



FIAT Month

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

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NOV 2022

AROCA 12 Hr Relay

Harry's Run



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NOV 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

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Front cover:
Frank Spinosa- Scuderia Abarth
and Phil Buggee -FCCV Team
AROCA 12 Hr Relay
Photo: Peter Bartold

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FIAT month — November 2022





2022-2023

THE CLUB COMMITTEE

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Joseph Sammut
M: 0412 211 581

Merchandise

Ralph Di Censo
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General Committee

Janet Fry
M: 0407 192 080

NON-COMMITTEE POSITIONS 2021-22

MSCA Delegate

Marisa Gangemi

CAMS Delegate

Paul Freame

Supper Organiser

Paul Pozzobon

AOMC Delegate

Peter Kerr

Property Officer

David Judd

Library

Bruce McCann

^Where no email has been indicated, the committee member can be emailed via secretary@fiatclub.org.au

LIFE MEMBERS



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

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

Janet Fry
Shirley Clark
Stephen Mayer*
Richard Unkles
Ian Payne
David Hughes
Keith Ellis

Alana Freame
Harry Baker*
David Judd
Sebastian Bongiorno
Joseph Sammut
*deceased

Life Member and Patron — Peter Bartold

SERVICE AWARD MEMBERS

Sandro Cesario
Jonathan Crellin
Bob Durrant
Frank Fazio

Paul Freame
Stuart Granger
Bruce McCann
Danny Petterlin

Mark Rae
Tony Romeo
Joe Sammut

Gary Spencer
Shayne Williams



I have spent some time in recent weeks, organising a few boxes full of Fiatmonths, dating back to 1960, that came from a former Editor, David Hughes. Magazines from 1960 to 1986 were already in folders and the rest, up to 2014 were loose, requiring collating. As I have all copies of Fiatmonth since I became Editor in 2015, I was hopefully that we would be able to have a complete set to keep in boxes in our new storage unit, when we take possession of it. We don't have any magazines from 1957, when the club began, to 1960 but it may be possible that those early years newsletters (probably only the couple of pages for each month), may be out there somewhere. I know the Judds have some Fiatmonths which may produce some of the missing ones. There are about 40 missing at

From the Editor...

present, which is not a bad effort considering that is over a period of 62 years!

The title of the Newsletter in the early days was the Fiat Owners Club of Victoria until 1962, it then became Fiat Forecaster until the end of 1963 and it became Fiatmonth at the beginning of 1964 and has remained that up to now. It has been interesting to flick through the magazines as I have been collating them, being aware of current members who date back a long way (sometimes with some breaks along the way) One of the ever present features in these early magazines were the Shep cartoons (Life Member No. 3. Graeme Shephard). Shep captured many club events with his fabulous cartoons, many of which I have added to articles since I have been Editor

It was also interesting to see who had held the position of Editor

(many are still members today) I was Editor from 1977-78 and it was interesting to read my words in my first Editorial at that time..... "Having attained this illustrious position, I wish to state my Editorial policy from the beginning... I see myself as Editor not cub reporter, feature writer or sports writer but rather as a collector of articles ... and to promote the opportunity for all members to have their say because a successful magazine depends on participation and contribution from members – nothing has changed in 40 years!!

What has changed, however, is the production of the magazine – another quote from my previous years in the job... "As the Editor's wife for a year previously, I am experienced in everything from stapling, folding, collating, cartooning, posting as well as chief supper making" This is very much what the process was in those earlier days. A group of helpers would meet, usually at the house of the Editor, the magazine which had already been typed up (by a volunteer member) would be photocopied on a very basic photocopier and then the team would walk around a table, picking up each page in order and staple them. The magazines were then folded, sticky tape applied and the address label attached for posting, then taken to the Post Office. Thank goodness we are well past those days!!

Allora... if you have a collection of old Fiatmonths and may be able to donate some of the ones missing from the collection please contact me and I will send you a list of the ones that are missing. Lyn.

EDITOR'S PIC

Your Editor trying out the Ambulance Motor Bike at the Ambulance Museum on Harry's Run - maybe a new career on me ?!!!



Rapporto del presidente



It has been a trying couple of weeks for me coming up to the dispatch of my report. After feeling the joy of spring and being back out on the roads for some motoring events I had my father pass away suddenly. It has been a reminder of how unexpected things happen and the importance of having plans in place for the unexpected.

On the back of the September meeting we had started a long run of weekend events. Harry's Run returned and was well attended and will be covered at greater length elsewhere in the magazine the following week found us challenging the Alfa Club for the Bocce Challenge Cup. Fittingly this year the scores were tied and the winner on the night was the Victorian Special Olympic Bocce Team for whom we managed to raise \$750 to help with their costs in competing in Launceston later in the year. A big thanks to all who made it a fun night and I apologise to everyone who didn't win the electric FIAT 500 raffled on the night.

Motorclassica has been a little complicated in the coordination this year but as I write this we are going to be displaying on the Sunday with a range of cars and a hope that we will have more time to sort out next years display.

By the time you read this you have your car packed and be getting ready to head to Bendigo for the FIAT 123 Heritage event. Been a while in the making so let's all work to make it a success.

Roger



Alfa rescue on road



My Run to Winery Kitchen



Things are back to normal



September General Meeting Guest Speakers

Our Guest Speakers at the September General Meeting were Petrina and Bruce Astbury from MSCA who encouraged us to attend the Come and Try Track Day that will be held at Phillip Island on December 3rd. It promises to be a great day at a great track.

Contact Marisa Gangemi for more information.



COME & TRY DAY

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SATURDAY

3

DECEMBER
2022



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FOR MORE INFORMATION CONTACT BRUCE ASTBURY

✉ MSCAPRESIDENT@MSCA.NET.AU 🌐 WWW.MOTORSPORT.ORG.AU



CLUB CALENDAR

NOVEMBER 2022 – JANUARY 2023

We are offering a more comprehensive calendar of events for 2022/23.

However, all events are still subject to 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 event.

NOVEMBER

- Sat 5** **Caffe di sabato. Veneto Club 9am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 6** **X1/9 Display at Historic Sandown**
Contact Sandro Cesario 0420 277 701
- Thurs 10** **General Meeting. Veneto Club 8.00 pm**
- Thurs 10 – Sun 13** **FIAT 123 (123rd Anniversary of FIAT) Events around the Bendigo area**
Contact Roger Beattie 0400 708 284
- Sun 20** **Hobson's Bay Men's Shed Car Show**
Contact Joseph Sammut 0412 221 581
- Fri 25 – Sun 27** **2022 Geelong Revival Motoring Show**
- Sat 26** **FCCV Display**
Contact Joseph Sammut 0412 221 581 or Roger Langdon 0402 409
- Sun 27** **Alfa Spettacolo Show and Shine. Wesley College, Glen Waverley**
Contact Sandro Cesario 0420 277 701

DECEMBER

- Sat 3** **Caffe di sabato. Veneto Club 9am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 8** **Club Presentation Night and Nuts and Bolts Trivia Quiz. Veneto Club 8.00 pm**
Contact Mario Di Censo 0419 171 661
- Sat 10** **Fiat Club Festa BBQ and car display. La Baracca, rear of Veneto Club**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290

JANUARY 2023

- Thurs 12** **General Meeting. Veneto Club 8.00 pm**
- Sun 29** **X1/9 Raduno. Open to all FCCV members**
Contact Peter Bartold 0414 865 280

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 2022/23
Thursday 10th November,
Thursday December 8th,
Thursday January 12th

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 10 new members since the last magazine.

WE WELCOME THE FOLLOWING NEW MEMBERS –

Terry Harris: Fiat 505

Adam Garrison: Fiat 600 Multipla and Lancia Flaminia

Austin Phillips: Fiat 500 Abarth Modern

Sam Dawson: in the market for a Fiat 128!!

Phillip Rose: Fiat 124AC

Pauline Hirsh: Fiat 500

Stefano Marciano: Fiat 500L, Alfa Romeo GT and Vespa PX200

Damian Hind: Abarth Series 5 595

Maurizio Paolini: no car info provided

Angela Parisi: no car info provided

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

MEMBERSHIP & CLUB PERMIT UPDATE

Don't forget to maintain your membership to keep the Club Permit valid. Club membership expires at June 30th each year. We still have many (at time of writing) that have not renewed membership.

CLUB PERMITS

No changes to the Club Permit Scheme in the last 2 months.

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

Marisa Gangemi

Well, what can I say it's been a big couple of months of grassroots motor racing with quite a few of us racing folk attending various different events and our club successfully organised a Come and Try Motorkhana. We also had two amazing teams competing in the AROCA 12 Hour Relay

On August 21st Frank Spinosa, Paul Freame and myself competed in the MSCA Sprint at Winton. This was a great day with fantastic weather and perfect track conditions. The important part of this event was that the MSCA were implementing their new dummy grid system of lining up everyone according to their time set in the first session of the day. The grid then changed slightly for each group as the day went on. The best part about the system from my point of view was that I got a lot of clean track time, and I wasn't worried about the traffic on the track. With each session I improved my lap times and got a PB of just over 2 minutes. Frank Spinosa had an excellent day of chasing down a bright green MX5 and later overtook a Commodore. He was joined by Paul Freame in Group 6 and Paul used the day to test new tyres and get the Punto ready for the upcoming AROCA 12 hour.

On September 3rd there was the AROCA Sprints Sandown, we had quite a few members of the Scuderia Abarth team getting their practice in for the upcoming 12 Hour, and it paid off because they did a fantastic job.

On



September 11th one of our FCCV racing families Robert, Ella and Henry Jorgensen attended the Gippsland Car Club Khanacross at Bryant Park, in their Red Fiat 500. They had a fantastic time, and their placings were: Robert 13th, Ella 25th and Henry 27th out of 41 entrants! Well done team Jorgensen!

On September 23rd we held our Come and Try Motorkhana at Geelong Motorsports Complex, Avalon. (See report on following page)

COMING EVENTS

There are a few key motorsport events coming up as we round out the year of competition. Sandown Historics are on the 4th- 6th of November, where we will have some club members racing and on the 6th there will be a display of X1/9s to celebrate the 50th Anniversary of the X1/9 , so plenty of reasons to come along to support the club and enjoy the racing.

On Saturday 19th of November will be the annual PCCV Khanacross at METEC, this had been pushed back this year from its regular date. I know in previous years it has been popular with our club members, so I am hoping to see quite a few of us there this year! Please contact me if you want event information and supplementary regulations.

On Saturday December 3rd is the MSCA Come and Try day, please get your entries in fast via the

Motorsport Australia portal. This event is ideal if you are interested in starting out in sprints and want to learn at the Phillip Island racetrack. So far, I have two entries from our club confirmed I would love to see more, especially new members. There is also a dedicated run group for women and juniors, and I will be there helping on the day so please don't hesitate to contact me if you are interested. The next day at the same track is the final round of the AROCA Sprints, so why not make it a weekend of racing with your significant other and/or children? Also, a special mention the MSCA are celebrating 50 years of racing on November 16th at Killara Estate Winery, details on the MSCA website.

I hope to see you trackside soon!

COMING EVENTS: NOVEMBER AND DECEMBER

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

SPRINT EVENTS		
Frid-Sun 5-7th November	VHRR Historic Sandown	Sandown
Sat- Sun 26-27 November	Geelong Revival Festival	Geelong
Sat 3rd December	MSCA Come & Try Day	Phillip Island
Sun 4th December	AROCA Sprints	Phillip Island
MOTORKHANA/ KHANACROSS EVENTS		
Sunday 11th September	GCC Khanacross	Bryant Park
Sun 6th November	GMSC/WDCC Motorkhana	Avalon
Sat 19th November	VKC Khanacross	Bendigo
Sat 19th November	PCCV Khanacross	METEC
Sun 11th December	GCC Khanacross	Bryant Park
HILLCLIMB		
Sat 3rd December	GCC Twilight Hillclimb	Bryant Park



COME & TRY MOTORKHANA

By: Bill Freame
Photos: Allan Sammut



Mark with Paul Freame and Bill officiating

The Come and Try Motorkhana was held at the Geelong Motor Sports grounds at Altona on the AFL Grand Final holiday and was organised by FCCV and it attracted 29 participants.

The field comprised 13 doing the Come & Try component, of which there were 11 juniors and there were 7 women, and rest of the field used it as a practice motorkhana.

The venue we were using is the Geelong Motor Sports Club grounds at Avalon, just alongside the Princes Freeway to Geelong. Despite plenty of rain in the preceding week, the bitumen 'hot mix' skid pan is slightly elevated above the grassy areas surrounding it. So, there were a few no-go grass areas to be avoided. Even when it was wet from the rain element that we included, the surface provided excellent grip to turn around the flags while driving the tests.

Rob Judd and myself were both doing the Clerk of the Course duties, that way, if either succumbed prior, to COVID, the event could still happen. This event was all under the planning and execution of Marisa Gangemi, as Event Secretary, under the help and guidance of Paul, with the assistance of Ian Payne and Dallas Benbow as useful members of the planning committee. We met regularly via Zoom which helped with the planning of what turned into a very successful day for this club. We again borrowed the electronic timing equipment from HAC so that the C&T participants would have the addition of the full experience of a competitive event with every competitor being electronically timed.

The skid pan was partitioned across the centre, dividing it into two areas, so that the field of 29 participants could also be split into two groups. The

tests we had selected were reasonably simple to drive and without moving any flags would provide us with three test fields, at each end, thus saving us multiple set up times and keeping the day moving. Despite them being simple tests, there is always a right way and a wrong way to drive them, and we were trying to teach the right way.

Some of the C&T juniors had never driven a car before, so there were a few kangaroo hops while they experienced clutch control to get going. By days end however, all the juniors had mastered driving on the tests, there were big grins all around and some very proud (and some surprised) parents watching on. The juniors all enjoyed the day and my biggest regret is that it may be several months before some of them get to drive again when regular driving experience is what they all need. Many parents were passengers to their juniors while there was excellent tuition available from very experienced instructors provided by the car clubs involved in the day. We

should definitely do these low-cost days more often, especially as we are the defending champions of the 'Fiat of Italy Cup'. Success only comes from tuition, hard work and practice!

From Marisa: This was a very successful event, and I am so proud of the team of volunteers who helped me organise and run the day. Thank you Paul Freame, Bill Freame, Robert Judd, Deb Judd, Ian Payne, Dallas Benbow, Ruth Freame, Tony Russell, Joseph Sammut, Alan Sammut and Roger Beattie for your efforts!

1. Martine with Tony Tysack
2. Dallas Benbow
3. Tony Russell
4. Kadan Durale and Joseph Sammut



Timing Officials at work

AROCA 12 HOUR



Briefing

By Marisa Gangemi, Sandro Cesario

Photos: Joseph Sammut, Peter Bartold, Marisa Gangemi

Over the past few months, we have had two teams of our passionate racing folk get together and prepare for the AROCA 12 hour at Winton. I was so excited to see that we had 2 teams competing this year - FCCV team and Scuderia Abarth.

I have attended the AROCA 12 Hour for many years previously as a photographer, but this year was the first year attending as a Competition Secretary and volunteer official.

On Saturday I did flag marshalling at start finish during the practice session and that was a learning experience as a driver trying to develop my skills, I watched how each driver was approaching the first corner and when they were braking. For the rest of the day, I went around the out skirts of the track taking photos.

On Sunday I helped with the timing boards for both teams for the first time. This was also a new experience for me which I learned so much about how the 12 hour works but also got to watch how the drivers were out there trying to keep consistent times. Volunteering for

this event was a truly rewarding experience which I will never forget. I even got teary eyed and emotional watching Philip Buggee and Peter Bartold on their final lap going past start finish! It was a truly great experience working with both teams and watching them band together and help each other all weekend!

A huge thank you also to the Alfa Romeo Owner's Club of Victoria for hosting such a magnificent event. I highly encourage more of our members to get involved next year as drivers and volunteers.

FCCV Team

Consisting of Bill Freame, Team Manager and drivers Paul Freame (Fiat Punto), Philip Buggee (Fiat 124 Spider), Jack Waldron (Mitsubishi Sigma), Ian Maud (Fiat X/19) and Ernst Luthi (Alpine A110) with Team Assistants Debra Buggee and Dallas Benbow

It is important to note without volunteers and officials, days like this struggle to run and our group of volunteers did an amazing job at everything from helping with garage set up, doing a stint of flagging

duties to help the Alfa Club, timing and holding up timing boards, keeping record of times to track progress, getting food and drink for the drivers, fixing cars, giving the drivers words of encouragement and pep talks, the list goes on.

It was also good to see some FCCV spectators at the event

On Saturday morning, after the event opening and driver's briefing, there was a practice session for around 2 hours, with the event kicking off just after 12pm. Our first driver out was Philip Buggee for Team FCCV. Saturday ran very smoothly, each driver changeover went well and all our drivers ended the day with huge smiles on their faces.

Team in action

On Sunday the team were ready to rock and roll at around 8:30am for the start. On day two we had Philip Buggee again starting for team FCCV but unfortunately, he suffered a puncture in his Spider which ended his first stint earlier than expected, however he re-joined for the last session of the day in Paul's Punto. Paul Freame was doing a stellar job as always, keeping consistent. Ian Maude was having a great weekend until unfortunately had fuel issue with his X19 and ended up stranded on the inside of the track near the old start finish line for 2 hours. Jack Waldron stepped in and managed to do enough bonus laps in a session in his Sigma to keep team FCCV in the game. Ernst Luthi was having a good weekend unfortunately had an incident with another vehicle but both he and the Alpine were ok, thank goodness, and he returned to race another session.



1



2



3



4



5

1. Ian Maud
2. Paul Freame
3. Ernst Luthi
4. Phil Buggee
5. Jack Waldron dicing with Frank Spinosa from Scuderia Abarth



Marisa, Frank Spinosa and Frank Caia.



Bill with Ian Maud

Scuderia Abarth



By Sandro Cesario

Team Scuderia Abarth

What an amazing weekend we had!

On the 1st and 2nd of October, the Alfa Club ran the Alfa Romeo Owners Club of Australia (AROCA) Victorian Division 12 Hour Relay at Winton Raceway, Victoria. Due to the global pandemic, this event had not occurred since 2019. Therefore, we decided to join this event with a BANG! I took on the role of Team Manager for Scuderia Abarth and was very grateful for the hard work put in by the Team Assistants

In team Scuderia Abarth the drivers were Mario Di Censo, Tony Romeo, Frank Spinosa, Peter Bartold and Adrian Masocco all in their own Abarth 500s.

Our Team Assistants were Joseph Sammut, Ralph Di Censo, Sebastian Bongiorno and John Black

Our weekend began with a day of preparation and set up on Friday 30th September. Both teams arrived at Winton Raceway to start organising and cleaning our garage areas but most importantly, we set up our food area with enough snacks and coffee to last us the whole event. As the Team Managers, Bill and I, frantically and I mean frantically (have you ever tried to corral adult men) completed the necessary paperwork and arranged for all cars to be scrutineered. A big shout out to Phil Buggee who was a scrutineer.



Scuderia Abarth boys and their cars

Saturday dawned and both teams were ready and set up, and drivers were eager to set a qualifying time for the first session of 5 hours for Saturday. In Marisa's word....

Mario Di Censo had a few car problems but was able to get it sorted to be back out and driving well. Tony Romeo got little bit of motion sick in his sessions on both days but was tenacious and kept going' so kudos to him. Frank Spinosa was out there having the time of his life as always; he even got a bit excited out there and started getting too fast with his lap times but got back into relay mode. Adrian Masocco and Peter Bartold did an amazing job with their lap times but also getting into some epic battles with other cars.

The team got into the swing of the event and at the end of this long and fast-paced day, FCCV finished 20th, based on their nominated lap time for each car. Scuderia Abarth finished 27th. After a restful night's sleep, both teams were back at it the next day, ready to complete the second session of 7 hours.

Both teams are to be commended on their overall placing which was Scuderia Abarth finishing in 18th and FCCV in 19th position. Our counterparts from the Fiat Club NSW finished 17th.

We now look ahead to next year, with both teams planning to drive again in this event!

I would like to thank both teams for dedicating time, effort and a good competitive spirit to this demanding event. Another big shout out to the volunteers who gave their time on each day as we could not have done it without you, in particular Marisa who assisted with flag marshalling at the finish line.

P.S. When you get a chance, ask Sandro about his sleeping arrangements for two nights, including who won best dressed pyjamas and who won loudest snorer!!

Track Time



1



2



3



4



5

1. Mario Di Censo
2. Tony Romeo
3. Adrian Massoco
4. Peter Bartold
5. Frank Spinosa



Sandro and Joseph in Pit Lane



Sandro at work



Team briefing

Harry's Run

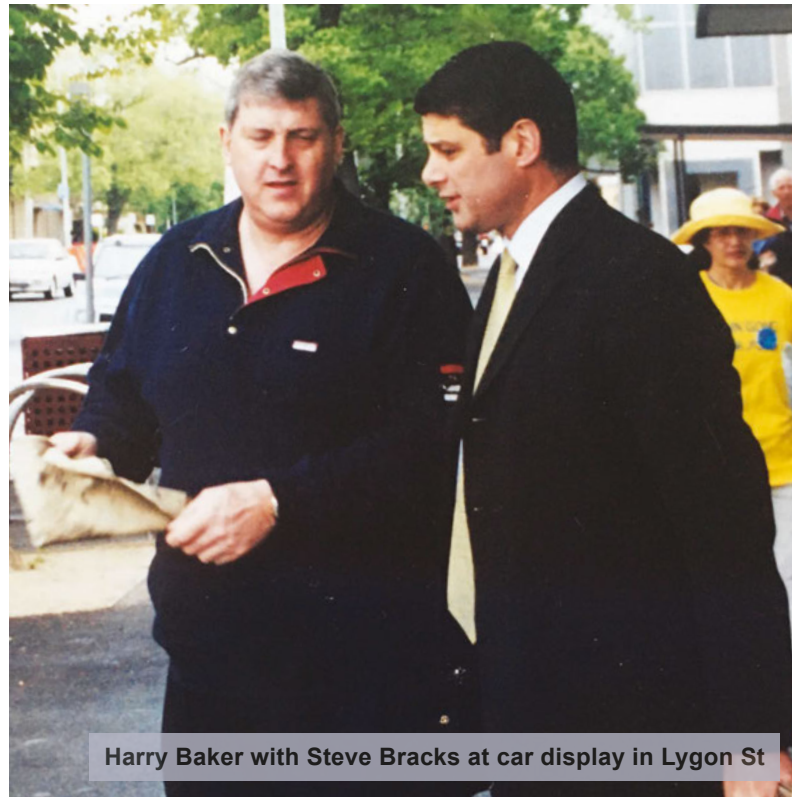
By Lyn Bartold

Photos: Peter Bartold, Joseph Sammut

Our annual run to remember Life Member Harry Baker, who passed away in 2007, was again organised by Richard and Elsa Unkles and attracted a crowd of around 50 members and family. Once again Harry's wife, Jenny, attended and she enjoyed the day and expressed her thanks that we continue to remember Harry with this Annual Run. Those who attended also appreciated the chance to get out their classic and modern cars for this run which has not been able to be held for the past 2 years due to COVID restrictions.

The run, this year, took us to the Ambulance Museum, which is situated in Bayswater and then on to the Whispering Hills Vineyard in Seville, for lunch. We met at Templestowe and drove via Warrandyte, North Ringwood and Croydon, Bayswater to The Ambulance Museum. I don't think many of us had heard of this Museum before and were surprised at the great display that they have and the amazing stories to tell. We were met by three retired Ambulance Service volunteers, who spoke about the history of the Service. We watched some interesting film clips which gave us an idea of the history and which provided an excellent backdrop for the display. There were lots of interesting vehicles to wander around in the very well set up museum. There were vehicles and memorabilia dating back to the early 1900s, with over 3,000 items on display, ranging from vehicles, old medical equipment, uniforms, posters and documents from the past. It is certainly a museum that is worth a visit and but one that is not well known.

Elsa provided us with a lovely morning tea, giving us time to wander around the exhibits and chat to our guides before we had off to Seville to the Whispering Hills Winery for a Pizza lunch. We occupied the whole restaurant at the vineyard and enjoyed a constant supply of pizzas straight out of the oven as we sampled some excellent wines from the vineyard.



Harry Baker with Steve Bracks at car display in Lygon St



Arrival at The Ambulance Museum



Thank you to Elsa and Richard for organising the Run and giving us a chance to get out on the road again, as a group.



Jenny enjoying lunch at Whispering Hills Winery



FIAT V ALFA BOCCE CHALLENGE

By Lyn Bartold
Photos: Peter Bartold, Pat Giovannucci

It was great to get back to our Annual Bocce Challenge with the Alfa Club after a Covid absence, but in a new venue at the Veneto Club. A great crowd of over 60 club members from both clubs took up the challenge to take home the trophy and to catch up with old friends and to have fun. After some instruction from Cathy Cook, Bocce Team Manager Special Olympics, we hit the courts. With 8 courts, teams consisted of 3 (and a few cases 4) per club played to reach the highset score we could in the hour we had.

There were some periods of excellent play and others not so good (balls ending up in the next door court etc etc) but we all enjoyed the challenge and the chance to be working as a team with a goal in mind. After the siren went (no it was not the footy) we headed for the Gondola Room for dinner and the chance for more chat and plenty of laughs. We had a number of raffles running through the night, the proceeds going to Special Olympics Bocce Team including one prize organised by Roger Beattie of a mini Fiat Abarth (kids size) which attracted a lot of attention. This was won by FCCV member Anthony Cementon... so can we expect to see him at the next motorkhana in his new " Special"?!!

We also had Alfa Club and Fiat Club merchandise, wine etc, so plenty of opportunities to go home with a prize. Overall, \$750 was raised, so an excellent donation to a great cause.. which we were able to present to Cathy during the dinner.



Accepting the Trophy

The much awaited news of who would take home the Bocce Trophy was made and the winner was... well, both teams as it was a 4 all draw !! Allora.... each club will be able to display the trophy for 6 months each and be back again next year to fight for it again so it was probably a pretty good outcome for our first Bocce Challenge for a few years

It was a great night and, I am sure, we all look forward to next year's event – maybe we need a few training sessions before then!!

Thanks to organisers Paul Pozzobon, Mario Di Censo and Roger Beattie from the Fiat Club and Mary and Bruno Colautti from the Alfa Club for organising the night for us. It was certainly great to be back on the Bocce court and to be spending time with fellow Fiatisti and Alfa friends.



Anthony's Prize



Cathy receiving the donation



50 YEARS SINCE THE LAUNCH OF THE X1/9

By Lyn Bartold

Information taken from articles:

Fiat X1/9 The New Breed Douglas Armstrong An X1/9 Sold For What? Mark Wigginton

As November, 1972 was the launch of the Fiat X1/9, it is timely to look back on how it was received so I have been digging through our stash of articles old and new that have appeared in magazines over the years. I was given a copy of a story from Australian Motor Manual from March 1973 in which journalist Douglas Armstrong who was at the press launch of the X1/9 in Sicily shares his thoughts on the car that he got to test drive around the Targa Florio course. Here are extracts of some of his thoughts....

From Australian Motor Manual 1973

Fiat X1/9 The New Breed

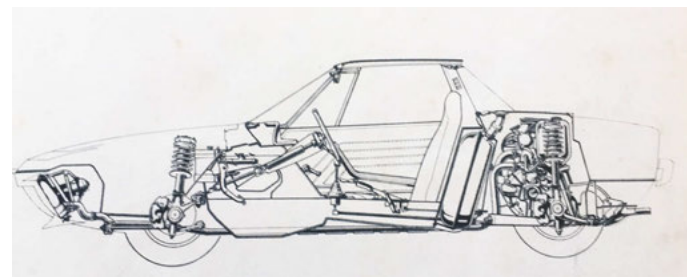


Photo from Tutte le Fiat Aggiornamento Maggio 1973

Fiat looks set to create new sales records in the sportscar market with its mid-engine X1/9...Fiat's wedge-shaped X1/9 is the vast Turin manufacturers first mid-engined car. Millions of rear-engined models have been produced but the X1/9 is the first to have the power unit ahead of the suspension. What's more the new two-seater (which replaces the 850 Spider) has its motor set transversely and inclined slightly to the rear.

The engine is the 1290cc 'rally' version of the celebrated 128 (belt driven) overhead camshaft unit - a 75hp motor, noted for its smoothness, punch and above average torque.

The X1/9 has independent coil/strut suspension all round, 4 wheel disc brakes and an all steel unitary structure of unusual torsional stiffness. This is



partly attributed to the aft section of the roof support structure which is box-section steel doubling as a roll bar. The roof is plastic and it lifts off to stow neatly in the front baggage compartment where it hardly reduces the luggage capacity of 5.47 cub.ft.

Fiat have a real flair for new model introductions, and I can think of no better place to press-launch the car than the Targa Florio course in Sicily. And that's just where I went. Well, when I blasted off from Palermo, it was more or less dry and I found the handling pretty terrific and the steering response very quick. Fiat have endowed the X1/9 with high gearing steering (three turns from lock to lock) A gem of a tiny steering wheel with thick, leatherbound rim makes it even more high-geared, in effect.

Enroute to the Targa course I was most impressed with the low noise level at 90MPH. The "rear" engine leaves its noise behind it and the only marring feature is the indirect top gear which whines amiably. Even at 105MPH it is quiet for a sports car.

Fiat typically, had arranged for a section of the Palermo autostrada to be closed off for acceleration testing. The road was wet by then but I managed 0-60 in 14secs (Fiats dry road figure was 12.7 secs) I also managed 0-100 in 46secs - not bad for 1290CC.

Soon we were in the mountains, the mist, the rain and the mud and now the road was really wet. The tail needed watching on the wet muddy roads and the Michelin radials seemed very poor on grip. One had to acquire a new technique in the dry...in the wet watch it!!!

The motor behaved impeccably during the Targa

exercise - never any sign of distress, overheating or drama. The Bertone body shape has been wind tunnel tested and I must say that 100mph plus is very stable. The wedge shape supplies plenty of aerodynamic, down pressure and even in motorway gusts, the X1/9 is steady at all speeds.

Conclusion - The Fiat X1/9 is a modern sports car which is obviously going to break sales records. It is so smart and well equipped it will sell to people who like open air motoring without trouble and to have a brisk performance and low running costs.

Right hand drive export cars will be made but I would say it will be 6 months or so before we see any. *(try 5 years as the first X1/9s to arrive in Australia was in 1978.. Editor)* Bertone is making 100 bodies a day at his Grugliasco plant before they are transported to Fiat's Lingotto factory for assembly. And that is about 25,000 cars a year - and I get the feeling we are only just started on this one!

And another opinion looking back from 2018

From sportscarmarket.com

An X1/9 Sold For What? Mark Wigginton



In 2017 at Bonham's Padua auction a late model 1988 Bertone X1/9 1500 sold for over \$30,000(US) - admittedly it was something special, with only 47 kms on the clock but it wasn't a dusty barn find as it had been maintained all those years but never driven. It even came with the original pouch containing service manual and untouched tool kit.

This prompted writer, Mark Wigginton to write an article from which some of his impressions follow. ... The X1/9 was designed by Carozzeria Bertone by Marcello Gandini. The little X1/9 was the first mass produced mid-engine sports car, which gained it a reputation as the "Ferrari for the masses" The car had a 1.3 litre motor from the Fiat 128 Rally which left a small trunk behind the motor and spare tyre ahead of the motor. Another larger luggage area was left in front, where the Targa was also stored. That layout gave the X1/9 a nicely balanced weight distribution

of 41/59 and the engineers kept the weight low in the chassis even canting the engine slightly. The 1.5 litre motor came in 1978 with a 5-speed gearbox.

Enter Bertone

In 1982 Fiat stepped aside and Bertone began doing the complete construction of the car. The Fiat badge disappeared and the Bertone X1/9 was ready to sell. Over the 17 year run of the car 140,500 were produced by Fiat and 19,500 by Bertone

Wigginton summarises by saying... "You don't drive an X1/9- you kind of wear it. The front wheel wells intrude into the cockpit, so the pedals are squished to the right but the seating position is pretty comfortable and it avoids the straight-out arm posture. The cars are pure giggle in most instances, with precise handling while avoiding a darty, kart like feel. The four wheel discs are quite capable, and even on narrow rubber the car is sticky and sure footed, tractable to the limit.



He warns that the X1/9 is rust prone and that parts can be hard to obtain but stressed that for cheap thrills they are lots of fun.

I like his summary (well some of it !!)....

Pros: A great handling, ground-breaking and stylish Italian car that is now very rare

Cons: Rust problems, its bog slow by today's standards and there is enough luggage space for a picnic but might not be enough for a blanket

Best Place to drive one: A twisty road to the coast on a bright sunny day

Worst place to drive one: Surrounded by SUVs, on wet roads

Typical Owner: Someone who says "I'm my own person" and isn't tall, with a sharp eye for a bargain

Being an X1/9 owner myself and knowing lots of others I certainly agree with some of the above but certainly not all. Having owned our X1/9 since 1985, our love affair for the X is just as strong now as it was

50 YEARS SINCE THE LAUNCH OF THE X1/9 (CONT.)

when we bought it and now owning a second one as well is even better – a “his” and “hers”!! Having done 1800kms for 2 years running in the X1/9 in the Targa Florio Australia event it is a joy to drive and be passenger in and we, like other X1/9 drivers always have a smile on our faces.

Our X1/9 experience began when we were part of the NSW & Victorian Fiat Clubs trip to Europe in 1974. Whilst in Torino we were looked after by Fiat who organised museum and factory visits, dinners and even a test drive session in some 127's on some fantastic roads. As part of their program, they showed us the X1/9 (it had been released 18 months earlier but we had never seen one in the flesh), so for Peter and I that was the beginning of our X1/9 love affair!

The X1/9 arrived in Australia in 1978 and Peter was keen to buy one but with a 3 year old and a baby it was not going to be a practical at that stage of our lives! We bought our first X in 1985 (a 1978 model, red in colour, complete with the distinctive stripes on the side and striped seats) which we still own today. It has undergone a number of transformations over the years, a couple of changes in colour to its present Grigio, an update to a 1500 engine and 5 speed gear-box and a renovated interior, so certainly not original but it is the way we love it.

A couple of years ago we were offered the opportunity to buy a 1982 X1/9 that have been in a garage and not been driven for 25 years, with only 48,000kms on the clock, so of course, we jumped at the opportunity. This car required very little to get it back on the road – body, paint. motor and interior are all original and it have joined our stable of Fiats. I call it my car but do I maintain it, wash it etc etc – No.. but I do love driving it and my trusty mechanic does the rest.. So now we have 2 X1/9s (plus Pete's X1/9 race car).

.....so that is our X1/9 story and we are very happy that Fiat, then Bertone developed this great little car which has given us so much pleasure over the past nearly 40 years.



Peter with our X1/9 Series Speciale back in the day



Our Series Speciale badge



Our “his” and “hers” X1/9s

Vita Sociale

September

By Lyn Bartold

Photos: Joseph Sammut, Giancarlo Nasca

Once again, we had an excellent turn up of members at September Caffe di sabato. I am sure everyone agrees with the decision to use the Veneto Club as the base for most of our coffee mornings as we now do not have any problems with parking or seating and it is an excellent backdrop for photos. Thanks to Giancarlo Nasca from the ACT Fiat club who joined us and contributed some of his photos.



ZAGAME SHOWROOM AND BODY WORKSHOP VISIT

By Duke Luu
Photos: Peter Bartold, Joseph Sammut



The distinctive tower at Zagame's Autobody, Tullamarine

On Friday 19/08/22, Zagame invited The Fiat Car Club of Victoria and Alfa Romeo Car Club to tour their Richmond showroom and their mega Auto Body in Tullamarine. It was a nice sunny morning, perfect for driving open-topped in our Spider and catching up with friends in the club. We had a quick coffee and breakfast that was on offer at Zagame's Richmond Showrooms, while browsing around the Fiats and Alfas on display. After greetings and information from

our hosts, Gemma Goldfinger and Damon Earwaker, we each hopped into our cars to join the convoy en-route to their Tullamarine site.

Zagame AutoBody occupies the iconic giant paper scroll building (AKA "The Age" building), next to the Freeway. We were given a tour of the establishment by Andre Selliah, the General Manager. Inside the 25000 squared metre complex, spotless work bays and spray booths lined the first floor. Partially



dismantled cars, of the exotic kinds, resting on hoists and inside dust free booths, were all work in progress. Among them, a rare classic Ferrari was also being cared for. Down on the ground floor, a vast open space was filled with hundreds of cars; some still under wraps, some on hoists and others looking ready for delivery to new owners.

In the Autosport area, were race cars stored for their owners who had entrusted Zagame's to house and prepare them for the next race meet, to be delivered to the relevant racetrack for competition and then returned and any required maintenance done to be ready of the next competition. In one section of this area there were a handful of cars draped in black which were, one by one, revealed to us by the Auto Sport Manager, Rod Wilson. Exquisite marques they were too - Ferrari, Audi, Lamborghini and even a Rodin open-wheeler race car. There was a lot of interest from our group in this area and the Rod happily answered many questions and showed us some of the amazing array of cars that are housed in this section.

The tour ended at the upstairs lounge, where we finished off with a light lunch and a chance to mingle.

Overall, Jenny and I had enjoyed the day immensely. It had been a very interesting and informative outing. Thanks to Zagame for their hospitality and the tour of their state-of-the-art facilities.

A big thank you also to the organisers in our club for arranging this event.



First Stop, Zagame's Richmond Showroom



Lunch



Jenny and I leaving after a great day



Mins 501



Mercedes 300 SLR

The News Stand

Richard Unkles

In Shepparton Min Innes-Irons has got his 501S back from Richard Stanley, his body builder. He is very happy with the end result and the colour. Colour is based on the early darker red used by Alfa Romeo. Now to put on all the bits that he restored whilst the car was away.

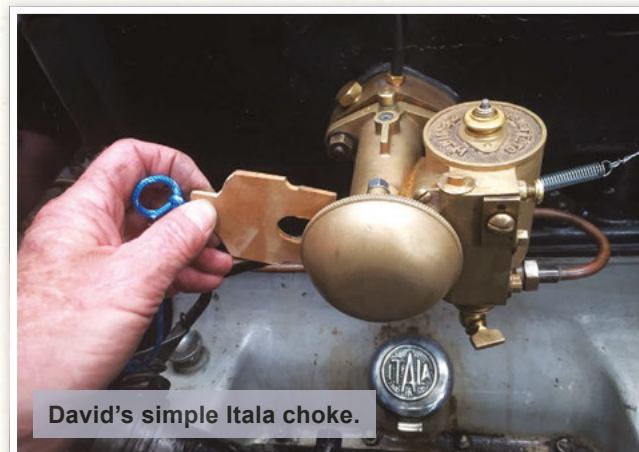
David Stott and Augustin Banko have been looking at the Zenith carby in David's Itala Tipo 50, due to it being difficult to start. They found that someone had reinstalled the butterfly wrongly on the square if the shaft. As the manufacture originally was not concentric the butterfly was sitting with an opening one side. Correctly reassembled the butterfly now closes neatly. As the Zenith has the no choke version carby fitted, David has made neat manual item to insert and starting is now much easier. Records he has inherited show that starting the car has been a problem for at least half a century, or even longer.



Mins 501

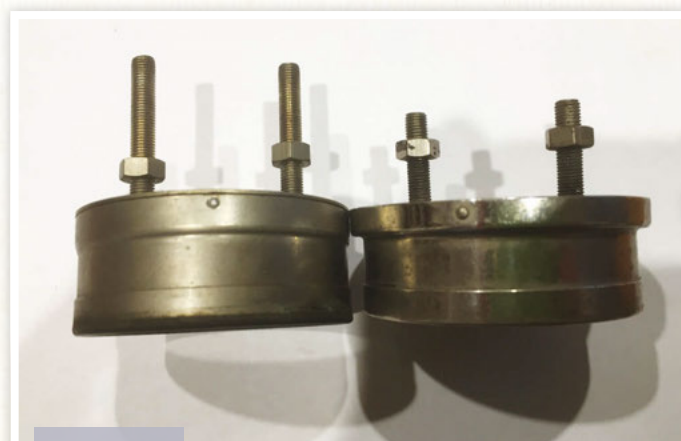
David and Jenny have recently returned from visiting family in Des Moines, Iowa. He caught up with several members of the Fiat Club of America. More news on that front next edition.

Your scribe's taxi now has the engine reassembled and #3 big end is no longer nipping up. However, a failure of the ammeter meant that there was a complete loss of electrical power. At the time of writing a replacement is being fitted. Whilst a correct Weston ammeter it is still a compromise, with the mounting bolts too short, so it needs a special longer nut to allow for correct positioning in the switchbox. If the original can be repaired it will be investigated and a report back via Tipo Torque.



David's simple Itala choke.

Thanks to the observation of Kevin Lemm, the front end was found to have serious toe out rather than a slight toe in. So, the usual downwards bend in the tie rod was changed to almost straight and the required result was just obtained. It looks like the front end may have been wrongly set up for the last 80 years or more.



Ammeters

World's Most Expensive Car

The most expensive car ever sold is a Mercedes-Benz. A 1955 300 SLR Uhlenhaut Coupe sold for a staggering sum (look for the answer at the end of Tipo Torque) in May 2022. The car is one of only two racing prototype 300 SLR Uhlenhaut Coupes that were built. These had a straight eight engine of 3 litres and the body panels made of magnesium. Top speed was at least 180mph. Proceeds from the sale are being used to establish the "Mercedes-Benz Fund" — a global charity that will "provide educational and research scholarships in the areas of environmental science and decarbonization for young people."

Francesco Baracca

The relevance of Francesco Baracca more than 100 years since he was shot down in WWI by ground fire may surprise. Baracca was an Italian air ace who shot down 34 aircraft between mid-1916 and June 1918. Well known in Italy, there is a museum to his memory. If you want to go the address is Via Francesco Baracca, 65, 48022 Lugo, Province of Ravenna. Elsewhere he has survived in a manner that might surprise you. He adopted the prancing horse emblem of his cavalry regiment, but with some changes, including the direction the horse faces for the emblem on his planes.

Source: Museo Francesco Baracca

Compare this with the emblem of Ferrari, which faces the original direction of the cavalry. Which brings us to Enzo Ferrari.



Baracca Prancing Horse Emblem



Baracca plane and emblem



Ferrari Prancing Horse

Tipo Torque (cont.)

Enzo Ferrari

Enzo was fortunate to be born into a wealthy family in Modena in 1898. His father was one of the first persons in Modena to own a car and by the age of 13 Enzo had induced his father to teach him how to drive. His father had a small automobile repair shop and Enzo spent much time there as he had little inclination for school.

As WWI approached he was called to enlist in the army. He advised the recruiting officer that he was a mechanic. So, he was sent to shoe mules. Fortunately, in time, he was able to work on vehicles. After the war he sought work in Turin at a garage. He was quickly noted for his abilities and precision of his work. He found friends amongst the car racing fraternity and finally got a job with Alfa Romeo. By now he had chosen his way in life. The other option he had was as an opera singer. Alfa were keen to produce a car that was to beat all comers and so his talents were well placed. He was fortunate to be allowed to drive race cars and started with a 4.5 litre 40/60 Alfa. In his first outing he came 5th with a Mercedes in 4th. Soon after, Vittorio Jano was enticed from Fiat and so the plans for the P2 and P3 Alfas were progressed.

Enzo Ferrari, driving an Alfa Romeo RL in Targa Florio with Giulio Ramponi, won the first *Savio Circuit* in **Ravenna** on 16th June 1923. He was congratulated by Count Enrico Baracca, Francesco's father, whom he had already met in Bologna some time before. That second encounter, as Ferrari himself wrote on 3rd July 1985 to Lugo historian Giovanni Manzoni, gave rise to yet another meeting, this time with Francesco's mother, Countess

Paolina Biancoli. Ferrari wrote later what she said: *"Ferrari, use my son's prancing horse on your cars. It will bring you good luck. I still have Baracca's photograph, with his parents' dedication entrusting his emblem to me."* concluded Ferrari. *"The horse was and has remained black, but I added the canary yellow background, the colour of Modena."*

There is another version of the story in which Count Enrico gave the use of the emblem to Enzo Ferrari at the time of the winning of the Savio Circuit race. He was approached by Count Baracca and his wife and was offered the emblem then, not later at the meeting with the Countess. Believe which you will, though the truth is likely somewhere in the middle.

Source: The Ferrari by Hans Tanner published 1959

He continued driving and was very good but his organisational abilities were noted and he was increasingly used for this skill. Then in December 1929 Alfa decided to take the manufacturing side more prominence and retire from racing. However, the experience of racing built up was not to go to waste and Alfa provided the ongoing backing for the new "Scuderia Ferrari" and full access to all racing material. So he built a two winged factory, one half for the racing stable and one half for servicing customers cars.

Result of the Auction of the Mercedes 300 SLR

(answer to the above question)

A 1955 Mercedes-Benz 300 SLR Uhlenhaut Coupé has become the most expensive car to ever be sold after being auctioned off for €35 million. The car, previously owned by Mercedes-Benz, was sold by RM Sotheby's to an unknown collector at the Mercedes-Benz Museum on May 5, 2022. It was bid for by International car dealer Simon Kidson. If his commission was a mere 5% he would likely have his most profitable day ever.

RUN TO MARONG PICNIC & DISPLAY



By Joseph Sammut, Words and Photos

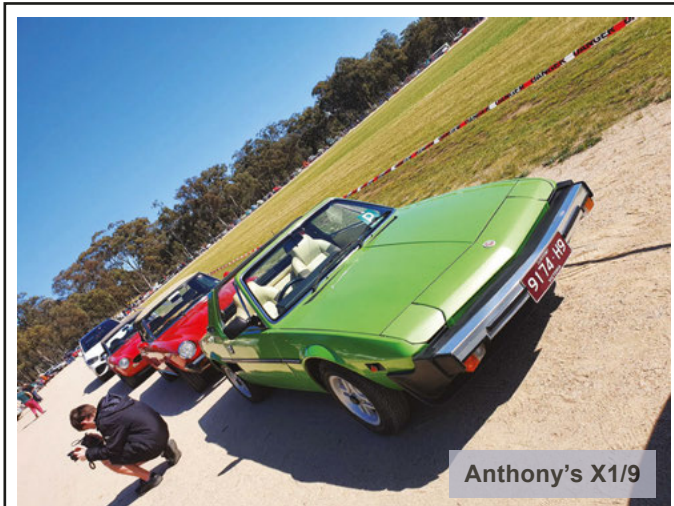
On Sunday 29th August members of the Fiat Car Club met for a coffee at the BP, Calder Park before departing on the drive to Marong, a 1hr 15 mins drive. The weather was not too promising for the first 20mins, then changed to be a great day from then on with a blue sky. After a nice drive through some great scenery we arrived at the picnic grounds at about 10.30 where we were told that the gate was

closed because the grounds were full. Eventually the organisers decided to open the gate and gave us a very good spot in the middle of the area. It was an enjoyable day with FCCV the 2nd biggest Club represented on the day (so it was very worth their while to let us in). We had an excellent turn up with ... members and families and ... cars in attendance.



RUN TO MARONG PICNIC & DISPLAY (CONT.)

Comments from some of our club members who were there on the day



Anthony's X1/9

New Club Member Anthony Willis.. *"thank you so much for a great day, with the Italian warmth and hospitality greatly appreciated by newer members. Looking forward to the next event!"*



Nonno's 124 Abarth Spider

Member Nonno Pippo, also commented on the great day with the Fiat Team.... great salami cake, and even cafeteria coffee available.

Thanks to all those who attended as we not only presented good show off automobiles but also for the great company. For those who could not make it there is always next year! Thanks to Anthony & Nonno for your comments.... I fully agree with you, that is what makes a Club



THE WINERY KITCHEN RUN

By Deb and Rob Judd
Photos: Joseph Sammut, Sandro Cesario, Anthony Cementon



Meeting at old Ford Factory



The Winery Kitchen

What a beautiful day for a car run & lunch. After feeling rather chilly in the rainy conditions at the Avalon Motorkhana just 2 days earlier, Sunday 25th September was perfect weather for the run to Seymour's Winery Kitchen.

17 cars & about 30 enthusiasts met at the old Ford Factory Head Office in Campbellfield ready for a very civilised 10.30am start (thanks Sandro).

A good number of Fiat models headed off for the pleasant drive up the Hume Hwy – 124 AC, CCs & Spiders; 131 & Regatta; X/19 & Fiat Coupe; a 500X (plus a few welcome ring-ins). A few more joined us at The Winery Kitchen and by the time we sat down to lunch our group had grown to about 40 people.



THE WINERY KITCHEN RUN (CONT.)

Lunch under the grapevines was reminiscent of slow Sunday lunch scenes in Italy – how very appropriate! An excellent lunch began with antipasto followed by pizza, pasta and salads. Rob, Ian and I enjoyed the locally produced Tempranillo wine with lunch and it was lovely to be able to chat with many old friends and to meet new members over a leisurely lunch.

After lunch, also reminiscent of dinners in Italy, our host generously offered a very nice digestif (fortified wine) to finish off. He then took us out to see his 501/503 project – very much a restoration to be started and he has big plans for it.

In all, a lovely day spent in good company. Thanks to Anthony Cementon for organising the lunch venue and to Sandro Cesario for overall organisation of the event.



Coming Events

General Meetings

November 10th	8pm Veneto Club
December 8th	8pm Veneto Club
	Nuts and Bolts Quiz
	Presentations
January 12th	8pm Veneto Club

Join us for dinner in Bistro from 6.30pm –
Bookings essential
Contact Sandro Cesario 0420 277 701

Caffe di sabato

Nov 5th	Veneto Club
	9.00am and
	Sausage Sizzle
Dec 10th	Festa La Baracca
	See page 34 for details
Jan 7th	Veneto Club 9.00am



Sandown Historics November 4-6th • X1/9 and FCCV Displays Sun 6th



We will have a display for X1/9s to celebrate the 50th Anniversary, next to the
Grandstand on the main straight
Contact Peter Bartold 0414 867 280

FCCV Display on Red Hill
We will have space in this area to display other Fiat models
Contact Sandro Cesario for details

FIAT 123

Heritage Event. 123 years of FIAT cars.
November 10 to 13 2022, Bendigo, Victoria.

Hotel bookings are filling fast. Get organised to be at this first heritage event since 1991 for the marque.

TIMETABLE:

Thursday evening	Registration
Friday morning	Run (optional Remembrance service)
Friday evening	Dinner and Display under lights
Saturday	Run or optional Swap Meet visit
Saturday evening	Short run for BBQ dinner
Sunday morning	Downtown Coffee and Display morning
Sunday afternoon	Depart on optional post event run

Bookings:

Event cost, driver and car \$100, Extra adult \$70,
Children u/14 \$40 Includes dinner at the Display on
Friday and BBQ dinner Saturday. Email details to
fiatcentral.victoria@gmail.com

Accommodation: All Seasons Resort, 171 McIvor
Hwy, Bendigo Ph. (03) 5443 8166 rooms held under
Fiat Car Club for \$149/night rate

More details: fiatclub.org.au or Roger Beattie 0400 177278
(Payments to BSB 814282 Acc. 30369100 Ref. F123 and name)

Coming Events



Hobson's Bay Men's Shed Car Display

Apex Park, Queen St Altona
Sunday Nov 20th

Open to Vintage, Veteran and Classic Cars
Sausage Sizzle, Coffee and Drinks
Entry \$10 per vehicle

Contact Joseph Sammut for details
0412 211 581



Geelong Revival

Friday 25th - Sunday 27th November
Classic Motorshow

FCCV Display – Saturday 26th November

You must enter individually
To enter go to Geelong Revival website
Click on Shannon's Motorshow
and fill in entry form (entry is free)

Contact Roger Langdon for details of meeting point etc. 0402 409 758



AROCA

Spettacolo 2022 Wash and Shine

Sunday 27th November
Wesley College, Mt Waverley Campus



Entry \$10 per car

Contact Joseph Sammut for details – 0412 211 581



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FCCV MERCHANDISE

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

SOME OF THE CURRENT RANGE OF MERCHANDISE:-



Fiat Club Festa

Saturday December 10th

***La Barraca, Rear of Veneto Club
BBQ and Car Display***

Members and family are invited to bring your favourite Fiat, all food provided, BYO drinks



Booking Essential

Eventbrite code will be provided in Fiat Pronto

Contact Mario Di Censo 0419 171 661

Paul Pozzobon 0418 552 290

December General Meeting

Annual Presentation of Trophies

Thursday 8th December, Veneto Club

Followed by Nuts and Bolts Quiz

Join us for our Annual Quiz and Pizza Supper

Bookings are essential

Eventbrite code will be provided via Fiat Pronto

Contact Mario Di Censo 0419 171 661

Paul Pozzobon 0418 552 290

