



FIAT Month

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

www.fiatclub.org.au

MAY 2022

Autobella 2022

Toscana's Tomato Bottling





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MAY 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 publications.
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Deadline: 5th June 2022



Front cover:
Bella Concorso Originale Winner
Joe Cipolla's 1969 500F

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2021-22

THE CLUB COMMITTEE

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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

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

Alana Freame
Harry Baker*
David Judd
Sebastian Bongiorno
*deceased

Life Member and Patron — Peter Bartold

SERVICE AWARD MEMBERS

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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



Celebrating 50th years of X19

As you may notice our magazine is bigger than usual this month and that is because we have had so many events in the last 2 months, including Autobella, our major event of the club year, that all need to be reported on I am sure we have all used the expression “feast or famine” and this really can be applied to the last few months. The “famine” of 2021 has definitely been replaced by a “feast” of events on offer in 2022, so far. It is wonderful that we are now in a position where we can go ahead with planned events, albeit, with caution and Covid safe measures in place.

We have had so many events on offer, some of which have been rescheduled at least once, that there has been plenty of choice, and in fact, with multiple events on the same day/ weekend that choices have had to be made. It was good to return to a “live” General Meeting and it is hoped that this will be the norm again. We were

entertained at the March GM with an auction conducted by Sandro Cesario who encouraged and cajoled us to buy items that had belonged to Life Member, Harry Baker who passed away some years ago.. Harry’s wife, Jenny, who is moving house, had given us lots of memorabilia, tools, model cars and other car related things and the decision was to auction them at the meeting. More than \$600 was raised and some donations added which was donated to FSHD Global, an organisation that the Baker Family supports. It was certainly an enjoyable occasion, and a chance to spend some face-to-face time with fellow Fiatisti

When you read of the Coming Events in this magazine, you will find there are lots more opportunities to get out, display your cars, compete in some motorsport, attend the drive events that are offered and to return to something resembling pre- Covid normal.

For those that know me well, it should be no surprise that events

that offer a chance to “dress up” will always be my favourites. So, March has been a bumper month with Geelong Revival, which has a Vintage Costume competition and Autobella which includes Costume d’epoca @autobella have given me the opportunity to indulge my passion. Although I did not make Peter dress up at Geelong as I usually do, there was no getting out of Costumi d’epoca and we dressed as a couple from the 70’s in original outfits from my collection. I hate to admit that we most definitely worn outfits like this back in the day!! I didn’t have the car to match the era at Geelong because the forecast of heavy rain had us leaving the 1978 X19 tucked away in the garage and taking the Abarth 500. At Autobella, however, the X was on display as were we in costumes of the same era.

Allora.... I look forward to seeing many of you at Coming Events and having the chance to share out Fiat passion again.

Signature



PHOTO OF THE MONTH

Peter and I at Costumi d’epoca@autobella in our original 1970’s costumes – he in the flared suit trousers and big collared satin shirt and her in the culotte dress



FIAT month

FIAT month — May 2022



Rapporto del presidente



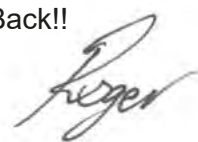
With a flourish a whirl and a crash, events have restarted. Autobella was a great success and will no doubt be showcased elsewhere in this edition. My efforts seem to have been focused on the Victoria part of our club name and therefore I have spent a lot of time flying the FIAT flag at regional events. As we catch up with the backlog of events, I am looking forward to getting a few raids on other events organised.

but only a couple of Europeans, a Citroen Light 15 and my 1200 Cabriolet. One of the English cars caught my attention because the owner had earlier been quizzing me on my car. She was Rebecca, an 11 year old girl who bought an MG Midget last year as an interesting car with which to learn about maintenance and road driving. I say road driving as she already has a Datsun Sunny speedway car that she races around Western Victoria tracks. The spirit of motor sport is alive and well!

The weekend after Autobella was taken up with the Eddington Sprints and the Llanelly Swap Meet. The crowd at Eddington was the biggest in years and I have it on good authority that we will have club members running next year to make a trip up even more rewarding. Another point of note and a feather in the cap of our tireless Editor occurred when I met a Riley aficionado who raved about how good the FIATmonth magazine was when he heard I was involved with the club. It turns out that he has a friend who passes it on after a few others have enjoyed it. Gratifying to hear.

I am writing this on the eve of my trip to Canberra for Autolitalia so I will miss the Lygon St Festa and the Targa Florio start. As I stated at the start of the column: Events are Back!!

See you at one soon




My 1400A

Rebecca's Midget



Heading for the Country



Eddington Special



Sonja driving her Cappuccino at Phillip Island

Eddington Sprints



Il president at work at Autobella - as selected by the Editor



CLUB CALENDAR

MAY 2022- JULY 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.

MAY

- Sun 1** **Autumn Picnic @ Indented Head**
Contact Harvey Richards (venue) 0412 333 238, Contact Joseph Sammut (run) 0412 211 581
- Sat 7** **Caffe di sabato. Tinroof Café, Niddrie**
Contact Joseph Sammut 0412 211 581, 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
- Fri 13 – Sun 15** **Vintage Drivers Club B40 # 2 Rally for drivers under 40 in pre 1940 vehicles**
Contact Richard Unkles 0411 185 779
- 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 221 181

JUNE

- Sat 4** **Caffe di sabato. Venue TBC**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 9** **Annual General Meeting. Veneto Club 8.00 pm. Election of the 2022/2023 Committee**
Bookings Eventbrite
- Wed 15** **Mid Week Run Historical sites in Melbourne's Northern Suburbs**
Contact Roger Beattie 0400 177 278 or Joseph Sammut 0412 211 581

JULY

- Sat 2** **Caffe di sabato. Four Door Café Mill Park TBC**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 14** **General Meeting. Veneto Club 8.00 pm**
Bookings Eventbrite

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 12th May
Thursday 9th June
Thursday 9th June AGM
9.00pm, after June GM
Thursday 14th July

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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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 9 new members since the last magazine. Most of these coming from our very successful Autobella event.

WE WELCOME THE FOLLOWING NEW MEMBERS –

Luca & Belinda Chiaravalle: Modern 500 Abarth
Domenico & Dianne Alberilo: Modern 500 Abarth
Girolamo Tassone: Modern Abarth 595 Competizione
Bruno Scriva: Fiat 850 Sport Coupe

Robert Anthony: Fiat X19
Angelo Russo: No Info
David Cursio: Fiat 500L

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

CORRECTION!! If you are applying for a permit for the first time, you are able to request either 2 large, 2 small at that time and they will be issued on the spot (stock permitting). Previously I advised that you could purchase one large and one small plate at first issue of the permit. This is not correct. You can only purchase 2 of the same size at first issue without additional costs.

The forms for applying for a permit have just been revised in format and content. Please ensure you use the up to date forms for any application or renewal.

Another change which has been implemented to align with Federal requirements and takes effect from July 1st, 2022 is that any vehicle imported from this date must have a 17 digit VIN stamped into the body, if it doesn't already have this identification. Clearly any vehicle imported which is eligible for a Club Permit will not already have a VIN and will therefore need to have this created and stamped on it (obviously there will be a cost and process for this) and this number needs to be recorded on the permit documents.

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

Due to work commitments, Competition Secretary, Sonja Lufti, is unable to continue in the role for the remaining months of the 2021- 2022 club year. We thank Sonja for the work she has done as Competition Secretary to this point. It was great to have a new enthusiastic member on our Committee when Sonja

joined us, but as a Committee, we understand that work demands need to take priority. The Committee will cover the role until the Annual General Meeting, to be held in June.

Contact President, Roger Beattie for information concerning Competition Events.

COMING EVENTS: MAY TO JULY

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

SPRINT EVENTS		
Saturday 7th May	AROCA	Sandown
Sunday 15th May	MSCA	Winton
Sunday 5th June	AROCA	Winton
Sunday 12th June	MSCA	The Bend
Sunday 3rd July	AROCA	Phillip Island
MOTORKHANA EVENTS		
Sunday May 1	VMC	Bryant Park
Sat 28th May	VMC	Deniliquin
Sun 29th May	VKC	Deniliquin
Sun 6th June	Khanacross GCC	Bryant Park
Sun 25th June	Motorkhana Group 5	Altona
Sat 16th July	VMC	Deniliquin
HILLCLIMB EVENTS		
Sunday 1st May	Bryant Park	GCC
Sunday 15th May	Albury/Wodonga	AWDCC
Sat 11, Sun 12 June	Ararat	ACC



NOTICE OF ANNUAL GENERAL MEETING 2022-2023 CLUB YEAR

9pm, Thursday 9th June 2022

(Following the June General Meeting held at 8.00pm)

All Committee positions are open for nomination
Nomination Forms are available at the May General Meeting

CLUB MEMBERSHIP FEES WILL BE DUE ON 30TH JUNE FOR THE 2022 – 2023 YEAR

All current financial members are eligible to vote at the June AGM
Direct all enquiries to secretary@fiatclub.org.au

MSCA SPRINT AT SANDOWN



Sonja Luthi's Cappuccino

By Sonja Luthi
Photos Ernst Lofti



Marisa Gangemi's Abarth 500

The weather leading up to Sunday was ominous with rain forecast and heavy falls during Saturday night. I braced myself for a wet event with a slippery track.

Driving to the track on Sunday morning was damp but without rain. We arrived at the track in time to prepare the mighty Cappuccino (e.g. putting the numbers on, check tyre pressure, tighten shock absorbers, and mounting the Dorian timer).

I may need to add that Ernst was not driving; he came as my pit crew and moral support.

I had entered in Regularity which also meant group 1.

Proceedings got underway at 9am sharp with the familiarisation run for any novices and then it was group one to the dummy grid. And off we went behind the course car for the first lap. The track was still a bit damp and turn one was quite slippery. So, I took it easy, getting the feel for it again. Times were not impressive, but at least I got kind of the back into the swing of things.

The other groups were proceeding with Marisa Gangemi in her lovely Abarth in group 5.

After checking the times and some deliberation, a conservative time

was nominated, tyre pressure adjusted and we lined up for run 2. Still a bit slippery and unstable car behaviour. I was not happy.

And I was not the only one; there was quite a number of recoveries of cars coming to grief somewhere on the track. No major damage though, just dented pride.

Run 3 came around after lunch. The track had dried out by now. I selected my grid position carefully. I noticed that the sooner I get overtaken by the inevitable faster cars, the better (regular) my times are. So, off we went, I started to feel comfortable and enjoyed myself. I was chased as usual by the MGs, Sprites, Triumphs, the odd Porsche and an Abarth. Marisa decided to join the Regularity field to find out whether that was more suited to her car.

And run 4 was much the same with less cars on the track though.

After that run, we packed up and went home.

Overall, a good day considering the dark clouds hanging over the track all day.

Participants:

Marisa Gangemi – Abarth
Sonja Luthi – Cappuccino
Ernst Luthi – Support crew

2022 TARGA HIGH COUNTRY

By Bill Freame

Photos Otherside Productions, Ian Maud. Steve Schmidt



The 131 in action

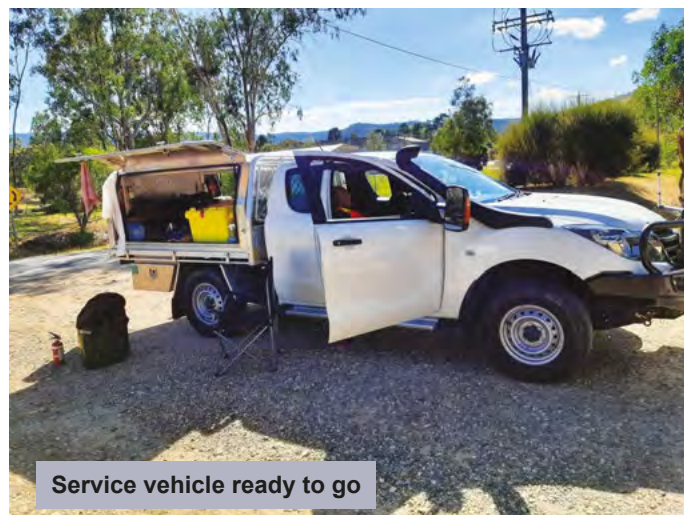
The highly anticipated Targa High Country was run this year, but after the tragedy of Targa Tasmania last year, maximum speed of any competing vehicle has been reduced to 200kph, with big time penalties, and worse for anyone exceeding this limit. This new rule has not been supported by all the competitors that it effects, obviously those with cars that can achieve much more than just 200kph! Regardless, this new speed limit just might save Tarmac Rallying for a few more years on the great driving roads that they use. The regularity categories have remained with their own limit of 130kph, a difficult enough speed to achieve on some roads, without having massive power and torque.

The event was run from the 11th to the 13th of February, with three entries from FCCV. Sonja and Ernst Luthi were in their Renault Alpine, in Classic Handicap, now up against the FIAT 131 of Phil Buggee and Paul Freame. Entered in Thoroughbred Trophy was the Mitsubishi Sigma, crewed by Jack Waldron and Vin Gregory. Servicing for these vehicles were Ian Maud and Steve Schmidt, for the Sigma, while Deb Buggee, Shayne Williams and Bill Freame would be servicing for the 131 and both service crews would be available to refuel all three of the cars. As previously, we would also be available for the long-time friends of most of us; the Subaru

of Ian Samson and Alexia Frost, with their car being serviced by Jeffrey Wilson. Additionally, most of this crew were also sharing the accommodation in one of the Chalets up on Mt Buller.

Scrutiny of the vehicles and credentials checking was done in a middle of the road car park, in the middle of Mansfield, in what at times became organised chaos, due to slightly too few officials doing too many jobs. With our cars and crews proving to be correctly entered, identified and accepted into the event, we had a leisurely cruise up the hill to Mt Buller where we unloaded personal effects for our stay in the chalet before a final check over of each of the cars to make sure they were as fully prepared as we could make them.

Additionally, the service vehicles were emptied of unnecessary items, fuel churns for day one added to the load and mobile phone numbers were exchanged and provided to everyone involved, just for emergency contacts if something unexpected should happen. A 131 spare wheel and an Alpine spare wheel were added to the Ford Territory that was servicing for them. Phil had also been approached by a (desperate) BMW competitor enquiring if their 20 litre fuel churn could possibly be added to the Territory, but Phil declined as there was already 70 litres aboard, in three churns, for the Alpine and the 131, just for Day One.



Service vehicle ready to go

Day one was a late morning start with a sprint off the mountain to Sawmill Settlement, then a transport though Mansfield and a few competitive stages to a late lunch in Whitfield. We added fuel in Whitfield, as required, but were concerned that the Renault Alpine hadn't arrived, despite them having clear instructions as to where we would be waiting for them and knowing that we were in a good mobile phone reception area.

Advised that they weren't coming we packed up and headed cross country back to Mansfield to add more fuel in a safe location close to the BP servo, before the final stage for the day, in late afternoon, from Sawmill Settlement back up to the Mt Buller village.

When the road was eventually reopened, the service crews returned to the village and servicing could be completed. The Alpine had withdrawn from the event, but it still received our attention to solving the starter motor problem it had suffered.

Day two had another sprint off the mount, the second of the three planned. From there the cars transported to Merton and then two more stages before a lunch display in the heart of Euroa. We serviced/ fuelled on the approach to Violet Town and warned earlier cars of a couple of big mobs of kangaroos that had been crossing the road nearby. Fortunately, by the time our crews arrived to be fuelled they had been gone for a long time.

We caught up with our crews again, in Euroa, before departing for our next refuel, at the side of road layby in Bonnie Doon instead of where we usually refuel at Merton. The Sigma also stopped there, not for fuel but to attend to making a quick fix to ensure the navigator calls could be heard by the driver. That was a successful fix!

From here, there was to be a street stage through Mansfield and then the cars are displayed at the 'Targafest'. We took the opportunity to swap wheels around during a quick service in Mansfield on the 131 as Phil was complaining of a vibration at the front of the car.



Servicing the 131

We correctly assumed that one of the front wheels had lost a balance weight, so both were replaced with the two spares we had. The drive back to Mt Buller after Targafest would prove if we had solved the problem, or if further investigation would be needed.

That drive confirmed that it must have just been a wheel balance problem, that appeared now solved. Also, as we now weren't carrying Alpine fuel, we were able to accept that spare 20 litres for the BMW, but as it turned out, this extra fuel was never needed.

Sunday would be the longest of the event and Shayne and Steve would both be returning to their homes from Mansfield, after the return stages. On this day, the stages are towards Jamieson, then to Eildon, for lunch, and then return in the opposite direction, with the finish in Mt Buller village. One of the stages is 48 kms long! We would add fuel near Snobs Creek, on a clear area well off the road. To my absolute surprise, Alana, Ruth, Erin and Mark arrived, up from Melbourne for the day, and they were early enough to see most of the early cars, as well as watch us spring into action to add fuel to the 131.

Alana took a photo of us in action, a permanent record of a well-executed fuel stop. Phil had requested that we be prepared to swap the wheels around, front to rear, during the lunch break at Eildon, a process that is permitted in the rules. So, Deb, Shayne and Bill had the Trolley Jack and a battery rattle gun with them when the 131 arrived, parked about 200 metres from where the Territory could be parked.

Upon inspection, the tyres were still in excellent condition so remained in their existing locations on the car. Deb, Shayne and Bill then proceeded to a pre-arranged location, near to Alexandra, to splash a little bit more fuel in the 131. Jeffrey was also there with us but not expecting to be needed by the Subaru.

A phone call advised us that the stages near to Eildon had been cancelled because of a serious accident, so we proceeded to the next pre-arranged refuel next



Phil and Paul and 131 with trophies

2022 TARGA HIGH COUNTRY CONT.

to the Mansfield Airport. On our way back through Mansfield, both Steve and Shayne collected their vehicles, ready to make their trips home from there. We added just enough fuel to the 131 to get it to the finish of the events final stage, in Mt Buller village.

Eventually the last car had run up the hill, the road was reopened and we proceeded to the top, arriving while the presentations to the winners were taking place. But we couldn't get into the court where our chalet was, because there was a Porsche parked diagonally across the entrance. Thus, we had to retrace our travel to park correctly in a parking bay, which the Porsche should have done. Ian and I both left little notes on the car, complimenting them on successfully blocking our access.

So, the results for our members? The Renault Alpine, a DNF. The Sigma, 3rd in Thoroughbred Trophy, and the 131, 2nd in Classic Handicap. That's a pretty good

result for the effort involved. Of additional interest for me (and many others, too) was the first appearance of a (Hawke) Lancia Stratos. It had overheating problems on Friday and fuel supply issues on the final stage on Sunday, but it was still going at the end of the event and these problems will be solved by this experienced crew, in time for the 30th Targa Tasmania, now just a few months away.

The eleventh Targa High Country was another great event, once again using and enjoying some of the excellent driving roads, relatively close to Melbourne, that the area is well famous for. Including also the multiple tour groups, there were about 250 vehicles entered. The weather was warm and the roads were dry, so it was an enjoyable event for most of those that had entered. FCCV had 11 members involved, comprising six members competing and five servicing for them.



Jack and Vin on the podium

GEELONG REVIVAL

By Lyn Bartold
Photos: Joseph Sammut, Peter Bartold



Saturday March 5th

Geelong Revival which had been postponed in November 2021 was held in March this year and our FCCV display day was on the Saturday. The weather prediction for the Saturday was for rain and it was raining heavily as we prepared to leave, so our X19 was put back in its garage and the Abarth was packed for the trip. I am sure some potential participants were put off by the prospect and we had only 5 cars on display – 2x 124CC's, 1x Abarth 500 and 2x Abarth 595s.



Sayba

One of the Abarths was owned by Rita Fegatilli whom, with husband Murray, we met for the first time. Also with them was Sayba, their Assistance Dog who was appropriately dress for the occasion.

The weather was drizzly at times but bearable and we were parked at the other end of the foreshore to our usual spot, however we were near the start of

the sprints, so plenty of action to watch. Of course, I had the Vintage Fashion Competition to keep me occupied and during the day the weather improved so the event was enjoyed by all.



A Siata- a very rare and interesting Italian car spotted at Geelong



Members and Cars

Joseph Sammut 124CC, Roger and Leslie Langdon 124CC, Frank and Dianne Newton Abarth 595, Rita and Murray Pearson Abarth 595 and Peter and Lyn Bartold Abarth 500

TOSCANO'S BIG TOMATO DAY

By Lyn Bartold
Photos: Trevor Prasad, Joseph Sammut, Peter Bartold

Another successful Big Tomato Day was held at Casa di Bartolo with around 30 participants. Once again, the tomatoes were supplied by club member Dom Cafari from Toscano's, Kew, along with some wonderful fruit to enjoy once the work was finished. Rob Toti supplied all the necessary equipment but was unable to be there on the day so Frank Marinelli stepped in as team leader. Thanks to Dom, Rob and Frank for making this relaxing and fun day so successful. It was a very efficiently run operation with all participants working together to produce 100 bottles of tomato sauce, with the bottles in the pots, cooking well before lunch time.

It was a pleasant day weatherwise and we had a great display of cars on the "tennis court" and under the trees. Once the work was done it was time to enjoy our picnic lunches and the pleasure of meeting together as a group again.



AUTOBELLA 2022

By Sebastian Bongiorno
Autobella Committee Chairperson



Well, I would have to suggest that this year's Autobella would have to be the Biggest and Best to date. After an absence last year due to COVID, everybody was very eager to return to Autobella. It gave members an opportunity to display cars that they have been working on and generally an opportunity to catch up with friends they have not seen in a while.

It was another great turnout for our car club again with very strong representation from our club members and other Italian marques. The diversity on the day truly reflected the nature of what Autobella represents.

The excellent examples of Fiats from our club members and the Italian marques that visited added to the diversity of the day. Alfa Romeo was the featured marque this year. To celebrate the Anniversary of the Spider, it was the feature car and a great selection was on display.

We also had a great display of Lancia's, probably the largest display since Castlemaine.

As usual we had a great attendance of exotic vehicles on the day considering that not far away, at a college close by, the annual Ferrari Concours was taking place



The weather was great which certainly encouraged a lot of the cars to come out and be displayed. We had very good support from our members which was up from previous years, along with non FCCV members also in attendance supporting Autobella. The calibre of cars in all the categories was again of a very high standard. Congratulations to all entrants.

Awards were presented to the various Fiat category winners along with winners from other marques. The awards were presented around the circular Rose Garden display and this provided a wonderful backdrop to present awards to winners.

Costume d'epoca was again well presented and another feature attraction on the day. Well done to Lyn Bartold for organising this. The Diorama, where members set their cars up for the theme of Summer Holidays was organized by Sandro and also drew lots of attention. Both these additional features are growing and proving to be very popular.

I would also like to thank the many members on the day for helping out in all sorts of ways. It was a lot of hard work and all their efforts were great and much appreciated.

Thanks to Zagame for all their efforts in bringing along all the new Fiat and Alfa Romeo models to display.

I would also like to thank the organizing committee of David and Rob Judd, Peter Bartold, Jonathon Crellin, Sandro Cesario, Danny Petterlin, Mario Di Censo and Paul Pozzobon. The great effort put in by these guys ensured the success of the event.

The sponsors play a major part in this day coming to fruition, and we like to thank the following: Zagames, Shannons were our Gold Sponsors again. We really appreciate their continued support.

We also appreciate sponsorship from GOTOWO, Ital Motors, NorthStar Plumbing, Parkes Body Works, Pellicano Giovanucci, Project Office Interiors, Rainbow Meats, S8 Property, The Italian Job. Without the above sponsors, the day would not eventuate so please support them as much as possible.

And to all our FCCV members, thank you for contributing to the success of Autobella 2022.

Sebastian



AND AT THE END OF THE DAY ...



The organisers and helpers relax



The Carnival is over....the last car standing!!



ALL THE ACTION AT 2022 AUTOBELLA

Photographers: Peter Bartold, Joseph Sammut, Paul Pozzobon, Roger Beattie, Trevor Prasad, Anthony Cementon



AUTOBELLA RESULTS



The Bella Concorso Entrants



Joe Cipolla receiving his trophy

The standard of cars in Bella Concorso was excellent, and each owner should be commended on how they look after and presented their cars. The standard was particularly high, with not a lot separating the top four finishing cars.

1st	Joe Cipolla,	1969 Fiat 500F	144 points
2nd	Brendan Pitts	1978 Fiat X1/9	137.5 points
2nd	Chris Connell	1964 Fiat 850 Sedan	137.5 points
4th	Luigi Manzo	1968 Fiat 500F	133.5 points
5th	Steven Aver	1969 Fiat 500F	128.5 points
6th	Renato Greco	1974 Fiat 130 Coupe	121 points
7th	Shayne Williams	1993 Lancia Delta HF Integrale Evo	120 points



Entrants in Bella Concorso

The standard of cars in Bella Concorso was excellent, and each owner should be commended on how they look after and presented their cars. The standard was very particularly high, with not a lot separating the top 4 finishing cars.

Show and Shine

Best Coupe	Anthony Cementon	Fiat 124 CC
Best Open Top	Fabian Sparano	Fiat 124 Spider
Best Sedan	Lawrie Hocking	Fiat 130 Sedan
Best Rear Engined	Paul Angelico	Fiat 500D
Best Modern	Michael Jordan	Abarth 124 Spider
Best Modified	Lachlan Rae	Fiat X1/9
Best Competition	Phil Buggee	Fiat 131 S Mirafiori
Best Vintage	John Ward	Fiat 509
Best Ferrari	Sandro Riefoli	Ferrari Mondial Convertible
Best Lancia	Angelo Monteleone	Lancia Fulvio Sports Zagato
Best Alfa -Club Display	Bruce Trengrove	Alfa Romeo Duetta
Best Alfa	Massimo Maltese	Alfa Guillia
Best Maserati	Sebastian Bongiorno	Maserati 3200
Best Lamborghini	Rob Hayden	Lamborghini Gallardo

President's Encouragement Award

Alex Braic – Fiat 128 Sedan

The presentations were conducted by the sartorially dressed Sandro Cesario and Peter Bartold. Well done to all.



Alex Braic receiving his Award

Some Show and Shine winners



Costumi d'epoca@autobella

By Lyn Bartold

Photos Peter Bartold, Trevor Prasad



Our Annual Costumi d'epoca was a held at Autobella, giving members a chance to dress up in costumes of the era of their car or their favourite era. Once again there was plenty of variety and some serious effort put into creating a costume worth parading.

Congratulations to:-

1st Lady Suzie Hayden who was wearing a 70's outfit to match her 124CC which was part of the display celebrating 50 years of the CC.

1st Gentleman Lawrie Hocking also in 70's gear to match his 130

1st Couple Deb and Rob Judd in late 50's outfits

Thanks to all our contestants for their efforts in adding an addition dimension to our Autobella and to Vicki Lemm for judging the competition.



Diorama

Photos: Peter Bartold, Deb Judd, Marisa Gangemi

For our past few Autobellas Sandro Cesario has organised a section of the display for Dioramas (dress you car up to the set theme). Our theme this year was Summer Holidays and we had 4 cars decorated to show this.

Sandro's 500X depicted a typical Italian picnic with the lunch table set up with a feast of pasta and a leg of ham (all plastic) and another table ready for a game of Scopa.

The Deb and Rob Judd had the 131 set for a picnic with lots of real snacks to offer those who stopped to browse.

David Olle had his 125 ready to go on a Top Bike tour – maybe the Giro d'Italia.

Mine was a camping scene with everything I needed fitting into the Abarth 500.

All a bit of fun and another dimension to our Autobella display!!





New radiator core



Matching the original jump seat upholstery for the rear seat



The News Stand

Richard Unkles

David Stott has finally solved the boiling problem with his Itala Tipo 50. After every other option was tried the solution was pretty basic, though expensive. A new radiator core. At least he is another beneficiary of the delay to the RACV Centenary of the Alpine Trial postponement.

Also, Grant White has done a very nice job of matching the original jump seat upholstery for the then missing rear seat. Mostly these take the form of individual seats but this is unusual in being a bench seat. As things were he would have had to take his 501.

As Itala was the eventual winner in 1921 the RACV are very keen to have an Itala presence. David says it created suitable interest in Lygon Street (see report on Page 26), especially with the grandson of Vin Scavo, another Itala owner whose car seems to remain garaged. However Vin's Topolino is getting some exercise locally.

50 Tons of Gold

So what has 50 tons of gold got to do with pre war Fiats?

The 50 tons in question was stored in Oslo and was the basis of the Norwegian currency up to WWII. This was what the Germans wanted to get their hands on when they invaded in June 1940. The invasion was lead by the new battleship the Blucher. Instructions on how to proceed were unclear to the semi trained battery crews on the Oslo Fjord. Upon giving the command, Oberst (Colonel) Birgit Eriksen was questioned. He responded with his now famous response; "Either I will be decorated or I will be court martialled. Fire!" which sent 2 shells doing significant damage from a shore battery but was finished off with 2 torpedoes that were some 40 years old.



The Blucher

They worked perfectly. The fleet was not expecting such resistance and turned around with the Luftwaffe bombers being used subsequently on Oslo to make Norway to submit.

This gave barely enough time for the 50 tons of gold to be loaded onto 26 trucks and over several days of evading the occupying forces managed to load the gold with the king and the Storting (Norwegian Parliament) aboard 3 British Naval ships and brought to London. In due course the gold was transported to Canada and finally Fort Knox.

Now the thrilling event is being made into a film, which is where the Fiats come in. Trond Thorbjornsen and others have provided cars and personnel to set the scenes. He has provided the following photos. The film will be available on the internet in due course.



Trond in period film



Street Scene near Central Park

Crystal Balls for Motorists – a Sequel

First thanks for the positive response received to Crystal Balls for Motorists. Thanks to the Fiat Register in UK we have a sequel. The Federation of British Historic Vehicle Clubs (FBHVC) has delivered a partnership that can provide carbon balancing through Tree-V.

About Tree-V

Tree-V are a company set up by a family of classic car enthusiasts who are passionate about the environment and driving in equal measure, and are determined to provide a way for their fellow enthusiasts to enjoy their hobby, while remaining conscious of the environment. The planting, validation and monitoring of the FBHVC's trees is delivered by Tree-V's tree planting partners, Forest Carbon.

Established in 2006, they've planted over 13 million trees and are certified by the Woodland Carbon Code - which is supported by the UK government and internationally recognised by ICROA (International Carbon Reduction and Offset Alliance). They make sure they plant the 'right tree in the right place as required through adherence to the Forestry Commission standards. Think of Tree-V as the oily fingers and Forest Carbon as the green fingers.

I quote from the Press Release.

"The scheme, launched on 15 December 2021 offers individuals, clubs and those organising events within the historic vehicle community a quick and convenient way to carbon balance their emissions thanks to the planting of new woodland here in the UK. Importantly, that woodland will also be planted using native species to best contribute to the local ecosystem. Planting in this

way also delivers a host of additional benefits, including increased biodiversity, creation of recreational spaces and flood mitigation to name a few.

"The carbon footprint of the average historic vehicle is already very low. FBHVC research data shows that on average, the historic vehicle community accounts for less than 0.25% of the total miles travelled on UK roads annually and that includes everything from cars motorcycles buses coaches lorries light commercials military agricultural and steam vehicles. Furthermore the manufacturing footprint of the vehicle has been spread over so many years, that it has more than 'paid its dues' in terms of the emissions and energy required to produce it." (A very valid point – RU)

Tom Worthington from Tree-V sums up the motivations behind the initiative, which originated from concerns of what his Morris Minor, named "Myrtle" was contributing to the environment.

"We're incredibly indebted to the combustion engine and the way it has shaped the society we live in today.

"Therefore, we passionately believe that all our historic vehicles, regardless of their size, whether they are driven or ridden, should continue to be turning their wheels and racking up the miles. But let's make those miles green by offsetting and capturing those emissions!"

So: This begs the question of what Australia should be doing in terms of considering carbon balancing. If the enthusiast lobby does undertake an initiative in carbon balancing then it may be in a better negotiating position with government departments in the future. Perhaps we can also use Tree-V to offset our carbon output from our classic cars.

David John has undertaken the rear axle bearing change and modification and discovered that the torque tube is bent on the RHS on his Fiat 503. Highly unusual as it is bent downwards and the bearing alignment is out by 5mm. This is only the second time a bent torque tube

has been seen by your scribe. Fortunately, it is a case of Club Spares to the rescue as we picked up a complete 503 rear end last year. That proved to be straight which is easily identified as the axles slipped in and out easily.

Tipo Torque (cont.)

Coincidence at Autobella

Many may recall that John Ward from Metung, displayed his 509A at Autobella this year.

John had a story board displayed and as I was reading it, I noticed his car came from Speers Point NSW, and was sold by the Fiat dealer in Maitland NSW.

This is not unusual but let me explain further.

Speers Point is on Lake Macquarie and quite close to where my Fiat spent its life, and where I holidayed every year with grandparents.

Around the mid 1970's about the time my Grandfather gave me the Fiat I have now, my uncle took me to see a Fiat nearby. It was the 509 then restored and owned by Bill Hale. It had only been recently restored at that time.

The next part of the story is the Fiat dealer in Maitland.

My Fiat also came from the Fiat dealer in Maitland, and that Fiat dealer was William Butler, my Great Grandfather.

So, in a way my 501 and the 509A displayed almost next to each other at Autobella are sisters sold by the same dealer.

My 501 was actually used as a demonstrator at the dealership, before my Grandfather bought it. During the depression my Great Grandfather provided my Grandfather with petrol so that he could drive the Fiat to Maitland to visit the family.

The garage that was used as the Fiat dealership still exists, and is located just to the north end of the Belmore bridge in Maitland. The building is now called Beacon Motors but is unused.

David Stott



John Ward's 509A



David Stott's 501

Crown Wheels and Pinions

Special thanks to Roger Beattie and his contact in Bangaluru for getting this on track. His contact rang Accu Spirals and was told the project was in "cold storage" due to Covid. All in agreement there, but was then told there was a missing measurement, which was not true as they said they would do the measurements off the sample supplied. That does not matter as we now have a better quote from another firm there and they will deliver 15 weeks after receipt of a 40% deposit. In addition Roger has a contact in WA who vouches for the delivery and quality of their products and the firm has a local agent in Melbourne.

FCCV Run to Castlemaine Australian Lancia Register Display Day

By Vicki Lemm
Photos: Roger Beattie



A small group of Club Members attended the Australian Lancia Register's 50 Year Display at Castlemaine on Sunday 6 March 2022.

After assembling at the Calder Park BP on a fine, cool morning, the group headed off in the direction of Castlemaine where the weather quickly deteriorated into heavy rain. Our tour leader Joseph Sammut pressed on at a cracking pace. Eventually the sun kindly displaced the rain just before our destination. Arriving at Wattle Flat Reserve, it was nice to meet up with other members who had travelled independently.

The rest of the day provided us with lovely sun, good coffee and food and an impressive display of Lancia vehicles of all models. The feature of the event was

the Centenary of the Lancia Lambda with at least 9 magnificently restored examples in attendance.

For our members, it was a chance to catch up with some old acquaintances and admire some beautiful vehicles rarely seen together in such numbers. The level of interest in our Club vehicles was surprising with lots of technical questions and many a story of similar Fiats once owned.

It was a great day. I'm sure the Lancia Register would have been very proud of the way the event was organised and happy with the turnout of participants and spectators.





TARGA FLORIO AUSTRALIA


By Lyn Bartold,
Photos: Peter Bartold, Ian Maud, Rob Judd

The Targa Florio Australia event that had been postponed a number of times due to Covid was finally able to be run in April. The event is the Australian version of the iconic Targa Florio that ran in Sicily from 1906 to 1973 and is run in Victoria.

The categories in the event are:-

 Classica Trofeo
Classic Cars 1906 – 1976

 Legends Trophy
Exotic Cars 1977 onwards

 La Corsa Scuderia
Team of 3 cars

Six cars owned by FCCV members took part in the event this year and with great success. There are-

Jack Waldron and John Wicking – 1958 Abarth

Rob and Deb Judd – 1968 Fiat Dino Coupe

David and Robyn Judd – 1969 Fiat Dino Spider

Frank and Cathy Marinelli – 1970 Fiat Dino Spider

Peter and Lyn Bartold – 1978 Fiat X1/9

Tony and Toni Romeo – 2011 Fiat Abarth

Bill Freame: Jack and John's Support Crew



1: Team Fiat – David & Robyn Judd, Rob & Deb Judd, Peter & Lyn Bartold

2: Jack Waldron/John Wicking

3: Tony & Toni Romeo

4: Frank & Cathy Marinelli

The event is run over 4 days with total mileage of over 1000km. Navigation is by tulip charts and there are PC and PM sections each day.



Start and Briefing with Italian Consul General Point Leo Estate

PC's are held on off road eg on roadways around recreation reserves etc (or closed section of roads) They consist of a number of consecutive distances (up to 5) separated by timing chords with set times for each. EG 100m 14secs, 60m 8sec, 80m, 10secs etc

PM's are held on road stages and are marked in yellow in tulip charts. Cars must maintain the set average speed between the start and finish signs, not always easy when you encounter slow traffic ahead!

There are numerous PC's each day and at least 3 PM's, so there is a lot of work to be done to negotiate all of these as well as following the tulips and staying on the right roads.

Day 1 – Monday April 4 Point Leo to Flinders



The start

The day began at Point Leo Estate where Team bags with all required information were distributed, accreditation checked, drivers briefing was held and the Targa began. The Italian Consul Geneal, Hanna Pappalardo, addressed the group and we were ready

to go. Teams were interviewed in their cars by Steven Alessio and were sent off at 1 minute intervals – and Targa was on!!

Our route on Day 1, took us on Main Ridge, down Arthur's Seat, through Dromana, Rosebud, Rye, Blairgowrie, St Andrews and eventually to Flinders, our overnight destination. Along the way, following the tulip charts, we encountered PC's and PM's and tried to get our heads around how to use whatever gadgets we had on board to assist. On our arrival at Flinders, the road had been closed so we could demonstrate our skills at a PC (or not!!), the cars were displayed and we had a chance to unwind. A Cocktail Party finished the day/ evening and gave us the opportunity to meet other members of the Targa group.



End of day 1

Day 2 – Tuesday April 5th Flinders to Inverloch



Another Fiat in the event – Abarth Replica

With start times were between 8.30 – 10am we were able to prepare ourselves mentally for a big day. After the usual navigation instructions, a PC and a PM, our route took us to Tyabb Airport for a time trial, a display of our cars for the locals and, of course, the needed coffee break. Once again, we travelled on some fabulous roads and had more community



Lunch stop at Korumburra

engagement, travelling through Leongatha and onto Korumburra for a PC and lunch. The local school had brought some of the kids down to cheer us on and see the fabulous display of cars. Our destination for the overnight stay was Inverlock, where, again, we finished in a display near the pier and a chance to chat to the locals before heading to the Inverlock RACV Resort and a wonderful dinner and a debrief at the end of a very big day.



Finish at Inverloch



TARGA FLORIO AUSTRALIA (cont.)

Day 3 – Wednesday 6th April Inverloch to Healesville



Departing
Inverloch

We left Inverloch and our first stop was at Stony Creek Go Kart track for a PC, which included some very sharp turns. This part of the route took us to Mirboo North, again giving us the experience of some fantastic roads and where we were treated to a heroes welcome, with lots of cheering school children



Cheer Squad at
Mirboo Nth

who presented each car with a home made Italian flag and a wonderful drawing.

Our next stop was Bryant Park, Haunted Hills for a time trial on the track. According to my driver it was in the opposite direction to usual and therefore a challenge - I was certainly hanging on to my seat!!

Our next PC was at Noojee Heritage Centre and then it was off to our overnight destination at Healesville RACV Resort. Again, we had a display of our cars in the forecourt, and a Four Pillars Gin tasting while we relaxed and wound down after another huge day.

We enjoyed a lovely meal while being entertained, as we had each night, by Steven Alessio who kept us smiling. Andrew Lawson explained the history of Targa Florio in Sicily and the Australian event and played a presentation of photos of the day.

Day 4 – Thursday 7th April Healesville to Albert Park

It was our last day but with plenty of action to come!! Our first stop was a PC at Yarra Glen Racecourse, then on to Yea and Seymour and more fabulous roads. At Seymour we had short break and display of cars for the locals to get a close look and then onto Romsey for a time trial and a lunch stop, with more cheering school kids as our PC was beside the school front fence.



Lined up for PC at Seymour

One of the constants of every day on the road were the photographers Rob Summons and Niko French in their 2011 Audi RS5, who would roar past us, leaning out of the passenger window taking photos as well as on the PC tests as the photo shows. It could not have done them too much harm as they still finished 1st in the Legends Trophy!

We then headed for the finish at Albert Park. We got to do a lap of the Grand Prix track and then display our cars beside the track before attended a Cocktail Party where results were announced and trophies presented.



Cocktail Party presentation

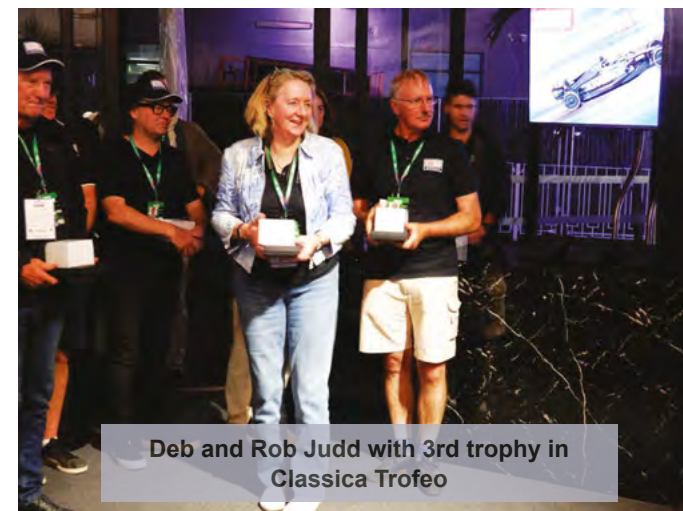
We had been offered the possibility of leaving our cars on display during the Grand Prix with some laps of the track each day, up to and including Sunday.

Many of the group took up the offer but unfortunately for us Peter tested Covid positive on the Friday morning and we went into Iso, so our X1/9 was there but we were not!!

Fortunately we got a lap on the Thursday afternoon so at least a taste of what we could have had!!



Finish of Targa at the GP



Deb and Rob Judd with 3rd trophy in
Classica Trofeo



Editor at end of Targa Florio Aust.

TARGA FLORIO AUSTRALIA (cont.)

Results

It was a very successful event for FCCV members with Rob and Deb Judd finishing 3rd in the Classica Trofeo section and 3rd outright with David and Robyn Judd in 5th in Classica and 5th outright and which was an outstanding effort.

Peter and I were in the Legend Class with our 1978 car, so very overwhelmed by the modern Ferrari's, Porsches, Maseratis etc but still placed 5th in class (Legends) and 16th outright!

The Judds, Judds and Bartolds teamed up to win La Corsa Scuderia Team Trophy.

Win or lose, I am sure all participants had as good a four days as we did. This event is competitive but it is also a fantastic opportunity to drive on wonderful roads in great parts of our state and to be doing it with like-minded motoring enthusiasts who are also there for the social interaction.



La Corsa Scuderia Trophy

Team Fiat winning La Corsa Scuderia Trophy



The Romeos and Marinelli's at finish at the GP

Thanks

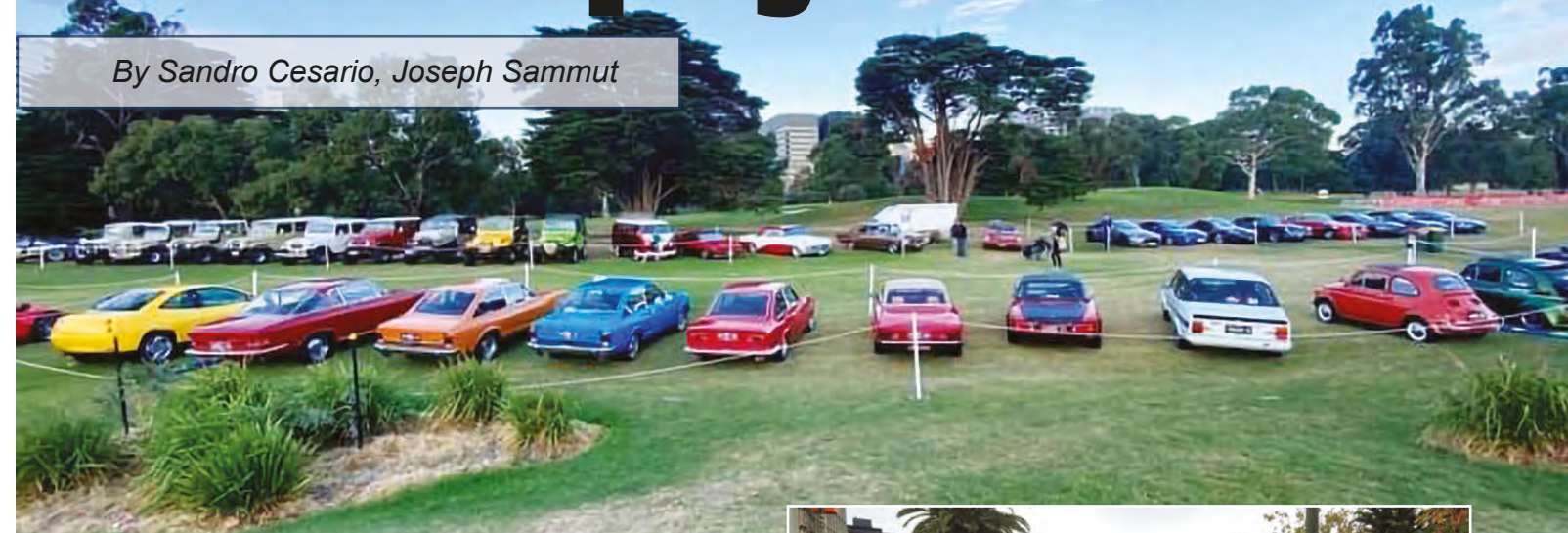
An event as complex as this could not have happened without a huge amount of work and dedication by the organisers. We are all in awe of the Lawson family – Linda, Andrew and Paul (and I am sure, the whole family) for putting together an event of this standard.

Not only do we have the competitive side but there is a social side that makes this event so memorable.

Thanks, also, to all of the volunteers who give so much time and energy to make Targa Florio Australia an event to remember. Grande sforzo

Australian Grand Prix FCCV Display

By Sandro Cesario, Joseph Sammut



As usual we had a club display at the Grand Prix where 10 club members had their cars on display. The cars were driven into the display on the Wednesday and remained there till after the GP had finished on Sunday evening. The owners had a pass to attend each of the 4 days, so a worthwhile event for GP fans.

OWNERS AND THEIR CARS

Leonardo Coco - Coupe
Roberto Bruno - 500
Aldo Ciccone - 2300 Coupe
Anthony Cementon - 124cc
Joseph Sammut- 124cc
Sandro Cesario- 131 2 dr
Duke Luu - 124 Spider
Frank Caia - 124 Spider
Tony Zappulla- 500
Julian Di Battista - 124 ac



BY VAN TO QUEANBEYAN: An AutoItalia Adventure

Story and Photos by Roger Beattie



On the Way to Canberra

Rarely is the sequel better than the original. After the rousing success of our club visit to Canberra for AutoItalia last year it seemed logical to plan for a return this year. Or so it seemed in December when the original plans were laid for a weekend sharing the roads, restaurants and display spaces of South East NSW and the ACT.

Within days there were 15 -20 people keen to attend and it looked like becoming quite an experience Then COVID! No, not an outbreak, quite the opposite; as restrictions were lifted and event organisers emerged from lockdowns every missed event for the past two years seemed to appear on the calendar.

Great news but a challenge to my numbers and in this issue you will read about many of the other events that left my 850 Van the lone vehicle driving to Canberra on April 1 (I did wonder if other club members had planned that).

With 903cc of raw power buzzing away astern the Hume was tackled energetically. Leaving a bit later than expected due to work (yes, sometimes I squeeze a bit in) meant stopping overnight in Albury and into the southern highlands next morning. Many of you will not remember the hills between Albury and Canberra but I can assure you I had plenty of time to become acquainted. I did pass one B Double but he got me back on the other side.

Saturday in Canberra was a bit showery, so out for some brekky and then joy of joys the motor starts missing And getting worse rapidly. It nearly tricked me again into thinking the fuel I had just added was contaminated but I held my nerve and swapped to my spare condenser which solved the problem. There is a reason I carry a spare! (Reminder to self, must investigate this propensity)

Saturday afternoon was occupied with the FCC ACT 3 Peaks run. A great way to test out the engine under load as we battled our way up 3 lookout point around Canberra in a lovely short run of about 60km culminating in dinner that had to be switched from 'The Garage' to Gryphons Bar as the dreaded lurgi had claimed yet another set of plans. Thanks to the ACT Fiat Club and James in particular for the generosity shown.



ACT Fiat Club 3 Peaks Dinner



ACT Fiat Club 3 Peaks Run



Ready for the Display



Some of the Cars on Display

Display day Sunday dawned fine despite forecasts of rain, doom and gloom. By 7am Queanbeyan Park was filling with a vast array of fine Italian automobilia.

Old friends were caught up with, oohs and aahs were exchanged over desirable vehicles and many stories were told in response to the "Did you drive up in that" question. I did not quite get to the Vintage Fashion show or see the final car judging as I had to depart to ensure a timely arrival back in Melbourne.

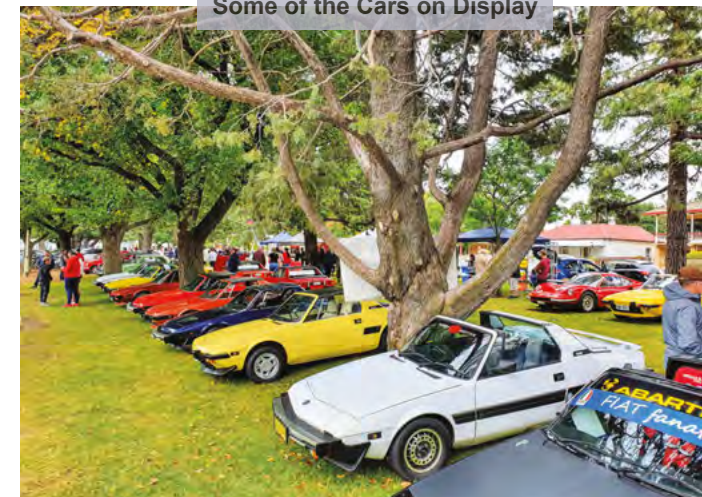
Overall a great weekend, and definitely hope to be back again with a decent number of club members in tow next year. The display is definitely a good one and the venue is pretty spectacular in autumn but the whole weekend is what makes the trip worthwhile.

Expanding over a couple of days, seeing new and old friends in situations where casual conversations can be held, meals and nice cars make the package a great adventure. I have already purchased replacement condensers for next year!

So, the sequel did not live up to last year's event from an FCCV viewpoint but from mine it did and hopefully the crowd next year for the proposed 2 April date will make it even better.



Some of the Cars on Display



A Great Event



LYGON STREET FESTA

By Lyn Bartold
Photos: Peter Bartold,
Trevor Prasad, Joseph Sammut



It was great to be able to display our cars at the Lygon St Festa, which is a favourite event for many club members. As always there were clashes with other events like AROCA Sprints at Winton and even though some of our Carlton regulars chose Winton, we still had an excellent representation from the club.

We had 18 Fiats in the main display and our X19 was part of the Targa Florio Australia display in an adjacent area as well, so an excellent turn up.

David Stott brought along his newly restored Itala Tipo 50 which was even more significant as the model is celebrating it's 100th Birthday.

The weather held out and by the afternoon there was a large crowd of spectators

wandering around, reminiscent of the usual Festas. Not so usual for Lygon St, we have a few huge trucks on display, along with a few American Classics.

At one point we were told that the trucks would start their engines and sprayed coloured fumes from their exhausts and this caused much concern amongst the car displayers who thought particles could fall on the cars.

After much discussion we lost the battle and the an eruption of red, white and green smoke emerged, which was carried away from the cars by the breeze so we all breathed a sign of relief!!

It was a great day with entertainment, great food and chance to catch up with other Italian car enthusiasts so well worth it. Thanks to Sandro Cesario and Joseph Sammut for organising our display



Coming Events



Run to Historic Winton Display

Sat 28th May

Contact
Joseph Sammut
0412 211 581



Mid Week Run

Wednesday June 15

Northern Melbourne Suburbs
Historical sites tour,
including
Civil Aviation Historical Museum,
Essendon Airport

Details to come

Contact Roger Beattie 0400 177 278



Fiat Nationals 2022 23

As reported several months ago the Vic Fiat club had committed to running the next Nationals which we had proposed to run around September this year.

Sadly, due to a number of reasons, we have not been able to make enough progress in the organisation of the event and have decided that we need to postpone the event until the first quarter of 2023.

This has been communicated to our interstate friends and whilst they are disappointed, there is understanding and support as we all are looking forward to the return of this event.

Our plan is still to have the full 3 day event (motorkhana, sprint, show n shine plus social activities) in a country region of Victoria and our preference is to use a different location to Winton/Shepparton.

We will keep you informed as we make progress and get hard details confirmed about location and timing.

Regards, Nationals Sub-committee

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Our club has a wide range of merchandise which is updated often.
It is available for purchase at club meetings and events such as Autobella.
Committee Member, Ralph Di Censo, is in charge of the merchandise and
can be contacted on 0438 232 875 if you wish to purchase any items.

SOME OF THE CURRENT RANGE OF MERCHANDISE:-



Coming Events

General Meetings

Live meeting or Zoom – TBA

May 12th	8pm Veneto Club
June 9th	8pm Veneto Club 9pm AGM See info Page 10
July 14th	8pm Veneto Club

Caffe di sabato

May 7th 9.00am
Tinroof Café
Niddrie

June 4th 9.00am
Venue TBA

July 2nd 9.00am
Four Door Cafe Mill Park



Autumn Picnic – Indented Head



Sunday May 1st

Meet at Todd Rd Service Centre 9.00am

Bring your own picnic, chairs/picnic rug

Bookings Essential Eventbrite

Contact Harvey Richards 0412 333 238

Introducing

The Aussie
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A rally for young people, by young people.

For cars built pre-1940 with drivers under 40* years of age.

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Highlights include:

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(this is just a start!)

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More Coming Events on Page 38