at this!'

Of course, it was not without its faults. It wasn't long before I realised the head gasket was blown, as I was getting 'hydraulic lock' on start up, but only after the engine stopped with number one at BDC. Until I got it into the workshop, I used a combination of rolling the car a little in gear, and/or flicking the ignition key, to get the water out of number one pot, before start up. Looking back, I find it hard to believe this actually worked, but it did, I swear it. I did the head gasket on a Saturday afternoon, and found the head was warped, but as I had to drive to work on Monday, I put it back together with a new gasket and all was good for about three months, until it blew again. I reverted to the original cold start 'roll and/or flick' until I made it into the garage, and ensured this time I had the head machined.

There was only one key, for the ignition, but the vent window locks had both fallen off, so locking the doors would have been an act of sheer fantasy, anyways. The dash lights never illuminated above one candle power, making driving at night, to a speed limit, pure guesswork. The multi-function switch was very loose

in operation, meaning high beam could often come on at random, and I swear by skilful manoeuvring of the switch I could even make this car wink at others (which was a futile effort really, as no one could wink back). I loved this car like no other, and eventually, like many other things in life, I let it slip through my fingers... cosi-cosa. Photos tb-giro-fiat 5, pearl-fiat-forrest, fiat- Subaru-betty-2016

But by the time I moved it on, the fever had well and truly taken hold. I looked out for 125s forevermore and it took until 2005 before I stumbled across another for sale, and picked it up cheap. Not quite \$150, but in modern day terms not far off. I have since bought another three 125s, a 125A and two x 125 Specials. One became the pink Giro Fiat, and another the Bianchi Fiat. And, of course, I'm still looking. I'd really love a chocolate brown 125s, like my first one. I'd even take one with a punched in guard.

Since that first 125S in 1987, I have carried the Fiat fever affliction quietly, and almost kept it in the closet. However, on joining the FCCV it flared, and before I knew it, I was 'out and proud'. At the last Fiat Christmas party I attended, I found myself amongst an aisle of X1/9s, and while involved in all the X1/9 chatter, I caught another variant of the disease. This led to the recent acquisition of a fine X1/9, fully restored, through the club. It's officially my daughter's first car, and the argument I use, is that she can have just the one passenger, no more. The story, of course, is wafer thin, and you don't need 20/20 vision to see through it, but I'm holding to it, for now. I'm hoping to film a drive from Mt Beauty up to Falls Creek in my PBS X1/9 (the PBS being an acronym for 'Peter Bartold Special') a loosely based Australian version on the opening scene of 'The Italian Job', but one with a happier ending.

Unbeknownst to me, for quite a long time, was that the only car my parents ever bought new, was a Fiat Multipla, from Sturt St, in South Melbourne, the year before I was born. They didn't have it long before it died on a roadtrip to Canberra, where it was traded on a FC wagon. I think I can remember the Multipla, or I could be super imposing an old B & W photo of it, into my memory. Maybe I even contracted Fiat Fever in utero? I will never know. I'll leave that for some budding medico to write a PHD on. I'm just glad I never caught the Multipla variant.



Most recently I acquired a purple HR Holden, and guess what- it has chromies, sports wheel and extractors. So, I am not quite over the 'Holden Fever' yet either !!

## David Olle Topbike Tours – Owner & CEO

David has been involved in cycling for more than 30 years, and Topbike fulfills his life dream 'find a job you love and you'll never work a day in your life'. David has himself raced bikes from club to world level, and done mountains of road riding and touring. He managed the Australian Mountain-bike Team at five World Championships (whilst Cadel Evans was a member of the squad).

David has covered the Tours of France, Italy and Spain for magazines and worked at the Sydney 2000 Olympics and Melbourne 2006 Commonwealth games as a cycling journalist. He has supplied commentary on these and other cycling events for Melbourne and National radio stations.

David conceptualised and produced six seasons of the TV show 'Cycling Sooty Park/Topbike TV' and the radio show 'Cycling DnA'.



Current 'Fiat Fever Variant' : 125/S/Special



# Competition Report

Sonja Luthi, Competition Secretary

WELCOME to 2022, a new year with new sporting ambitions.

The year is still young and already we had sporting activities.

The Alfa club ran their first sprint event of the year and our club was represented by 10 competitors and 2 spectators. Good showing and congratulations to all. Details follow

Elsewhere in sport, January was of course dominated by the Tennis Australian Open but for me also by The Dakkar. We followed the event as every year with great interest and admiration for the courageous participants. I have to admit, I have a soft spot for Stéphane Peterhansel and Carlos Sainz in the cars and Adrien Van Beveren on the bikes. I am also proud of the achievement of Molly Taylor, coming in as 14th on her debut. You go, girl.



Sonja driving her Cappuccino at Phillip Island

We have been busily preparing car and crew for the Targa High Country (11 – 13 February), where Phil Buggee/Paul Freame, Jack Waldron/Vin Gregory and Ernst and I will be competing. We just reviewed our recce footage again against the stage notes.

We will tell our tales in the next magazine.

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

## COMING EVENTS: MARCH TO MAY

Please check on the Motorsport Australia website for the dates, as they may change.

SPRINT EVENTS		
Sunday 6th March	MSCA	Sandown
11th-13th March	VHRR	Phillip Island
Saturday 2nd April	MSCA	Sandown
Sunday 3rd April	PCV	Sandown
Sunday 3rd April	AROCA	Winton
Sunday 1st May	AROCA	Sandown
Sunday 15th May	MSCA	Winton
MOTORKHANA EVENTS		
Sunday 27th March	VMC	Pakenham
Sunday 3rd April	VKC	
Sunday 1st May	VMC	Bryant Park
Sat 28-Sun 29 May	VMC	Deniliquin
HILLCLIMB EVENTS		
Sat 26, Sun 27 March	BLCC	Mt Leura
Sunday 24th April	PIARC	Bryant Park
Sunday 1st May	GCC	Bryant Park Logic Centre
Sunday 15th May	AWDCC	Albury/ Wodonga

# AROCA SPRINTS – PHILLIP ISLAND



## JANUARY 16TH

An enthusiastic group of 10 FCCV members headed for Phillip Island to compete in the Alfa Club Sprints and had a great time.

Here are the thoughts of some of the group on the day.

### FRANK CAIA

The first of the Alfa sprints kicked off in January, this is very early in the new year and caught a few people by surprise (including myself), and to my surprise it was well attended. On reflection, I think everyone is trying to get in as many events as possible because you just don't know what's around the corner in these Covid times.

Speaking of attendance, the FCCV had one of its highest participations in attendance (10 members) mainly driving a swarm of 500 Abarth's and a sprinkle of classics and a highly modified foreigner. It was good to see some new faces at the track - Frank Russo, Sam Russo, Mark Spinosa (FCCV member?), Marisa Gangemi and Jed Comand, as well as the normal contingent of Tony Romeo, Frank Spinosa, Peter Bartold, Frank Caia, Brian Garret and Ian Maud. The noticeable absence of Mario Di Censo caused a bit of chatter, and the rumour was when he saw all the competition coming, he didn't feel well and withdrew! However, it looks like he actually got a dose of Omicron!

We have attended this event over the last 2 years, and this was the warmest and driest day we have had (and the windiest!), so everyone was keen to do their best lap times. As I said, there were plenty

of 500 Abarth's but I don't think there were any in standard original condition and it was difficult to compare apples with apples.

Let's see....in order of originality .....

**Marisa Gangemi's 500** looked like it was the only standard car, but not sure.

**Frank Russo's Biposto**, original yes, but has factory modifications. Is it standard..no .

**Peter Bartold's** has definitely had some tweaks done to his, but secret men's business to what extent.

**Tony Romeo's** has definitely has been modified – it's the noisiest!

**Frank Spinosa** has the sleeper version, looks innocent in baby blue but definitely the most potent and again has a lot of secret men's business in his car.

**Jed Comand's 500** ... Well, it's a standard Bathurst model!

The other FCCV members and their cars represented were..

**Brian Garrets X19**, running a near standard road car and having fun.



# AROCA SPRINTS – PHILLIP ISLAND CONT.

Ian Maud's X19, Prototipo replica, not anywhere close to standard and a very fast, potent race machine although road registered

My 124 spider, the "great pretender" Abarth, but with classic looks (lol).

Frank Spinosa's Alfa 4C (driven by Franks brother, Mark) beautiful car but not a Fiat.

Sam Russo in his slightly (!?) modified Toyota 86 (Japanese fiat?)

Results of lap times showed that everyone struggled to beat previous best times due to warmer and windy conditions, however exceptions were Peter Bartold (new flash tyres?) and Tony Romeo (more courage?).

There were still some exceptional lap times from all, and everyone having a crack at doing their best with

the Russo's, Jed , Ian and Frank Spinosa (Alfa 4C) doing some stunning lap times, as well as Marisa doing her first competitive event at the Island.

The good news was that no breakdowns or accidents happened, only a couple of people falling off the track who we won't mention their names.

For me personally, Phillip Island is the most difficult track to get 100% right at such a high speed. Every corner has the potential to do better, trying to get that perfect line at the right speed. But my challenge corner is turn 1, where I don't know if its fact or fiction, but you can supposedly take the corner without backing off the accelerator. Lots of courage! Well, I tried but chickened out every time, only achieved it without touching the brakes a few times but always backed off the accelerator. Next time I will try again!



## BRIAN GARRETT

For the first Sprint meeting of the year you could not ask for better conditions. Blue skies and a gentle sea breeze coming in off Bass Strait, Scuderia FCCV members were looking forward to a great sprint day, efficiently run by the Alfa Romeo Owners Club.

Eleven members had entered but unfortunately Mario Di Censo was laid low with Covid so was unable to attend. Of course this did not stop Mario from monitoring the results at home via Natsoft and ringing in his opinion and suggestions on how we could all improve. Some of that banter cannot be repeated here.

A strong contingent of Abarth 500's were entered led by Peter Bartold, Eugene Jed Comand, Marisa Gangemi, Tony Romeo, Frank Russo and Frank Spinosa. In fact Frank Spinosa brought two cars, his Abarth and his Alfa 4C for his brother Mark to drive. I wonder I can find some genealogical connection to Frank?

Frank Caia arrived with his quick Fiat 124 Spider 1600 along with Sam Russo in the great looking Toyota 86 race car.

The X1/9 contingent comprised Ian Maud and Brian Garrett.

I am pleased to report there were no major mechanical failures on the day and overall the Fiat's ran like clockwork. Brian Garrett in the X1/9 had a left front strut damper go soft on him resulting in some interesting understeer in the right hand corners. A few had offs to help out the PI maintenance crew by cutting some grass, but overall a safe and very enjoyable day was had by all.

We were warned early in the day to keep an eye open for the gaggles of PI Geese that wander the course, and, although they stayed mostly off the edge of the track a couple of times geese could be observed standing on the track chatting to each other. Overall they did not cause any problems. A great time was had by all with some excellent times recorded.

Please consider joining the Scuderia FCCV Sprint Team. A street registered car can be used with very minor additions and you get to drive on some of the best tracks in Australia. Your driving skills will greatly improve and you will have the pleasure of the company of some questionable characters but have great fun.





# AROCA SPRINTS – PHILLIP ISLAND CONT.

## FRANK RUSSO

I attended the AROCA Sprints- Phillip Island with a group of FCCV members and what a day it was. The weather was great for racing, everyone was pumped to just get out on the track and have an enjoyable fast drive – after so many cancellations and lockdowns.

These ‘Sprint Meetings’ are a great way of improving driving skills while having fun and meeting different people. We are always learning or picking up something new by just watching and talking to other drivers.

I was especially impressed with Peter Bartold’s driving – considering his age(!!!), he drove brilliantly. Although, he did have a scare on ‘Turn 12’ that took the wind out of him, but he didn’t need to change!



After having a group chat, we all decided Frank S, Frank R and Peter B would do the last sprint of the day. As it turned out, it was the best fun and sprint of the day – with Frank Spinosa, followed by Frank

Russo and Peter Bartold all competing for the fastest time!

When we all got out of our cars after the sprint, I said, (I was sandbagging) – I got a time of 2.16 and the look on Frank Spinosa’s face was priceless, along with the comment from Peter Bartold– you’re kidding. I said, yes – only kidding! Even coming in 1st and Peter 2nd in that sprint, we still didn’t beat Frank Spinosa. He was the fastest on the day in our class.

Although, I do think both Frank S and I should be watching out for Peter Bartold’s tactics at future meets.

In summary, it was another wonderful event held for its members. These gatherings are great for not only getting together socially, but also having fun competing together then talking about our car’s performance; the passion we have for our cars and; how we can get an edge on achieving better times around the track!



## TONY ROMEO

In all it was another thoroughly enjoyable day at the Island thanks to AROCA - no rain and mild weather so this time no excuses were going to be accepted. There was strong comradery between all the FCCV members that participated and spectated. We all congregated around 2 garages.

The usual suspects were there. All the Franks - Frank Caia, Frank Spinosa and Frank Russo. The oldies - Tony Romeo, Peter Bartold, Brian Garrett and Ian Maud. The females - represented by the petrol head Marisa Gangemi. The new FCCV members - Jed Comand in his blisteringly fast Abarth 500 and Sam Russo (Frank’s son) in his Toyota 86 that looked more like a spaceship than a car.

The FCCV “team” had Sam Mazzeo attend who provided his expert advice by telling us to “go faster”!

On the other hand, Jed had to contend with the mediocre advice from his friend and fellow new FCCV member Mark Eddy (who has quite a history of professional motor racing) advising on strategy, racing lines, tyre pressures and so on!

## IAN MAUD

The first time in a long while (for me) that it wasn’t raining at the Island! No wonder we had such a good turnout overall, and for the FCCV in particular.

It was great to see the quick boys playing (500 Abarths and brother Mark in Frank’s Alfa 4C – a very nice vehicle), but there was entertainment aplenty for the rest of the mob as well: beaut to see Brian back in (yay!) another X1/9, while Marissa was putting her driver training to good use.

I spent much of the day trying to squeeze a few more tenths from the Prototipo, and for the first time in many years of competing at the Island...I went around turn one without braking! The silly part is – once you’ve shown yourself you can do it and mentally adjust that this is the ‘new normal’ - (where have we heard that recently?!!) – you can’t understand why you hadn’t done it all those other times in the past!



As usual, even though we didn’t have Mario there to “stir the pot” due to COVID, Frank Russo more than adequately filled in for him. Frank was able to fire everyone up and started the bragging debate of “who had the biggest” - biggest turbo, biggest brakes, most horsepower, best suspension setup, and so on. He managed to worry many of us by understating his lap times by many seconds - a technique often used by the great Mario DiCenso himself.



I had my eye on the mirrors a fair bit and made room for quite a few faster cars, and am looking forward to a Winton to level the playing field a bit! I actually came in a lap early on my last run, as the Cape Barren Geese that had been grazing trackside all day decided to venture out on to the black stuff, raising yellow flags.

I reckoned I had gone as hard as I could for the day, and one thing definitely not needed was being called to the C of C’s office to explain a goose-shaped dent in the front of the car!





# NAUM JOHNS TRIBUTE

By Phil Buggee and Bill Freame.



Photo by Peter Bartold

Lapsed FCCV member, Naum Johns passed away in the days between Christmas and New Year, 2021. Yes, his membership had lapsed, but only because he didn't trust paying anything, including FCCV membership, by the internet. Several friends had offered to make the transaction electronically for him, but a little bit of stubbornness regarding having to rely on others to do things like that had him very firmly dig his heels in. He was determined that he was going to pay his membership in person at a meeting. COVID-19 lockdowns, then travel and meeting restrictions put paid to that possibility.

Naum was a primary school friend of Phil Buggee, an enduring friendship of over 50 years and it was through that friendship, others of us became Naum's friends as well. Through continuing with that association, Naum met many of us where we were all frequently talking fluent FIAT, and through that Naum was eventually attracted to the FIAT brand and through that was also often involved in helping to prepare and to maintain Phil's, and others competition cars, before and during events. Naum also became involved as one of our members that represented this club as a team driver in at least two Winton regularity relay events. He also became an enthusiastic Service Crew member for Phil and Paul at Targa Tasmania which also included on a few Targa High Country events. Naum in particular enjoyed driving in the FCCV economy events he was able to attend.

His collection of just FIAT cars is the brown X1-9, known to us as 'The Snickers Bar car'; the joke he much enjoyed as being 'It's Chocolate Brown on the outside with the nut inside'. Just recently he had also purchased the ex-Frank Spinosa X1-9 race car with the intention to continue participating in club sprints. Interestingly he also had purchased a 124 Spider that he was intending to restore to do some cruising on FCCV club runs and also to show at some of the displays we have.

In his young years he was a competitive Ice Hockey player, skating at St Moritz in St Kilda. He also worked part time at Luna Park, which is also in St Kilda. Both of these activities he shared with Phil. Naum spent a few years in Western Australia, working on the pipe lines as grinder operator. Naum was a very enthusiastic and highly qualified scuba diver, at the senior level of 'Dive Master', and through and because of that he was also a very skilled under water photographer. He could be very vocal and expressive of his views about environmental issues and the commercial over fishing of some fish species. Additionally, he was also interested and heavily involved in restaging ancient battles, as a warrior, with the additional skill of making his own realistically accurate and full body chainmail that he would wear in battle and with associated realistic weapons that he could make.

With his booming loud voice and that most unforgettable laugh, Naum could be heard over almost any noise! His loud laugh is well remembered by his friends and now so very much missed.



Photo by Bill Freame

# A VERY GOOD DISPLAY

By Bill Freame.

The several times delayed wedding of Aiden and (now) Felicia Buggee eventually happened on New Year's Eve, 2021, in the Deniliquin district of New South Wales. Not everyone invited was able to attend because of COVID-19 infections, however it was still a well-attended event by friends and members of both families. The Freame family attended and spent several days holidaying in the area, enjoying the 42 degrees C heat of most days and spending much time in the motel pool.

The Depot, on the Cobb Highway, in Deniliquin township has an amazing display of Historic Vehicles and a Memorabilia Collection from mostly the post WW2 timeline. This display consists of mostly the Purtill family collection of vehicles, because since 1951 when Leslie Purtill started his bus business, the Purtill family have run most of the school buses, the bulk fuel distribution service and most of the Caltex service stations in the Southern Riverina area.

Just before COVID struck in 2019, the Depot Museum was constructed to consolidate in one place, the vast collection of vehicles that were being stored in sheds all over the area. Now that they are stored in the Depot, the museum will keep the vehicles more active and some of the old school buses are pleasingly still used for functions, sports team transport and in particular ideal for wedding party transport. Still their most popular bus for this type of work by far is the 1948 OB CAC Bedford affectionately known as 'Rosie', a bus that was very active in the area for many years.

One particular vehicle that attracted my attention, on show in the foyer showroom at the front of the museum is a very well presented 1962 FIAT 500 D Bambino, with the suicide doors body style. Leslie Purtill purchased it from an Italian family in Balranald (about 200km by road from Deniliquin) in the early '60's, however he found that it proved to be less than suitable to transport his boat and outboard motor. His son, Keith, swapped him for an FJ utility and the FIAT 500 became an important part of the Purtill bus transport group. Incredibly, their diminutive FIAT 500 was used to transport four bus drivers to Blighty each day to start their school bus runs. Also carried on board and on a roof-rack was milk, bread and newspapers for the Blighty store.

It was a very crowded drive, summer or winter and one of the drivers (Daryl Howard) was over six feet tall. Imagine the condition of the roads in the 1960's, with the drive to Blighty about 35kms, sometimes in 43 C heat for the return trip. This FIAT 500 D is presented and displayed to the public in very good condition, and amusingly, it is rumoured that all six Purtill brothers have managed to squeeze themselves in it at the same time. Another plus for the 500 D is that it is rumoured that they all learned to drive in it! An amazingly versatile vehicle!





# 50TH ANNIVERSARIO ICSUNO NOVE RUN



By Lyn Bartold

Photos by Peter Bartold. Roger Beattie, Joseph Sammut, Nicole Black, Jac Black

This year's Annual X1/9 Run which is held in January each year, has special significance as this year as it is the 50th Anniversary of the X1/9. Our meeting place was in Warrandyte and 18 X1/9's and large group of other Fiats and other cars headed off for a fantastic drive on a fine day, ideal for targa roof-off driving. The route was set by Peter Bartold, Frank Spinosa and Ralph Di Censo and it took us through Kangaroo Ground ( where our top of car photographer Nicole Black took lots of shots of the cars passing), Yarra Glen, Healesville and on the Black Spur to Marysville for our morning tea stop. The roads that were chosen were ideal for X1/9s as well as all the cars present, so there was plenty of chat and laughs as we enjoyed the treats on offer at the bakery. The second part of



Start in Warrandyte



On the road Kangaroo Ground



the drive took us up to the entry into Lake Mountain where we had a photo shoot, lining up the X1/9's for one photo and the great variety of other models that were present for the other photo. We then headed off on the road to Warburton via Reefton, which has to be one of the best roads in that area and, to our delight, with very little traffic on it. Unfortunately John Flemming experienced some problems and the group lined up on the shoulder of the road while the " Xperts" tried to help. Fortunately, Joe Sammut had his high-viz vest in the boot and he controlled what little traffic that passed. John was able to organize an RACV pickup and eventual delivery to his home, so not a good day for John and Anne.



Morning tea in Marysville



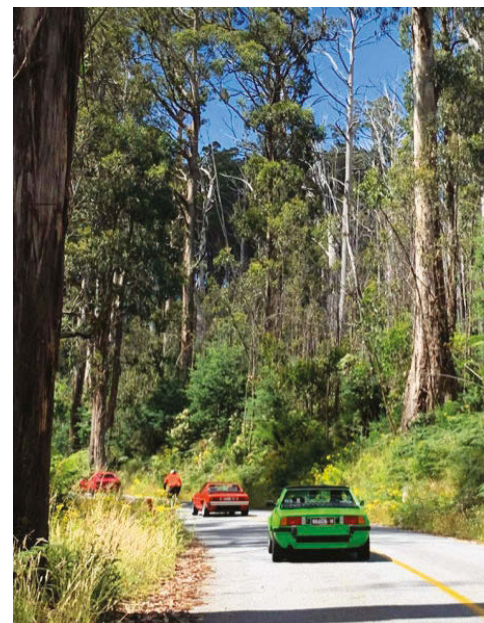
## 50TH ANNIVERSARIO ICSUNONOVE RUN CONT.

The second part of the drive took us up to the entry into Lake Mountain where we had a photo shoot, lining up the X1/9's for one photo and the great variety of other models that were present for the other photo. We then headed off on the road to Warburton via Reefton, which has to be one of the best roads in that area and, to our delight, with very little traffic on it. Unfortunately John Flemming experienced some problems and the group lined up on the shoulder of the road while the "Xperts" tried to help. Fortunately, Joe Sammut had his high-viz vest in the boot and he controlled what little traffic that passed. John was able to organize an RACV pickup and eventual delivery to his home, so not a good day for John and Anne.

We continued down the road enjoying the twists and turns and, most unusually, not too many motorbikes going in either direction. Eventually we reached Warburton and were back to quiet driving to our lunch destination at the Yarra Junction RSL. As our group were the only customers, we enjoyed a very nice lunch and were able to socially distance ourselves adequately to be Covid safe.

Overall, it was a great day, being one the first opportunity to get out as a group and enjoy our cars which have been locked up in our garages for many months. Personally, I had a wonderful day driving our red X1/9 with Peter in the grey X. Driving the 170kms on roads built for X1/9's was a joy and it was great to see X's up ahead and in the rear vision mirrors, as well as a range of other great Fiats made for a wonderful, much missed club experience. Thanks to the organisers for well planned event that was enjoyed by all.

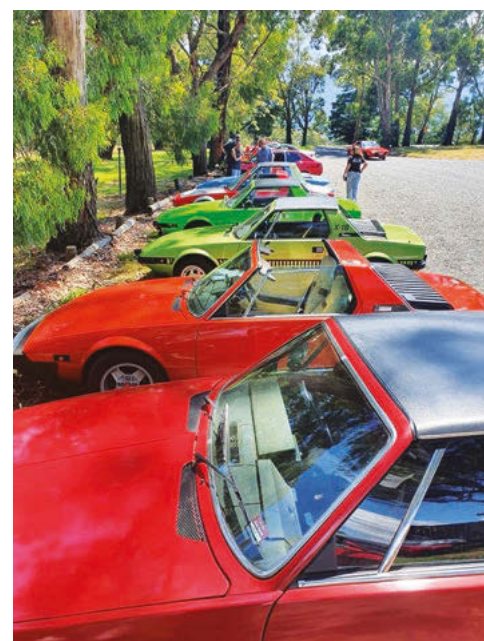
It was a great day with around 60 people involved, including a few new members and a chance to get out our cars and have fun.



Heading to Reefton – photos by Jac Black being driven by dad, John



Lunch at Yarra Junction RSL




## 50TH BIRTHDAY OF THE X1/9 CELEBRATION – JULY 2022

To celebrate the 50th Anniversary of the Fiat X1/9, a few FCCV members are looking at the possibility of travelling to Torino to join the X1/9 Club Italia for the activities they have planned in early July.

This will not be a fully organised trip like those we offered in 2017 and 2019, but more a gathering in Torino to be part of these celebrations with a few other visits to car events, displays and museums in that part of Italia that are around that time. Below is the program that Club X1/9 Italia has devised.

If you are interested in joining us, or already plan to be in Italia around this time, contact Lyn at [lynbartold@gmail.com](mailto:lynbartold@gmail.com), or Peter at [vignale124@gmail.com](mailto:vignale124@gmail.com)

**Club X1/9 Italia – Registro Italiano X1/9**  
 address: Via Cialdini n°15, 10138 TORINO (Italy)  
 telephone: (+39) 3480102659 - 3474471779  
 internet: [www.clubx19.it](http://www.clubx19.it) - [contatti@clubx19.it](mailto:contatti@clubx19.it)



**PRESS: July 2022, International Meeting and Celebration of the 50th anniversary of the X1/9 Fiat Bertone model, preview of the program.**

The 'Club X1/9 Italia - Registro Italiano X1/9', Italian club of the X1/9 Fiat Bertone model, announces that on 01-02-03 July 2022 it will organize an international event to celebrate the 50th anniversary of X1/9. The program will be structured as follows.

**/ Friday 01 July:**  
 meeting in the morning at the museum area of **Volandia** (address: Via per Tornavento n° 15, 21019 Somma Lombardo, Varese) which houses the **Collezione Storica Bertone**. Upon their arrival, participants will be welcomed and given access to the reserved area. During the day, visit to the Collezione Bertone will include 79 cars, models and prototypes that have made the history of motoring and its design; within these various special versions and prototypes of X1/9 models. Lunch organized on site. In the late afternoon, the group will move towards Turin (about 140km on fast roads) until they reach the hotel for the overnight stay (partner hotel: Tulip Inn Turin South Hotel, Via Guido Rossa n° 11, 10024 Moncalieri, Turin)


**/ Saturday 02 July:**  
 visit to the **FCA Heritage Hub** museum area (address: via Plava n° 80, 10135 Turin), inside the Fiat factory in Mirafiori, which includes over 300 cars from the history of Fiat, Abarth, Lancia and Alfa Romeo. Guided tours in Italian and English language. Lunch organized on site. By mid-afternoon, the group will leave Heritage Hub to return to the hotel. In the evening, a large **gala dinner**, with important guests who have made the history of X1/9. Speeches and awards with all the representatives of Club X1/9.

**/ Sunday 03 July:**  
 visit to the **Museo Nazionale dell'Automobile** (address: Unity of Italy course No. 40, 10126 Turin) where the group will spend the rest of the day. Lunch organized on site.

The official and definitive program, with all the details, costs and registration procedures, will be made public from February 21th. The program may be subject to changes. The event will take place in full compliance with anti-covid19 regulations (required by the facilities that will host us: super green pass and / or vaccination certificates).

Torino, li 19.01.2022

CLUB X1/9 ITALIA  
il direttivo





# From 'LeMons' to Motor Events Racing

By Robert Judd

Late in January I got a call from friend in Adelaide wondering if I'd be interested in filling a vacant 4th seat for his Team in a 2 day event at Phillip Island.

I was enthused with the thought of having the opportunity to spend maybe up to 4 hours circulating the PI track in a lightly race-tweaked Nissan 350Z, so after the due diligence checks to make sure I had all the right safety gear (had to borrow a Hans device), I confirmed my spot.

This event was a little bit different to anything I had been involved in before, as it was being run by Motor Events Racing who took over the reins of the old 'LeMons' events a year or two back, which are aimed at simple grass roots motorsport. The concept is that you purchase a low cost car, prep it and add the necessary safety gear and get out on the track in a team of 4 or more and have some (safe) fun. It's not 'racing' but 'sprint' as we know it, and has similarities to the 6 Hour (10 Hour) relay race run by AROCA, except that rather than regularity, there isn't a minimum time set for the lap\*.

So, the event is against the clock and the target is to do as many laps as possible, within the (just short of) 16 hours of available track time. The drivers change, but not the car. As I prepared myself I kept looking at the weather, knowing how fickle it can be at PI and it turned out to be a perfect weekend for weather. Mid 20's, cloudy and a light southerly, which is pretty much perfect for long stints in the driver's seat.



The car and team

Our car was in what is known as the "Outlaw Class" which is so named because it's beyond the specified low cost definition. The car was considered to be one of the fastest in the field of 26 cars with a BMW 3 (M?) in the same class.

The Saturday started early with garage set-up including telemetry gear and two way communication. Our 80 litres of fuel were purchased and located in the refuelling area with appropriate safety gear etc. and the drivers briefing commenced. It turned out that this event was the first that Motor Events had run under the control of Motorsport Australia and also the first at Phillip Island. They made a point of making sure we were aware of how important good behaviour was for this event and the potential for future events at PI and also with MSA.

Of particular interest in the operation of these events is that all drivers must have radio contact with the organisers when in the car (one way - organisers to driver) for safety and communication. Our car also

had two way communications with the pit garage (except for me). Also there is a requirement that if you put a wheel off the track into the dirt (even slightly) you must 'self report', which is to come into the pit lane and report to the organisers that you have put a wheel off. If there are multiple of these misdemeanours within a team there are penalties applied in addition to the lost track time, so we are all discouraged from being overzealous.

At 9:05 our first driver went out behind a pace car train to do 3 familiarisation laps. We took this in turn until the 4th driver (Richard), who on completion of his laps, gridded up for a rolling start. At 10:00am he was called in and driver 2 (Nick) went out onto the track. Richard had set a best time of low 2:02 seconds, but had managed to put a wheel off twice and had to come in to report, so not a perfect run. He also mentioned that the car had been intermittently 'fluffy' at times.



On the track

Smoke and flames

As 11:00am approached and we were ready to call Nick in and readying to do a refuel, things went sour. Unknown to us in the pit area, as the car approached the end of the sweeper into the start straight it erupted in a cloud of smoke and flames. The engine was turned off immediately and the car coasted down the straight past the control tower to the first section of grass where it could be safely driven off the track and parked. The fire was extinguished and after a few minutes the recovery vehicle collected the car and brought it back to the southern gravel carpark area dripping oil. A quick debrief with Nick didn't conclude what may have gone wrong, but we took a breath and had some lunch while the car cooled and then proceeded to jack up the passenger side to see what might be the problem. There was obvious fire damage to some wiring and plastic trays under the car, but when we looked at the engine from underneath the problem became clear. One of the pistons had decided to part company with the rest of the engine taking out a section of the block about the size of a typical letter. Bits of conrod, a gudgeon pin and misc. metal lumps were found in the sump. The car was put back on its trailer ready for the trip home to SA.

Then the sad process of packing everything up and negotiating the sale of the 80 litres of fresh fuel to other competitors took place and by about 4:00pm we left the track.

The weekend then turned into a relaxed tourist holiday, starting with an Italian dinner at Pino's in Cowes (with Ash Barty on the TV). On Sunday we did one of the local nature walks, punctuated with coffee and a snack at a local cafe and then take away dinner over discussions of just about everything. Richard and Brenton (the 3rd driver) went to the track on Sunday afternoon to see the

presentations and we were awarded with a medal for the 'most spectacular failure' of the weekend.

This wasn't the weekend we had all planned, but as sad as it was, I enjoyed the camaraderie of the team and with our partners we managed to make the most of both new and old friendships for a few days in a very pleasant location. The Team is left with an extensive and expensive rebuild, but no doubt will be back into it in the future.

I was left with a good impression of how Motor Events Racing run these events and like the additional controls of radio communication and 'self reporting' as both safety and management improvements.



Rob race ready

\*the MSA stewards and PI management decided to impose a minimum time for this event. The time was set at 1:55.





Luca and Danielle Dal Pra in 501



## The News Stand

Richard Unkles

Main news is that the Dal Pra 501 sports is now roadworthy and on the verge of running well. By the time you are reading this, the flat spot should be sorted and the car have its club permit. Some 30 years of museum storage has resulted in many items needing recommissioning plus sorting some matters that the original restorer in WA should not be proud of. Luca is getting the hang of the crash box on the back roads near David Stott's place. One really wonders if the car

ever spent much time on the road as the front end had so much toe out and the steering so heavy, that might be why it was deemed suitable for a life in a museum. Luca's professional engineering knowledge of helicopters is now supplemented by vintage engineering. Much of the assistance has come from David Stott with help from Rob Poynter and your scribe. A video of the car being driven can be seen on the club's Facebook page. Photo below shows Luca and Danielle practicing in David's yard.

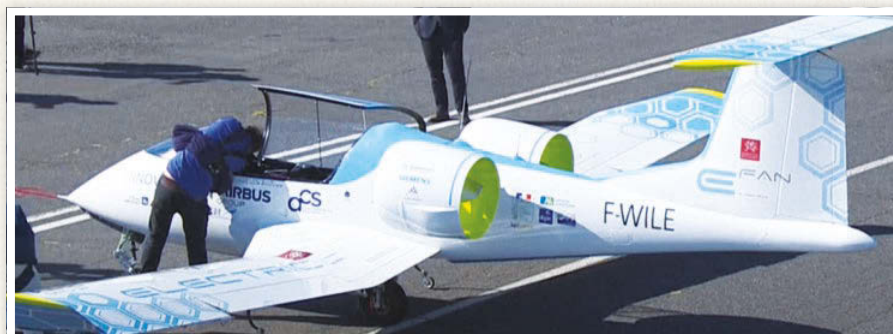
News from Norway includes that Knut Opheimsbakken has identified the correct headlights on his 1920 Tipo 501 chassis # 1201589 were actually Bleriot. The only original photo of the car from 1946 is rather vague as you can see below.



Norwegian 501 in 1946

These lights were made by the famous Louis Bleriot who was the first man to fly the 22 miles across the English Channel in 1909 in a plane of his own design, so winning the £1000 prize. As an aircraft manufacturer he made a pile in WWI and made car lamps after the war to help keep his factories busy. Knut obtained a pair of very rare Regna Zanadini headlights some 20 years ago for this and so these are now available. Contact can be made through your scribe if you have a use for these rare headlamps. It is believed the Regna Zanadini headlights were fitted when Corello supplies were short, especially during the periods of industrial disruption early post WWI. Photo comes from the first edition of Veteranvognposten in 1981. We look forward to another restoration of the very high standard he is known for.

Did you know? In 2015 Louis Bleriot's feat of 1909 was repeated when the first electric plane flew across the English Channel.



Electric Plane

## In Norway

Trond Thorbjørnsen has been busy fitting the FWB brake set obtained for his 510S. A minor adaption was necessary as the plate between the axle and the bolting platforms is different. A good winter project! Trond advises that the Omicron virus is tending to make people minimize their close activities inside with others, in short, a voluntary semi lockdown. It seems this provides good opportunities to work on your car whilst looking forward to the next summer's motoring.

Trond also sent this photo below for identification. He asked is it a fake photo. Jaroslav Exner in CZ Republic advises that this is another of the items that Silvani turned out in addition to the OHV conversions.



Silvani gearshift conversion



Trond's 510S and Brake Upgrade

## Too Good to Miss

The following photo came from the latest edition of Valve Bounce – newsletter of the Gippsland Car Club Inc edited by our own Ian Maud.



And how could you not include this shot? I don't know any of the background, but it's clearly from the days of celluloid...and incredibly dedicated (or expendable?) cameramen. Not even straps – just a few ropes! Not to mention the heat coming off that engine bay. At least they gave him a (pudding-bowl) helmet for...when the whole lot rolls over? Amazing!

Race Car and Photographer



# Tipo Torque (cont.)

## A Bit of Grand Prix History

Many may know the results of the 1923 French Grand Prix. Fiat entered their innovative supercharged 804 cars with straight 8 engines, a first for a Grand Prix racer. However the superchargers and engines were affected by grit entering the superchargers and eventually dropped out. This allowed Henry Seagrave to win in a Sunbeam with a 6 cylinder engine designed by Bertarione who had designed the engines for the previous model Fiats. The ironic aspect was that there was no water available to drink at the finish so Seagrave had to drink the Champagne. Seagrave was a teetotaler.

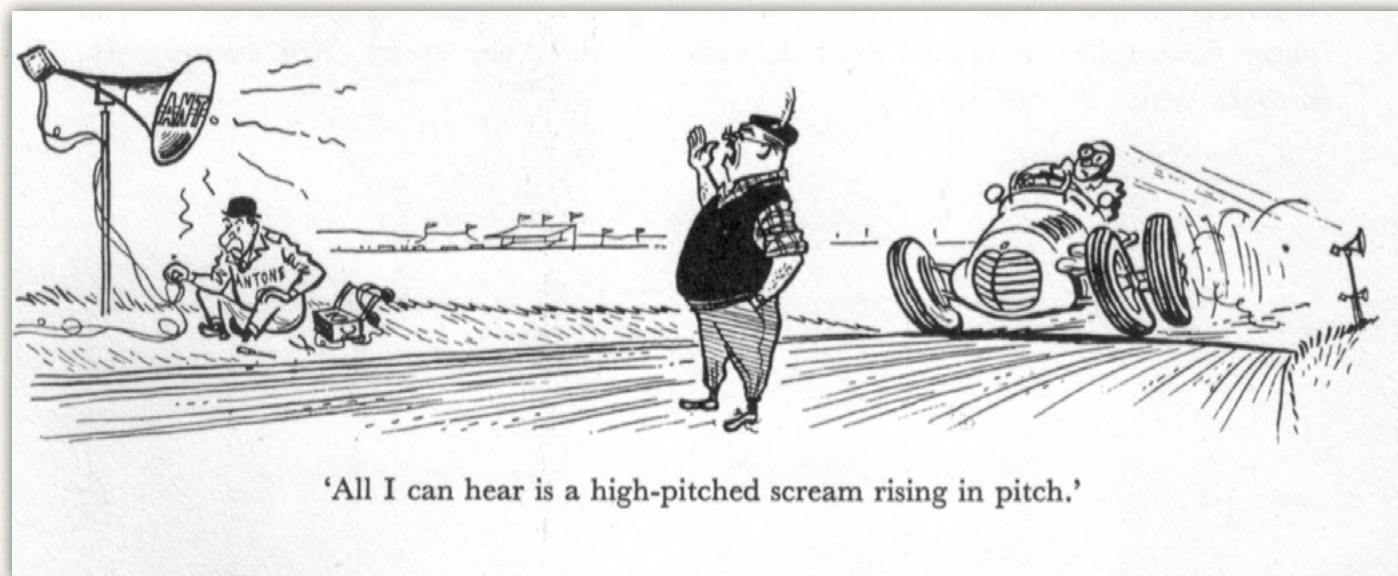
Again talking of the French Grand Prix, younger readers would be unlikely to know that the 1955 French Grand Prix was almost the last. One of the Mercedes SLR collided with the tail of another car and sailed through the air and disintegrated when it landed on the safety fence. This occurred on the grandstand side in front of the pits. The result was that the engine and much more was instantly projected into the grandstand. At least 80 persons were killed. Whilst racing did survive, safety precautions were seriously upgraded and, of course, insurance costs rocketed



Henry Seagrave winning the 23 GP



1955 French Grand Prix



## Crystal Balls for Motorists

Few would argue that our membership has been a major beneficiary of the use of fossil fuels over the last half century for both work and pleasure. Most also realize that change is in the air thanks to climate change. Unfortunately, just moving the electricity grid to renewables and eliminating coal burning generators is not the full answer, primarily thanks to our road transport system being based on liquid hydrocarbon fuels. On a per capita basis Australians are amongst the worst in generation of greenhouse gases, partly due to high levels of car ownership and partly due to the large distances in a thinly populated country.

So much will have to change. The question that seems to be rarely asked is "How will that affect me and my motoring in my collector car?"

The answer is likely bound up in the magic word "nett" in nett zero emissions.

Few would argue that it is not realistic to think that straight zero emissions will be achieved by 2050, or ever if my thoughts are correct. Parts of the world will still require coal for their (then) old coal burning power plants, and are better off burning a quality coal such as produced by Australian mines than poor quality alternatives. Also coal will also be needed as a feedstock for plastics to some extent, just as oil based plastics are now. So some coal mining will continue, but this will have to be offset by carbon credits and the almost mythical Carbon Capture Schemes that our current government seems to place faith in, despite the repeated failures of these systems to be proved practical. That area seems to be one that requires more research beyond improved forestation, though current indications it is an expensive flop that the Federal Government is hanging its hat on.

So if we are to be able to continue to drive our collector cars and driven by petrol, then what can we expect?

I suggest that with time there will be increased taxes on our fuel and also fewer places to fill up, but for a collector vehicle with modest use that is not likely to be a real problem. Electric vehicle charging stations and Hydrogen filling stations will tend to take over from the conventional service station in built up areas where there is no ability to charge cars parked in the street. On major highways they will also have to increase the size of their cafes and car parking areas as car owners will have to wait longer for their car to recharge than the 5 minutes to top your tank, pay and leave. Looks like it will be good for coffee sales.

Hydrogen is looking good for several reasons but at this stage cost is a concern. However, in most cases I do not see that it is worth converting a petrol car to hydrogen-based propulsion. Certainly, I expect my everyday 11 year old car to be replaced by one with alternative power by the time it is 20 years old.

It must be recognized that some activity in researching hydrogen for processing iron ore in this country makes a lot of sense. The iron ore is in areas where there is plenty of sunlight for solar panels to produce electricity to separate oxygen and hydrogen. The use of oxygen is very significant in iron and steel production so producing both makes sense at the same source. This would also eliminate any carbon related problems for any country that wanted to continue to use coal to produce iron and steel and improve on value adding we need for our exports.

So, if we can continue to be able to drive our collector cars with petrol, then where do the offsets come from? One example re forests comes to mind. When driving in Vietnam we managed to pass through an area of forest that was being cut down. It was explained that German interests were paying for the carbon credits gained by the forest growth but the Vietnamese were ignoring their obligations and cutting it down for the timber sales.

The same applies in the Amazon and in Indonesia. Hopefully Paris COP26 will limit this. What I do predict is that Australia and New Zealand may end up as places where people from overseas will bring their old petrol-powered collector cars to drive here relatively unencumbered compared to anticipated motoring scenes in Europe and the like. That begs the question of what power source the ships that bring their cars here will be propelled by. Think a ship would need a very big battery!

Sorry if you were reading this hoping for more answers than questions. Put on your thinking cap and see what we can do to preserve our world for those that come after us. So far, we only hear talk of what we leave for our grandchildren, which seems to be the furthest our politicians can think ahead. This is hugely short sighted as it seems mankind has lived in a civilized manner for some 10,000 years and our Indigenous population has existed for some 60,000 years. How about planning for those that come very long after us.

Cheers until next issue.



# 1954 FIAT 1100 VIOTTI GIARDINETTA ITS OWNER BOUGHT IT TWICE!

By Bruce Lindsay

## Introduction by Roger Beattie

*Bruce Lindsay is a long-term Italian Car tragic and at one stage had his 501 on the Devon Motors display at the 1962 Motor Show when it was the only roadgoing 501 in the State. He was also an early member of the V&V Fiat Club. He has since written on Lancia (Lancia 70 Years of Trailblazing) and been a valuable correspondent of mine from his home now alongside the old Longford Track in Tasmania where the ghosts of Grand Prix past still roam.*



“SA Man’s Costly Italian Buy”, said a headline in the Adelaide “Advertiser” of September 18, 1957. Signor Tullio Zaltron was quoted as saying “It’s not a dear car, but I always regarded it as my own. It even has my name painted on the door”.

Signor Zaltron and his father had emigrated from Genova in Italy to Adelaide in 1948. But, desperately homesick, they returned to Italy in 1954, and purchased what was then a distinctly up-market vehicle for their statutory business. It was, like 80% of new vehicles then sold in Italy, built by Fiat, in this instance on the 103 series 1100 “Millecento” platform. But this car had a very special “Giardinetta” 2-door estate car body by Italian coachbuilder Viotti.

Always associated closely with Fiat, and – like them – based in Turin, the firm of Viotti and Tolfo started building specialist coachwork in 1921. Starting with barely 10 tradesmen, the firm expanded in 1931 when it was reorganised as Carrozzeria Viotti SA, under the control of Vittorio Viotti. During the 1920s the firm established a reputation for adventurous coachwork with gracious lines, one of their truly beautiful designs being applied to the large 6-cylinder Fiat 525SS.

Unusually for its time and size, the Viotti concern had an assembly-line installation which allowed

them to build small runs of similar bodies on Fiats, Lancias and the like. They built some very attractive cabriolets on the prewar Fiat 1500 and 1100 chassis, a pair of very light and streamlined Fiat 508 Ballila coupes under Mussolini’s patronage for the 1936 Mille Miglia, followed by a short production run of lightweight aerodynamic 508 CS coupes in 1937. The firm was also responsible for some of the more sumptuous convertibles on the V8 Lancia Astura chassis in the late 1930s.

With all-new facilities after being bombed in 1943, and retaining the assembly-line principle, the company’s early post-war activity centred on the Fiat 1100 and Lancia Aurelia, for which they built timber-panelled station wagon bodies in some numbers, commencing in 1946. The small estate car or “Giardinetta” style was instantly popular, and although Lancia always engaged outside coachbuilders for its handful of wagons, Fiat was sufficiently impressed by the Viotti innovation that they moved to build their own from 1949, firstly on the tiny 500C platform.

Vittorio Viotti had from the outset been the firm’s administration manager and its designer, although Mario Revelli de Beaumont influenced strongly the company’s more dramatic designs of the mid- to



late-1930s. Viotti died in 1956, and from 1957 Pietro Frua (known for, amongst others, his design for the Renault Floride convertible) became Viotti’s chief stylist until they ceased production in 1964. During his time Viotti built small runs of specialist bodies for the Fiat Nuova 500, a pair of ambulance bodies on the luxurious Lancia Flaminia floorpan (one of which was recently offered for sale on Ebay internet auctions), and at the order of Tony Crook they built one only stunning convertible on the V8 Bristol 407 chassis for Crook’s daughter.

The diminutive Fiat 1100 “Giardinetta” bought by Signor Zaltron was one of only 54 built by Viotti. Small wonder that he was determined to keep it. He and his father decided that, after all, they would make their future in Australia, and made plans to return in 1955. The car was shipped to Adelaide, where the Zaltrons found to their surprise that, even though privately imported, the car had required an import licence. Without it, the car was seized by H M Customs, and no compensation was awarded to the Zaltrons.

Through the office of the Italian Consul, Signor Zaltron traced the car to Melbourne, where it was to be auctioned. He flew to Melbourne, and when the time came for “his” car to be sold, he held his hand up until there were no more competing bids. He had paid £700 for the car that he had already owned and shipped from Italy to Australia. The press of the day reported that the auction price was paid “in crisp £10 notes” at the conclusion of the auction. A permit was obtained, and the car returned to Adelaide, there to remain with the Zaltron family to this day.

Newspaper coverage of this saga scoffed that for not very much more money, Signor Zaltron could have bought a brand new Fiat wagon in Melbourne. While

Fiat certainly was by then building its own 4-door estate version of the Fiat 1100, the very special Viotti-bodied car was sold only from the Viotti works, and not through the Fiat dealer network

With two large doors rather than four small ones, the Viotti car was luxuriously trimmed, with large and still-comfortable seats, the fronts folding to allow rear access. Behind the back seats is a sizeable carrying space, doubling in size when the rear seats fold forward – very much the forerunner of today’s station wagons.

The body design is unique to Viotti, and uses no panels from the standard car. Its radiator grille is especially interesting, bearing no family resemblance to any of the Fiat range, but rather hinting at the coachbuilt designs on larger cars like the contemporary Delahaye and Pegaso.

The Zaltron car has covered only 72,000 kms from new, and is much cherished by the family. It is used only sparingly these days, although Signora Zaltron recalls that on some shopping expeditions the car would suffer from petrol vaporisation and the inevitable wait while the fuel cooled.

Mechanically the car is pure Fiat 1100, with that willing ohv four-cylinder motor, four-speed gearbox with well-spaced ratios, and a sweet-acting column shift. The “Millecento” was very highly regarded by the late motoring historian, writer and sometime Curator of the Montagu Motor Museum, Michael Sedgwick, who sold his Jaguar Mark V to drive one in the 1950s. He avowed that the 1100 was one of the best commuter cars ever made.

But can his affection match that of this car’s original owner – the man who bought his car twice?



# Vita Sociale

Photos by Joseph Sammut

It was great to be able to join with fellow FCCV members at the Veneto Club for our February Caffè di sabato. Around 50 members attended and there was a variety of cars on display as you will see from the photos on this page.

We hope that this will be the start of a return to normal when we can gather on the first Saturday of the month for this event. See the Coming Events pages for the venue for our Caffè di sabatos.





# Coming Events

## General Meetings

Live meeting or Zoom – TBA

March 10th	8pm Veneto Club
April 14th	8pm Veneto Club
May 12th	8pm Veneto Club

## Caffe di sabato

March 5	9.00am Veneto Club
April 2nd	9.00am Veneto Club
May 7th	9.00am Tinroof Café Niddrie



## Geelong Revival



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

Fiats in Classic Car Display – Enter individually

Contact Lyn Bartold 0433 043 721

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# Phillip Island Classic

## FCCV Run to Phillip Island and Display

Contact Sando Cesario 0420 277 701  
Joseph Sammut 0412 211 581

**FORMULA 1 HEINEKEN AUSTRALIAN GRAND PRIX 2022**  
7 - 10 APRIL

## Grand Prix Display

FCCV Display at Grand Prix  
Contact Sandro Cesario  
0420 277 701

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0400 177 278

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The FIAT club of VIC is welcome to join us on the oval for a display and enjoyment day.

# Lancia Castlemaine

## Run to Castlemaine Sunday and display

Contact Joseph Sammut  
0412 211 581



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**FCCV Display**

**Contact Rob Judd**  
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- 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  
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- 3.00pm Event completed

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