



# FIAT Month

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

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

**JAN 2023**

**Fiat 123 Heritage Event**

**Fiat Club Festa**





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**JAN 2023**



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

### FIATmonth deadlines

5th of the month prior to publication.  
Next issue: March 2023  
Deadline: 5th February 2023



Front cover:  
David Reidie's cars, Castlemaine  
1954 Fiat Otto Vu Zagato  
1935 Wolseley Hornet Special  
1955 Lancia Aurelia B20 Series V  
Photo Peter Bartold

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FIAT month — January 2023







2022-2023

# THE CLUB COMMITTEE

## President

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M: 0419 171 661; M: 0418 552 290

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## Calendar

Roger Langdon  
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Joseph Sammut  
M: 0412 211 581

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Ralph Di Censo  
M: 0438 232 875

## General Committee

Janet Fry  
M: 0407 192 080

## NON-COMMITTEE POSITIONS 2022-23

### MSCA Delegate

Marisa Gangemi

### CAMS Delegate

Paul Freame

### Supper Organiser

Paul Pozzobon

### AOMC Delegate

Peter Kerr

### Property Officer

David Judd

### Library

Bruce McCann

### Communications Officer

Peter Bartold  
0414 867 280

^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



You will notice that this FIATMonth has an extra 4 pages, to accommodate reports on the numerous events we, as a club, have been involved in as well as events that club members have been to, both locally and overseas. Our FIAT123 weekend away, organized by il presidente, Roger Beattie, really made us feel like some normality is returning to our lives (even if at the time of writing this report COVID numbers are sky rocketing again!) One of the original features of the event was to visit the Bendigo Swap Meet, with the opportunity to display our cars there, but the terrible flood along the Murray River, meant that the Bendigo Show Grounds, (the site of the Swap Meet), needed to be used as an accommodation site for victims of the floods.

Allora... at the last minute, Roger had to come up with plan B which took us to Maldon (including the Remembrance Service), Mt Tarrangower and the Eddington Sprints site, so plenty to keep us

## From the Editor...

occupied. It was a weekend that attracted a large group of people and cars and to have participants from other states and even overseas was amazing. The event was also an opportunity for some of our country members, particularly those in vintage and veteran cars, to attend a club event without having to drive to Melbourne and a chance for we Melbournites to see some amazing cars. The range of cars that were part of the whole event was amazing- from vintage dating back to the early 1900's to the latest Abarth models I am sure all participants join me in congratulating Roger on the idea, the many hours of organization and hard work he has put into it and his ability to fill the gap that the last minute Swap Meet cancellation created, and still be smiling at the end of it- we salute you Roger!

You will read about this and other past events in this magazine and also about what is coming up. My sincere thanks to those who have contributed articles and photos. Fortunately for us we have lots of keen photographers who send me pics from events or post them on

our Facebook site which gives me plenty of ideas for photos to use in each magazine. In this FIATMonth we have had a few members who have contributed articles and write ups of events for the first time. It is always great to read different ideas and ways of presenting a report, instead of my slant on things –so keep up the good work. Remember any articles are due on the 5th of the month prior to publication eg 5th February for the March edition.

Looking at the 2023 Calendar, we have a busy year coming up with plenty of events to look forward to. In March, our annual Autobella will be held with the usual Costumi d'epoca and the Diorama sections with themes to be announced in the new year

Make sure you open your Fiat Pronto updates that you receive weekly, to keep up to date with the what is happening and the clubs Facebook has reminders of Coming Events,

We look forward to another great FCCV year in 2023.

## EDITOR'S PIC

A great opportunity to drive around Sandown in my X as part of the X1/9 and Fiat Display at Sandown Historics. We certainly were not going as fast as those competing on the day but the FCCV cars on display were first out on the track behind the safety car so we had an uninterrupted 2 laps at a reasonable speed ( I have driven there before when I did an Advanced Drivers Course when I used to do a few Sprint events back in the day!!)



FIAT month

FIAT month — January 2023





# Rapporto del presidente



After I mentioned in the last magazine about my impending trip to Italy for an Automotive Historians conference and to wallow in the excesses of the enormous Padua swap meet I have written short articles for elsewhere in the magazine to describe them. The absolute highlight was catching up with friends and being offered a trip to Padua from Turin in an amazing 1965 Fiat 2300 Berlina. I have done plenty of road trips in Australia and in fact have a bit of a reputation for just taking off on them. This was something different however and deserves and has received some extra coverage.

Apparently Sandro made an exceptional stand in for me during my absence, even talking enough, so I thank him here and certainly appreciate all that he does within the club.

A week and half after I returned we hosted the FIAT 123 Heritage Event in Bendigo. Everyone who attended seems to have had a great time and while some think we were lucky with the weather, retrospectively I put it all down to planning! Thanks to all those who made it and for those who have only heard about the interesting drives, fun visits and socialising there will be an opportunity to join us for the 125th Anniversary Event in 2024. While not 100% settled the location will be somewhere relatively close to Sydney so we will have a little road trip to enjoy on the way too!

Events keep rolling through as it would seem we have returned to normal programming! There have been group displays at Sandown Historics meeting, Hobsons Bay Mens Shed car show, Geelong Revival and as part of the Alfa Romeo Owners Club Spettacolo display in Glen Waverley. I am writing as December approaches and another Caffè di Sabato at the Veneto Club looms in the immediate future. The shift to having a more permanent base for this monthly event has made scheduling a lot easier although we can still visit some of our old haunts for 'raids' like the celebration of



Wishful thinking



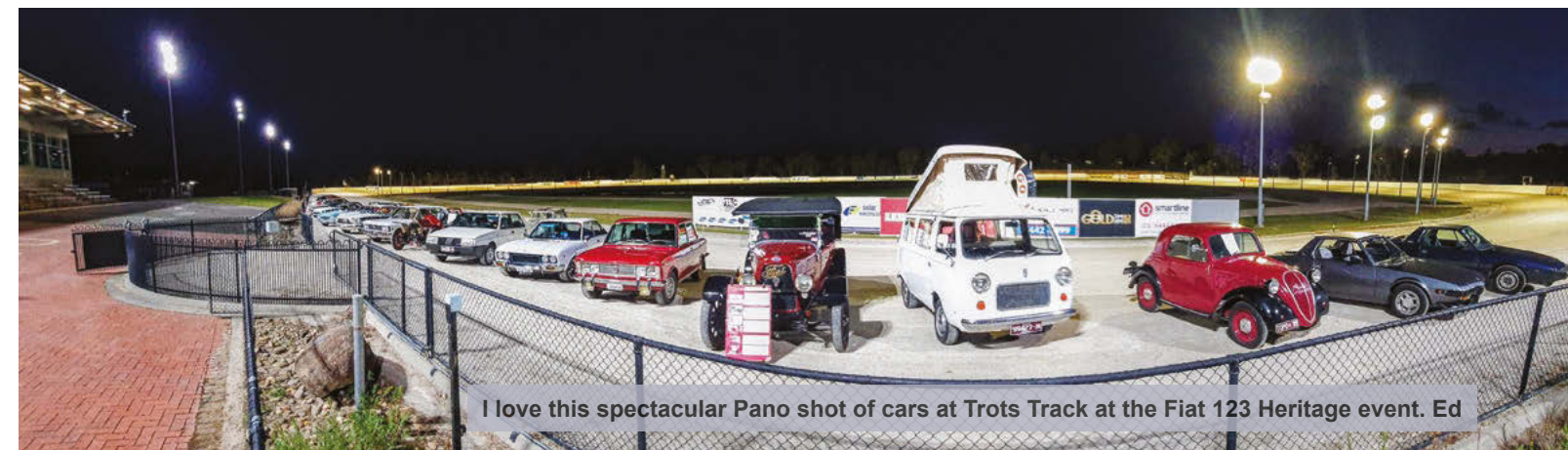
Dinner at Bendigo Trotting Track

Carlo Abarth's birthday run which Trevor Prasad has taken on as his own and ended pleasantly with pizzas at Massaros watching the sunset over Melbourne ..... Next year for those who missed out!

Plenty of events planned and in the planning stages. Make sure you keep your eye on the FIAT Pronto newsletters for the most up to date information and

event news. Peter Bartold continues his sterling service to the club ensuring they are informative and interesting.

All the best for 2023, Happy New Year.

I love this spectacular Pano shot of cars at Trots Track at the Fiat 123 Heritage event. Ed

## Fiat Nationals

Friday 14th – Sunday 16th April 2023

Run by FCCV

After a series of false starts these last couple of years, I'm pleased to announce that the Fiat Nationals will be held again in 2023.

The event will take place in Albury-Wodonga, with the Sprint and Motorkhana taking place at the Wodonga TAFE Logic Centre at Barnawatha, 14 km from Wodonga and the Show & Shine taking place at Hovell Tree Park in Albury.

The dates are:

**Friday 14th Saturday**

**Saturday 15th Motorkhana**

**Sunday 16th Show & Shine and Presentation Dinner).**

These dates were chosen to avoid many of the other auto activities in the new year and to coincide with the school holidays to give the best chance for people being able to travel and attend.

Final details of accommodation etc. are still in negotiation as this article is being written, so please keep your eyes and ears open for more information about accommodation, entries and practices via Fiat Pronto, The Nationals website ([fiatnationals.com.au](http://fiatnationals.com.au)), facebook and our club meetings.

Keep the date available in your diary and start getting your cars ready for a great Fiat Nationals gathering at this new location.

**Robert Judd**





# CLUB CALENDAR

## JANUARY 2023 – MARCH 2023

We are offering a more comprehensive calendar of events for 2023.

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. Competition events listed on Competition Page.

### JANUARY

**Thurs 12** General Meeting. Veneto Club 8.00 pm  
**Sun 29** X1/9 Raduno. Open to all FCCV members and their cars.  
See Fiat Pronto for Start and Finish  
Contact Peter Bartold 0414 865 280

### FEBRUARY

**Sat 4** Caffe di sabato. Veneto Club 9am  
Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290  
**Thurs 9** General Meeting. Veneto Club 8.00 pm  
**Sat 11** FCCV Display at Bunnings Ferntree Gully. 9am - midday  
Contact Sandro Cesario 0420 277 701  
**Sun 12** Mirboo North Italian Festa. Baromi Park Mirboo North  
Contact Lyn Bartold 0433 034 721  
**Sun 26** Toscano's Tomato Day. BYO picnic lunch. Casa di Bartold  
Wonga Park 10am  
Bookings: Lyn Bartold 0433 034 721  
**Sun 26** AOMC British and European Motor Show. Event Central at Caribbean  
Park (new venue)  
Contact Joseph Sammut 0412 221 581

### MARCH

**Sat 4** Caffe di sabato. Veneto Club 9am  
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290  
**Thurs 9** General Meeting. Veneto Club 8pm  
**Sat 4 - Sun 5** Run to Auto Italia  
Contact Roger Beattie 0400 177 278  
**Thurs 9 – Sun 12** VHHR Phillip Island Classic Festival of Motorport  
**Sun 12** Club Run to Phillip Island and Shannons Walk Display  
Meet at Tooradin. Contact Joseph Sammut 0412 221 581 or  
Sandro Cesario 0420 277 701  
**Sunday 19** FCCV Autobella at Deaf Children Australia  
Contact Sebastian Bongiorno 0419 536 876  
**Mon 27 – Thurs 30** Targa Classica, finishing at the Aust Grand Prix  
Contact Lyn Bartold 0433 034 721



## Targa Classica 2023

Monday 27th – Thursday 30th March

The Targa Florio Australia event has been renamed and is now Targa Classica. This year's event will travel from the Yarra Valley, through Healesville, Mt Hotham, Nagambie, finishing at the Australian GP.

Targa Classica cars will be on display at the GP from the Thursday evening to Sunday and entrants will also drive a few laps for the GP track each day. Once again, we have a number of FCCV members competing and they are looking forward to this year's challenge.

### 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 2023  
Thursday January 12th  
Thursday 9th February  
Thursday 9th March

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

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

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

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

Fiat Car Club of Victoria  
Is affiliated with  
Motorsport Australia  
MSCA

Compiled by  
Roger Langdon

## Membership News

Robert Judd, Membership and Club Permit Secretary

### NEW MEMBER UPDATE

We have had 8 new members since the last magazine.

#### WE WELCOME THE FOLLOWING NEW MEMBERS –

**Richard Zen:** Abarth 695 Ferrari Tributo, Abarth 695 Maserati Tributo, 500 “by Diesel” and a 1 off Jackie Stewart autographed edition 500.

**Stephen Toso:** Lancia Delta

**Ryan Russell:** Punto Sport

**Heather Spain:** partner of John Spain

**Jenny Davidson:** partner of Rino Rossi

**Paul Papas:** no car info

**Jacqui Jones:** friend of Tony Russell with a Mitsubishi Mirage

**Vincenzo Mazzeo:** Falcon wagon

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

## MEMBERSHIP & CLUB PERMIT UPDATE

It is frustrating that many members are only ‘remembering’ to renew their membership when their permit is due for renewal. We are now following up personally with individuals to try to close this gap.

### CLUB PERMITS

The Club Permit Scheme is remaining stable with no changes happening or proposed.

### 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 2022 was a big year for our competitors, because finally after 2 years of lockdowns we had full year of open competition. From what I have on record we had 39 FCCV Members compete this year in about 41 different events ranging from Sprints, Hill Climbs, Motorkhanas, Khanacross and Rallying.

From November through to December, we had a good end to our competition year. Philip Buggee competing in the Sandown Historics at the start of November.

On Sunday 13th of November the MSCA held their 50th Anniversary lunch at Killara estate winery. Paul Freame, Ruth Freame, my partner Steven Cracknell and I attended the event. It was a very nice lunch and awards ceremony and we also caught up with FCCV Life Member Shirley Clark.

On the 3rd of December Ruth Freame had a go at sprinting for the first time at the MSCA Come and Try day at Phillip Island, more on that later. On December 4th at the final round of the AROCA Sprints we had Ian Maud, Brian Garret, Frank Caia, Tony Romeo, Frank Spinosa, Mario Di Censo and John Black competing at Phillip Island, well done guys! Also, on the same day Tony Russell and his son and myself competed in the Western Districts Car Club Motorkhana at Geelong Motorsport Complex. By the time this goes to print hopefully myself and a couple of others would have competed at Gippsland Car Club's final club Khanacross for the year at Bryant Park on December 11th.

I am very proud of our competitors over the last year who have returned to racing after 2 years of



lockdowns etc. You have all done an amazing job and it has been great seeing growth in our competition numbers. I am doing my best to recruit more of our financial members into racing and officiating so please if you are interested in joining us on the track or at a skid pan, please email me. We have a jam packed 2023 ahead of us with our club also hosting Fiat Nationals this year.

A note for the 2023 season, if you have competed in an event, please let me know and send me your results and what vehicle you have competed in so I can add them to the tally for the Motorsport Award but also so we can keep a good record of how our club is doing in motorsport participation overall. Not all results systems from events are available to back track from and traditionally, they don't always indicate which club each competitor is from. There is also a known issue with the Motorsport Australia portal not being accurate in terms of which car club the competitor is representing and this still hasn't been resolved. If you want to be eligible for points in the club championship you need to let the competition secretary know immediately after you get your race results. I also don't want anyone to miss out on getting mentions in this magazine for their efforts in representing our club in motorsport. 2023 is going to be big year in motorsport, I look forward to seeing you all trackside soon!



Tony Russell competing at Western Districts Car Club Motorkhana, Geelong Motorsport Complex

## COMING EVENTS: JANUARY TO MARCH

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

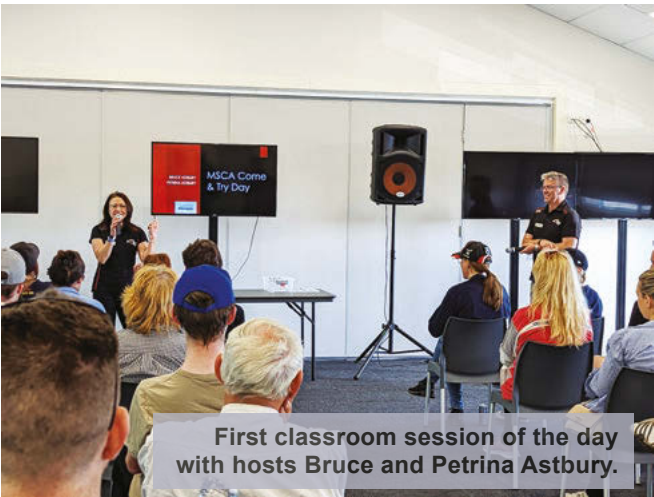
SPRINT EVENTS		
Sun 15th January	AROCA Sprints	Phillip Island
Sun 22nd January	MSCA Sprints	Phillip Island
Sun 12th February	AROCA Sprints	Sandown
Thu-Sun 9th- 12th March	VHRR Festival of Motorsport	Phillip Island
Sat 18th March	MSCA Sprint	Sandown
MOTORKHANA/ KHANACROSS EVENTS		
Sat 5th March	Fiat Nationals Practise Motokhana	TBC
HILLCLIMB		
24-46th March	Rob Roy Revival	Rob Roy

## MSCA COME AND TRY DAY PHILLIP ISLAND

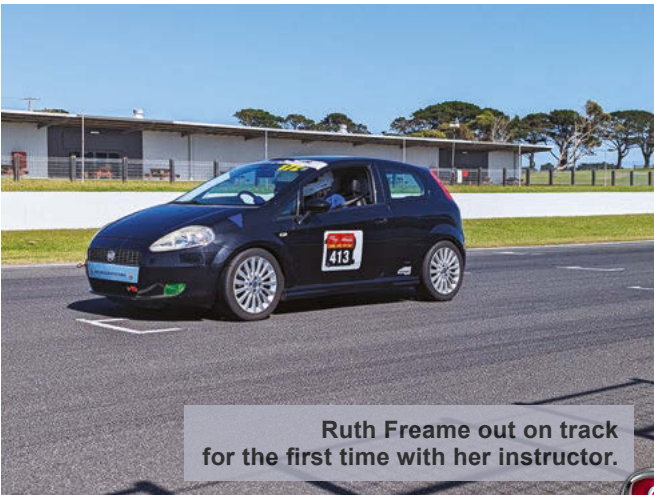
Saturday 3rd of December 2022  
Photos by Marisa Gangemi

This year the MSCA held their Come and Try track day again at Phillip Island. It was another well organised event by the team and well attended with 88 entries and 25 of those being female participants. One of the females was our very own FCCV Member Ruth Freame. Ruth has been a very active member of our club competing in Motorkhana and Khanacross for quite a few years now, but Paul Freame and I finally managed to convince her to have a go at sprinting in one of the Freame Family's Puntos. I was returning to the event as an official this time, volunteering as a group leader for the very group I was in last year and Ruth's group this year, Group 1. After check in the day started with the first class where the come and try participants were taught by MSCA legends Bruce and Patrina Astbury on the basics of how a track day is run and what to do as a new starter to sprinting.

Following this class, the participants then went out on track in their own cars with an instructor for the first track session of the day. In the pits there were a few nerves and a lot of excitement about getting on track for the first time.



First classroom session of the day with hosts Bruce and Petrina Astbury.



Ruth Freame out on track for the first time with her instructor.



Paul Freame, Ruth Freame, Shirley Clark, Marisa Gangemi and Steven Cracknell, Photo by David Parr



# MSCA COME AND TRY DAY PHILLIP ISLAND CONT.

When the participants returned from their first session there were a lot of smiles and excitement to return to the track. We then took the participants back up to their second class for the day where Bruce and Petrina expanded further on their knowledge about car control and track etiquette when it comes to overtaking. The participants then went out for their second session with their instructors and I could see from watching from the pit wall that they were all getting faster, and the confidence was growing. After lunch the participants then went in their instructor's race cars as passengers which was a valuable part of the day.

Following this was the final classroom session of the day where the participants broke out into groups for an activity where they shared each other's experiences for the day. They then got prepared for their final track session of the day which was the solo session without an instructor.

The most rewarding part of the day was seeing the participants return to the pits and get out of their cars excited and happy they completed the day. I will never forget the smile and excitement on Ruth's face, and I gave her the biggest hug. So proud of you Ruth for giving it a go! I am hoping we can get more FCCV members along next year. Huge thank you to the MSCA for holding another amazing event. For 2023 the MSCA Come and Try day will be held on Saturday 19th of December at Phillip Island again.



# COMPETITION EVENTS

## FCCV COMPETITORS AT AROCA SPRINTS PHILLIP ISLAND

Sunday 4th December  
Photos Paul Pozzobon and Jac Black

A great day at Phillip Island for the AROCA Sprints – very hot but better than in the rain!! There were 8 FCCV competitors and a number of support crew. It was good to see John Black back at PI again and special thanks to his daughter Jac for some great photos. Ian Maud had problems with his X1/9 Proto-type so had to retire.





# MOTORCLASSICA 2022

By: Sandro Cesario

Photos: Marisa Gangemi, Joseph Sammut



The FCCV participated in Motorclassica 2022, a 3 day celebration of the best in motoring from vintage classics to the bleeding edge of modern racing and supercars. On the Sunday we were invited into the Marque Park area where we had one of the best varieties of Classic Fiats and a lone Lancia. The cars

ranged from the famous Fiat Taxi, X1/9, Osca, 124s, 131 and a Modern Abarth 595 and lots more. Our members were very busy talking to fellow classic car lovers about the memories of the childhood days when their parents owned a Fiat 500 and the enjoyment they had with it.



Rob Judd's Fiat Dino Coupe

Those attending enjoyed a nice Italian Lunch in Lygon Street where many laughs and discussions happened with a lot of shouting, pure Italian style. Sorry Peter the lone Aussie in the group but he was happy and used to it!!

We had Robert Judd displaying his Fiat Dino Coupe inside the Royal Exhibition Building and it looked great all polished up and shining with the natural light.

This was the first time since COVID that the event was held and was under new management. It was well supported by other clubs and hopefully going forward it will be bigger and better again. It is an event that our club has participated in for many years, and hopefully, one that we will continue to support and enjoy.





# IL PRESIDENTE'S TRAVELS IN ITALY

## A Cross Country Adventure ... or, Road Tripping, Italian Style

Words and photos by Roger Beattie

My recent trip to Italy had many highlights including some that may well be covered in other parts of this magazine. Following my involvement in the Automotive Historians conference it was time for a bit of exploration and time catching up with old friends. A visit to Alessandro Sannia's office is always a pleasure and even more so on this occasion as he had been holding some small purchases that I had made during COVID and was waiting for me to collect them. We chatted and I bought a few more books and discussed possible future projects. Most people with an interest in old Fiats will be familiar with the Black covered model histories he produces. On another visit to Francesco Ceo he showed me a few of his cars and told me he was selling his absolutely gorgeous 1965 2300 Lusso. Sadly for him he let slip that he was taking it to Padua to advertise it and 'snap' the trap was sprung. I now knew how I was getting to Padua from Turin.



Piazza V Veneto Turin



Gathering the crowd



One of the stops



Autogrill

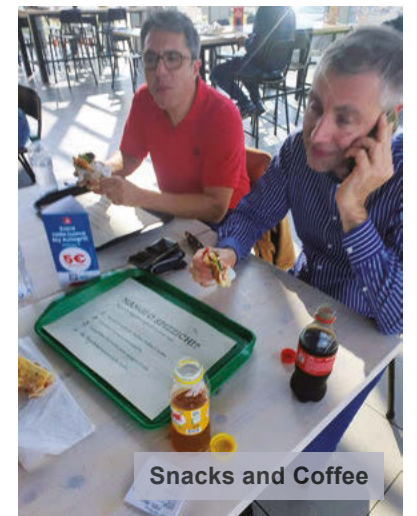


Padua Arrival

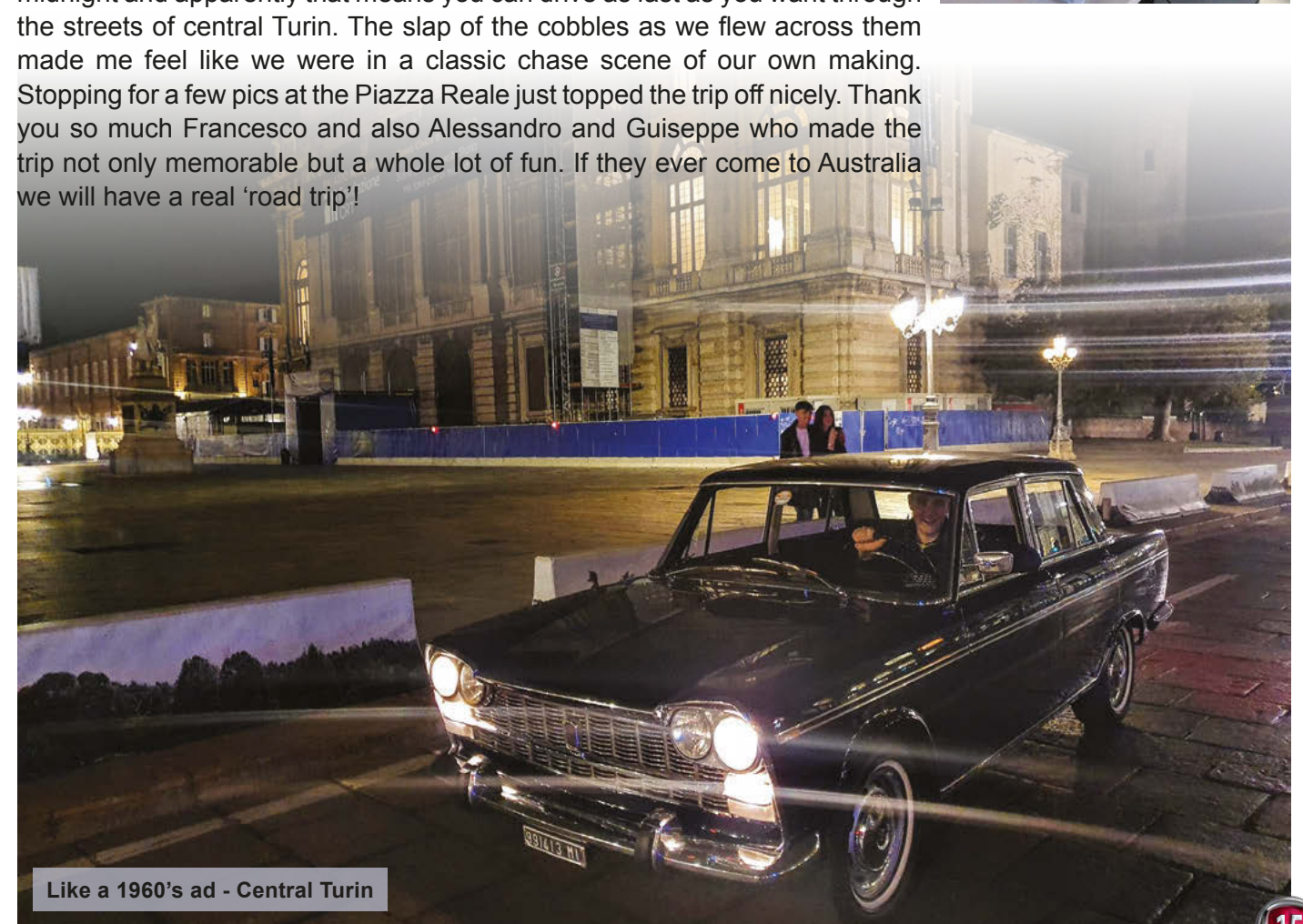
The next morning we gathered up a few friends and an extra Alfa Guilietta Turbodelta and headed off the 380km to Padua. Much excitement was had as we stopped multiple times for coffee and snacks but the truly remarkable thing, apart from the exceptional way the 2300 cruised thanks largely to the optional overdrive, was the fuss that was made of the cars at every stop. It would seem highly unusual for such cars to be seen touring the highways not as part of some event and people took photos and chatted at length with us.

As we approached Padua we did see a couple of other classic cars on the road but considering the 5,000 cars inside for the event (not counting visitors) it seemed surprising. The event was stupendous and will feature in an article next magazine when my head stops spinning quite so much.

The return journey to Turin was even more exciting as we arrived at about midnight and apparently that means you can drive as fast as you want through the streets of central Turin. The slap of the cobbles as we flew across them made me feel like we were in a classic chase scene of our own making. Stopping for a few pics at the Piazza Reale just topped the trip off nicely. Thank you so much Francesco and also Alessandro and Guiseppe who made the trip not only memorable but a whole lot of fun. If they ever come to Australia we will have a real 'road trip'!



Snacks and Coffee



Like a 1960's ad - Central Turin





Pano at Trotting track

# Fiat 123 Heritage Event

By Ryan Brown

Photos: Roger Beattie, Peter Bartold, Paul Pozzobon

## Introduction by Roger Beattie

The FIAT 123 Heritage event was born out of the desire to rekindle the spirit of the previous rallies run largely by the Vintage and Veteran Fiat club prior to their merging with the FCCV. In those days a historic vehicle probably meant pre-war .... And no, not Gulf War! Even Topolinos were considered a little modern as most of the local ones were 'C' variants post 1949. Still it seems the spirit in which they were conducted was one of camaraderie and fun.

The last one of note was conducted in Parkes in 1991, previous events in Castlemaine and Swan Hill had lodged them into the minds of participants and their cessation was sadly noted. My interest and an inability to say no led me to attempting this revival with a further 2 or 3 events planned for the series. I appreciate the kind words from all those who attended the event this year and hope to see even more of you in 2024 in NSW to celebrate the 125th Anniversary of the marque and then in what still seem a way off but is hurtling toward us the 2026 recreation of the 1926 trip across the Nullarbor by the Fiat Club of WA and a Perth based event prior to the drive. Obviously there is much organising and detail to be sorted out but in the spirit of all historic motorists .... Lets get cracking!

## Report by Ryan Brown

Around 90 people and 36 Fiats gathered for the 2022 Fiat 123 Heritage event, held in Bendigo from November 10th – 13th . Not only did members from the Victorian club attend, we were graced with dedicated Fiat enthusiasts from ACT, NSW, SA and even as far as the UK. The initial arrangement to meet up at the hotel, at any time on the Thursday evening was not without its challenges. Attendees experienced wild weather, traffic jams, road closures, long distance commutes, slow journeys in the “older” cars and a hair-raising brake failure. Nevertheless, by the time the sun was setting most of us were settled into the hotel bistro, introducing ourselves, and eyeing off the Thursday night special - \$19 parma and chips. A relatively early night for most with a lingering buzz in the air for the events to follow.

## Day 1 Friday



Convoy heading for Maldon

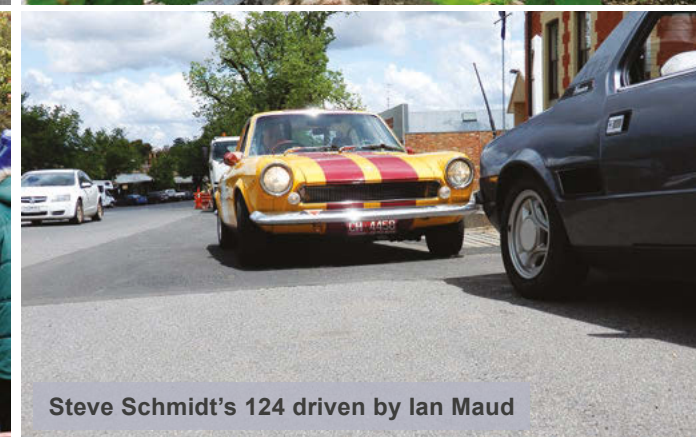
An early rise, followed by breakfast and a briefing in the car park from Mr. President before setting off to the small town of Maldon about an hour away. In this well preserved, old-style town, the Fiat club certainly made their entrance, in a convoy that woke the locals and monopolized nearly all available parking spots. There was some minor exploration of bakeries and



Remembrance Day Service

cafes before meeting up for a moving Remembrance Day Service in front of the Maldon War Memorial. Lest we forget.

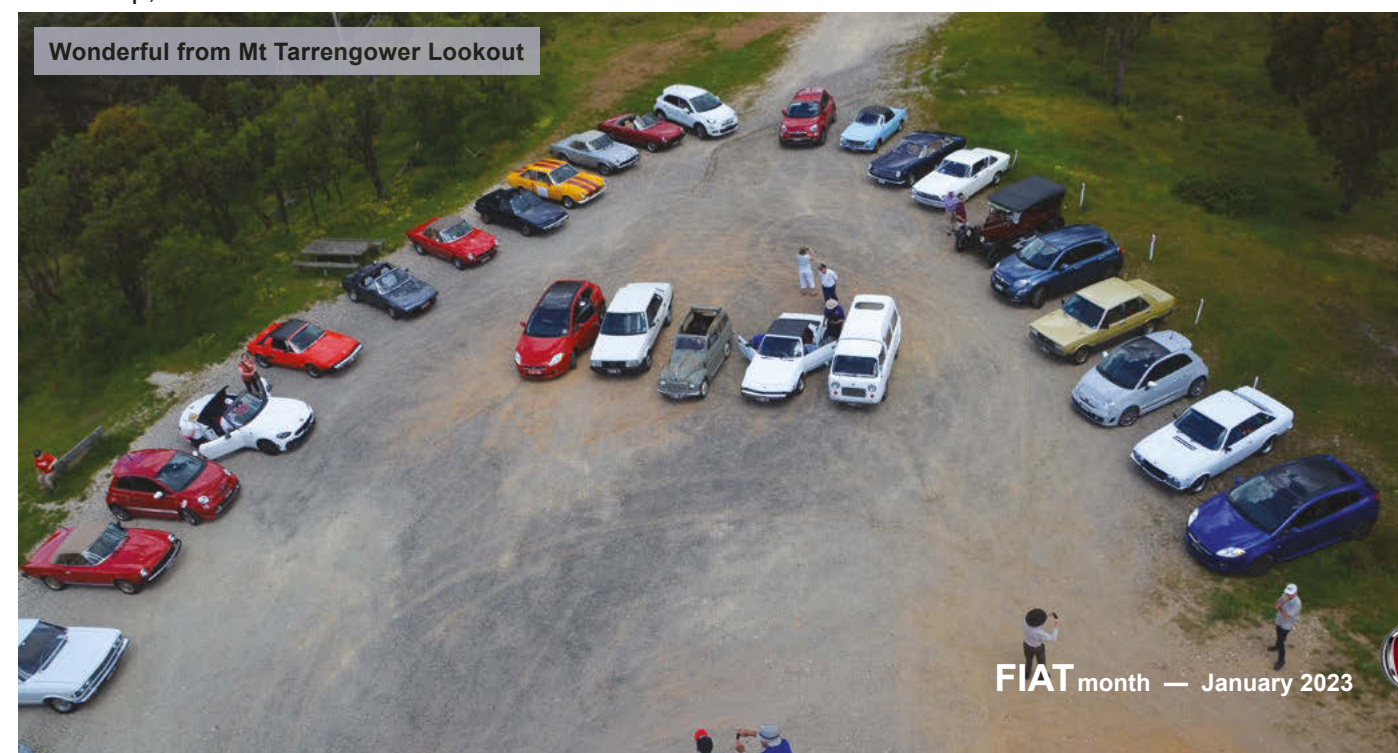
After some lunch and more exploring of the lolly shop, Xmas shop and gift shops, it was off again to visit the Mt Tarrengower lookout. The road up to the lookout is used in timed hill climb events. Some of the more enthusiastic drivers took the opportunity to race to the top. Unofficially of course! The sprint up the hill was made even more interesting about half way up, with my passenger yelling “TREE! TREE!” as we all dodged a large branch covering most of the road. At the top, several “well used” sets of knees braved



Steve Schmidt's 124 driven by Ian Maud

the five sets of tower stairs and were rewarded with a magnificent 360 degree view and panoramic photo opportunities of the Fiats parked in a semicircle below.

We soon convoyed back to the hotel for a brief unwind ahead of the group dinner at Lords Raceway { home of the Bendigo Trotting Club). A delicious three course meal was eagerly devoured by all before a sunset parade around the racetrack and display in front of the grandstand. The Fiats all looked brilliant under the lights as everyone enjoyed dessert, comradery and very unique photo opportunities.



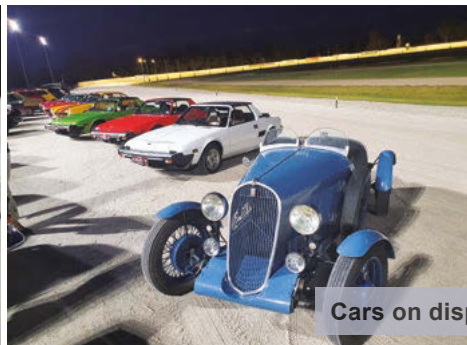
Wonderful from Mt Tarrengower Lookout



# Fiat 123 Heritage Event (cont.)



Driving Around the Trotting Track



Cars on display at Track



Dinner overlooking the track



Back at Motel after big day

## Day 3 Saturday

Saturday morning we were free to explore Bendigo and surrounds. Groups and individuals ventured off in search of the Art Gallery, Woolen Mill, Botanical Gardens and the Buddhist Temple. Some managed to take in the ever popular K-Mart! (We hope you booked ahead). We re-grouped locally at lunchtime at the Veteran, Vintage, Classic Car Club and were treated to a BBQ feast and home cooked desserts. It was quite an honor to be hosted by the Club President, Brian, and fellow members, who had been preparing food for several days and cooking all morning. After much chatter and poking around the photos on the walls, we traversed, somewhat disjointedly, into Castlemaine. Two very distinct delights awaited the motley band of Fiat lovers.

Hadfield's Hot Rod Museum and Riedie's Harley Davidson display. Here, members expressed joy, wonderment, awe and respect for the variety, rarity (and sometimes sheer lunacy) of vehicles on display. Between the Packhard Merlin 27 litre V12, the 1950's Indian motorcycles, the 30's Bugatti and the only V8 Fiat ever made (the Fiat Otto Vu Zagato), there was something for everyone. As dusk approached we descended upon the local Railway Hotel and took over their beer garden. Pretending poorly to be locals passing through, we fired rapid orders across the bar, putting the kitchen team to test. They did not disappoint or falter and we soon had full bellies for our return trip to our hotel. With the night not yet over, nightcaps in various forms were had in the Bistro, and further bonding ensued.



Lunch at Veteran Vintage Classic Car Club Rooms



Hot Rod at the Hadfield Hot Rod Museum

## Day 4 – Last Day

Sunday morning and not all of us were fresh from a good night's sleep. Rowdy groups in nearby hotel rooms partied well past midnight, stopping only when security was called. Whilst this left a few with blurry eyes, we figured that an army of Fiats cranking over at 8am might balance the score. After checking out and meeting in the carpark for a one last catch up, our always colorful President handed out mandarins and presented a variety of awards to the attendees. A special mention to those who travelled long distances, those who persevered despite mechanical issues, and those who towed up their vintage cars. Before we dispersed back to our respective homes, most of us managed to purchase the Fiat 123 wines. Spectacularly labelled shirazs and cabernets provided by Chateau Tahbilk were distributed at bargain prices (under a current liquor license I assume Roger?) from the Fiat 850T Camper. Great keepsakes to go with our many photos, stories and firmed friendships.

Three cheers and a massive thank you to our dedicated President, Roger Beattie, for arranging such a memorable event. This was a major effort and we are all genuinely grateful you made this happen. Thanks also to the uncredited heroes who worked away in the background. We all loved Fiat 123 and the Fiat 125 event can't come around quick enough.



Amazing bikes and cars at David Reidies' display



David's cars



Fiat 123 Wine



Roger wrapping up a fabulous weekend



# FIAT CLUB FESTA

By Lyn Bartold

Photos: Peter Bartold, Trevor Prasad,  
Joseph Sammut, Paul Pozzobon

Great venue, wonderful weather, a fabulous collection of Italian cars on display, fantastic food cooked and prepared by a band of talented chefs and a relaxed atmosphere to engage with fellow Fiatisti – what more could we ask for?

Our Annual Fiat Club Festa attracted around 120 club members, family and friends, with more than 50 Italian cars on display, it was a very successful way to end a year that started small due to Covid and ended big, in terms of events and participation rates.

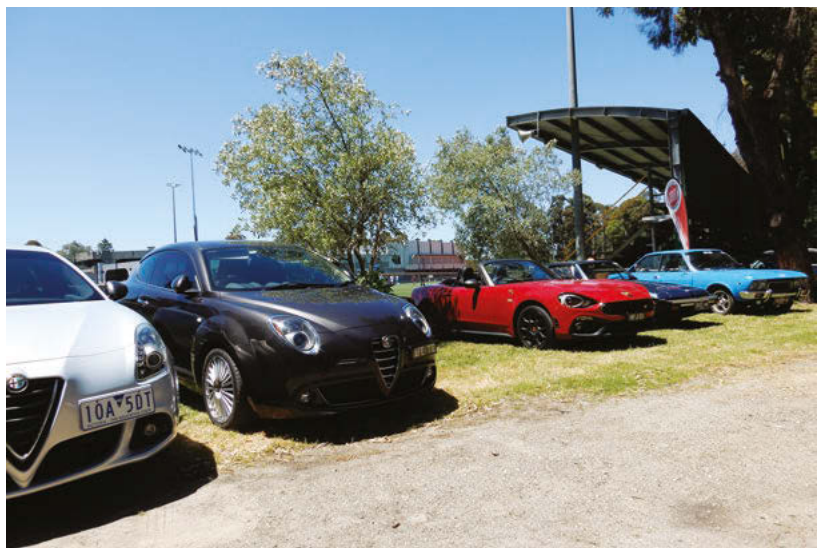
Thanks to our organisers Paul Pozzobon, Mario Di Censo, Ralph Di Censo and Sandro Cesario for setting up such a great event and to our chef's Bruno Tonizzo, Bruce McCann and Sandro Cesario and to all other club members who helped to make the day so enjoyable.

As you will see by the photos, the variety of marques and models on display was excellent, resulting in a great display of club member's cars. This has been a wonderful way to end our 2022 club year, with all its ups and downs. We look forward to a more predictable year in 2023, with plenty of opportunities to get out in our cars and have fun.





# FIAT CLUB FESTA (CONT.)



My special treat was to sit in the Ryan Brown's Ferrari and he even started it up so I could pretend I was driving  
*Editor*

# EVENTS AND MORE EVENTS ...

Photos: Joseph Sammut, Trevor Prasad

As you can see in this FIATMonth the Club Calendar has returned to a state of normal with lots of events to attract member. Here a two more that small numbers of club members enjoyed...

## GEELONG REVIVAL NOVEMBER 26



## GIRO DELLA LUNA NUOVA DI CARLO NOVEMBER 24







1922 Bentley Cloverleaf



## The News Stand

Richard Unkles

### In Praise of Unrestored Cars

The RACV Centenary of the 1921 Alpine Trial has been run and David Stott and Kevin Lemm have both provided articles within. The run had 46 entrants but only 2 definitely unrestored cars and one that had the chassis restored but the body left as it has time has treated it.

The first is a 1922 Bentley Cloverleaf style bodied car. Thanks to a chance comment 10 years ago it is back with the family that has owned it for some 90 years in total. It has travelled 720,000 miles and still in fine fettle. It's only problem on the Centenary was on Day 2 with a wet magneto after the rain overnight. No doubt the English would claim it is the best British engineering that is responsible.

Second is the very desirable 1924 Ballot 2 litre RL? Series car with the bateau style body. In the same family for many decades the chassis has been restored but the body refitted without touch ups. This is a performance car of special note. However as it was very expensive it sold in very small numbers. This is the most original of 2 survivors, the other is in UK and belongs to the publisher of The Automobile. It has a twin cam cross flow engine

and considerable power on tap if required. The body suits it very well. Photo shows Kevin Lemm drooling into the engine bay.

Lastly is the "taxi" of your scribe. Well known in the FCCV, it is a recent import from Oregon in 2012. Never a taxi (that would have killed it) it was made to look like a taxi in 1942 by Pacific Auto Rentals for use as a film prop. So it had little use until 1994 when it was rather forlorn with wood rot in the rear of the roof. Sold by auction with a number of surplus cars it was bought a couple from Oregon. Intention was for the lady to drive it in parades but her husband was not a wood worker and nothing much happened, though the taximeter was overhauled by a local horologist. By a serious fluke I was advised of it being for sale and eventually bought it. Thanks to David Stott's woodworking skills it has been repaired. An engine rebuild some 6 years ago has also made it reliable. The major items that are non original are the disc wheels which are certainly from a car wreckers early in its life when the metric Beaded Edge tyres wore out. So the overall diameter is about 1 inch larger. The other is the American Bosch magneto which seems never to have been touched in 100 odd years. It works well and as part of its life journey it is to be left as found. It ran sweetly for all the Centenary and started first time every day. It also climbed Mout Buffalo in third gear and never resorted to second. My estimate is that it probably has done about 45,000 miles from new. The speedo stopped at 25,000 miles. Probably equal slowest car with the Morris Cowley but came in 11th on the last day despite the solid rain.

Probably the most unusual entrant and the only closed vehicle entered. Certainly it raised interest whenever on public display.



1924 Ballot



510 Chassis

Sam Biondo is progressing with the rebuild of his 503 spider's engine. It is mostly in good order as it is the original from a low mileage car. Hopefully back on the road early next year. Past experience is that the carby will need tuning to get the best of it.

After some 36 years of waiting your scribe's Fiat 510S has been removed from storage and sent to an experienced body frame builder. He is well known for the standard of his work and the fact that you will never find a Phillips Head screw in them tells something of his aim for accuracy. He has to work from copies of the original Italian drawings of the body from the old records of the WFC. However they are incomplete as there is no data on the width of the body.

Fortunately Phil Jeeves in Christchurch NZ is measuring his to assist. His car is virtually finished though the photo below (if space permits) shows it as a couple of years ago. Unfortunately his car now has the valances fitted just to make the definition more difficult.

### RACV Alpine Reliability Trial Centenary 1921-2021

By David Stott

The Alpine Trials of the early 1920's were designed to test performance and reliability of new cars, and required manufacturers and selling agents to prove their claims about their products. There were acceleration tests, hill climbs, fuel economy, and points were deducted for any breakdowns and repairs. The points system was extensive. Each morning and at lunch time, cars were allowed 3 minutes to be started, and any longer incurred a penalty. Points were also deducted for breakages and faults such as, con-rods, a steering connection, wheels, springs (by the leaf), axles and replacing an engine bearing all incurred penalty points. Roadside repairs were

penalised by the minute, and each morning 30 minutes was allowed for under bonnet oiling, refilling radiator and batteries and brake adjustment.

Opening the bonnet or stopping the engine except for recognised stops incurred penalties. At night cars were garaged, and no access to them was allowed.



David Stott at start of Rally



Itala Poster



Cars lined up ready to go at start



# Tipo Torque (cont.)



David and his Itala



Itala on the road

The trial was also about promoting travel to regional and in particular the high-country areas of Victoria.

On the 1st October 2022 the RACV Alpine Trial Centenary event was completed, a journey of 1,000 miles following the route of the original 1921 Trial as much as possible. There were two featured cars that were entrants in the original 1921 trial, a Bentley and an Oakland and they again completed the route. I drove my 1921 Itala Tipo 50 which is the same make and model as one of the original entrants, and Richard Unkles and Kevin Lemm drove the 1924 Fiat 501 Taxi, also same make and model as an original participant.

The route started from the RACV in Noble Park, to Traralgon, Lakes Entrance, then to Bruthen and up the Great Alpine Road to Omeo, and over the mountains through the Mitta Mitta valley to Wodonga, for a big day's run of 350kms. Then on to Bright where we had a two-night stay. There was a car display in the town, and we were all bussed up to Mt Buffalo to re-enact a photo of the original entrants in front of the Chalet. This was followed by a convoy run to Harrietville which RACV arranged to be filmed from a drone.

On to Mansfield via Whitfield and the King Valley then to Healesville, up to Kinglake, across to Wallan and Gisborne to finish at Creswick. Rather than go up the highway over the Pentland hills on that long climb we took a very minor road south of Bacchus Marsh that climbed the escarpment in about 2 kms and involved a very steep climb in 1st gear for the Itala.

At the end of each day work and adjustments was done to various cars or batteries charged for the couple of cars with generator problems. Each day the RACV patrol vans did a sweep of all motels to ensure we were all started and away. The RACV patrol guys provided excellent support, and they did learn a thing or two about 100-year-old motor technology.

On the morning of the rally, the Itala took a great deal of time to start even though I had driven it the day before, then at the first intersection it stalled and refused to start. I eventually got it going and proceeded to the start in Noble Park.

For the next three days with some cold and damp nights, it had to be towed to start as the 6-volt starter would not turn the engine fast enough even though the battery was good. In Lakes Entrance I made an adjustment to the carby float level, and I realised the ignition was not retarding enough on the hand control and once I manually retarded it, this improved starting for the rest of the rally. By the fourth day of the rally, it was starting OK. The operator's knowledge had improved!

The Itala ran well on the road and proved to be a good hill climber, (for a 101-year-old car) dropping back to about 40km/h in the mountains but holding top gear without stress. Changing down to 3rd, resulted in slower speeds and lots more noise. The new radiator core worked well, and the constant speed electric water pump moved water quickly enough, so that 90 degrees was the highest temperature I saw even on the longest climb. The technique was not to rev the engine too hard, and let it find a comfortable speed with a modest throttle opening, and that allowed water temperature to remain under control.

The two-wheel brakes were very adequate even in mountainous areas and descending the Black Spur. On the whole trip I never felt that the brakes were not good enough, although the transmission brake was largely ineffective for on road use and is used as a parking brake only. Steering is direct and heavy and after the run over the mountains, hauling the car around countless bends, my shoulders were aching at the end of the day.

Fuel economy improved to about 16ltr/100, better than what I had experienced around Melbourne, but I still

carried fuel as the car has a small non-standard 25 litre fuel tank. I carried 20 litres and topped the tank up from the jerry cans at morning tea or lunch stops, then filled everything at the end of the day. On the highways the Itala was able to maintain a speed of 70-75km/h and I had it up to 79 at one stage with more to give. (Top speed is quoted as 80 km/h).

We had a couple of wet days, but the large roof kept occupants dry enough even without side curtains with only a few dribbles from the sides of the windscreen to worry about.

Apart from carburettor adjustments, I did not need to make any other repairs along the way, and for a largely original car, with only 350km's of road testing since recommissioning I was pleased with how it performed, however there is now a list of work to be done. It is a heavy car to drive, and the gear change is tricky given the unusual clutch arrangement, but after more the 1,600 kms I worked out a technique, and it rewarded me with completing the distance under its own steam without any major issues.

Richard Unkles also entered the Fiat 501 taxi. After an engine out repair to a sticking big end bearing to solve a locking up problem, and a modification to the oil ways at the front of the engine to improve oil pressure, the car

was only back running about a week before the start. Kevin Lemm had a crash course on how to drive it and both shared the driving over the rally. The taxi completed the whole distance without any adjustments or repairs whatsoever, which is a terrific outcome for a 98-year-old car in original condition.

Overall, we had a great time, and the event was superbly organised by the Vintage Drivers club, with support of the RACV. Forty eight cars started and all except 2 or 3 cars completed the whole distance. One exceptional case was the enthusiasm showed by two young VDC members in their 20's driving an Oldsmobile recently restored from a pile of junk, and with less than 90 miles of testing before the rally. At Wodonga they rebuilt the gearbox overnight, using a friend of a friend's workshop. Then just out of Mansfield a bearing in the diff failed. After trying to repair it in the basement carpark of the RACV Club at Healesville, the car was towed home to Melbourne. They worked all night to dismantle it, found the problem, bought a new bearing at 9 am next day, reassembled the diff and drove to Creswick to the finish line before the end of the final day. They arrived to a great reception, still with grease on their hands and faces!



The Itala and the Taxi at Anglers Rest, between Omeo and Mitta Mitta



# Tipo Torque (cont.)

## TAXI!!

### Participating in the RACV Centenary Alpine Trail

By Kevin Lemm

When Richard Unkles offered me a ride in his Fiat 501 Taxi on the RACV Centenary re-enactment of the first Alpine Trial I thought "that sounded like a bit of fun". I'd never driven a 501 before, in fact I'd never even ridden in one. I knew that 1000 miles was going to be a slow and leisurely affair and in the company of some impressive examples of cars available in Australia around that time, there's no way we'd be leading the pack. But it certainly sounded like a challenge not to be missed.

Richard's Taxi is an interesting car with quite a history. It began life in 1924 as a 3 door Saloon and left the factory in March for life in New York. By 1926 it seems to have made it to California and around 1942 Pacific Auto Rentals acquired it and converted into a "Taxi" for use in the film industry. They kept it for the next 52 years. The next owner never got around to doing anything with it before he died and Richard heard of its sale in 2011 in the State of Oregon. By December 2012 he had it home in Australia where it's now a regular participant in Club events. Richard will tell you it's a genuine "lower mileage" vehicle in pretty much its original condition with no mechanical, electrical or body improvements at all. Still running standard bores and the original valves.

I tried to ignore the fact that we'd most certainly be in for some nasty weather along the way, and that the route would traverse some of the toughest hills in the state of Victoria, including Mt Buffalo. Did I mention that the Taxi has no windscreen wipers? Or that there was no driver's side window, or even a left-hand door? The driving position is reminiscent of a speedway car, while the passenger must recline in a back seat softer than my grandmother's old sofa. Oh yes, and we only have two-wheel brakes designed by Fiat 100 years ago! What could possibly go wrong?



Ascent of Mt Buffalo

My anxiety was quelled a little by a last-minute flurry of maintenance and safety checks by Richard and David Stott. And I even drove it around the block myself a few days before we headed off. So, let's just give it a go. After all it's a reliability event, not a race.

In preparation, I did a little reading of the original event. Old newspaper articles were certainly very positive of the way the event was managed by the RACV, and famed Victorian rally driver Bob Watson's excellent book "The Great Alpine Contest" was a great source of information. The original Alpine Trial had 31 entrants and gave car dealers the opportunity to demonstrate the reliability of their products. It promoted the future of tourism through country Victoria, also highlighting the need for local and state government to improve both roads and infrastructure throughout the region for tourism to take off. I found it interesting that all but 2 of the entrants finished the Rally and that tyres were not an issue. Seventeen of the finishing entrants were shod with Dunlop tyres which must have been a big advertising boost for the company at the time.

Three Itala vehicles were entered, all bodied by James Flood Motor Body Works and all three proved very successful. Mr A Hoette entered a type 51, J W Flood himself also entered a type 51, and Mr J H Grice entered a type 50. From the start, Mr Hoette was in there for the win, even to the extent of "importing" A V (Archie) Turner from NSW to accompany him, and the combination eventually did win the event with 957 out of 1000 points. Archie Turner was one of the best-known drivers in Australia



International Recognition

at that time. He had a long list of successful speed and endurance credits to his name, and his participation raised more than a few eyebrows at the time. The classic photograph of Hoette and Turner raising dust during the hill-climbing contest brings into question the argument that the event was not a race.

There were also three Fiats entered. Mr Maurice Shmith, a well-known businessman and competitive driver, entered a 501, most likely sponsored by Tarrant Motors of Melbourne with whom he was associated. Mr C Rigby entered a 15/20 hp 2815cc Fiat, most likely a Tipo 2B, and Mr W S Ross entered a 6-cylinder 3446cc Fiat 510 Tourer, quite the machine. Mr T G Pizey is also mentioned competing in a Fiat 501. There were several mentions of another well-known motoring identity, Mr Tom Rand, accompanying the entire Rally in a 14-year-old Fiat, amazingly completing the journey without trouble. Shmith in the 501 performed exceptionally well. He won both hill-climbing sections and performed very well in all other sections, eventually claiming second outright in the event with 956 points This was just a single point behind Hoette in the winning Itala.

If it hadn't been for an unfortunate incident where Shmith's "Baby Fiat" was bumped from behind by another vehicle, resulting in a 25-point penalty, he would have won easily. Now I'm not saying that Shmith was robbed, or that any money changed hands to arrange the "bump" and extinguish the threat of the Baby Fiat winning. Or that



Our reliable power plant

Turner's driving style was not in the spirit of the event. Just that if the "bump" had not happened, a Fiat would have been the overall winner of the event by a country mile!

So, how was the 2022 event from our perspective? Well, we can say that we had a great time. Our faithful Taxi completed the event without failing us and I now have an appreciation of why they sold so well in their time. We did have one little incident that can only be attributed to the occupants, and not the vehicle, when cardboard that we had stored at the back of the car dropped onto the exhaust and caught fire. We frantically attended to the emergency and the Taxi now has a lightly scorched backside to add to its history and achievements. The 501 engine is sweet and pulls nicely, the gear box is easy to use when not rushed, and the brakes never left me feeling uneasy. As for the driving position, it was better than I thought it might be and was almost necessary to wrestle the car around tight bends with "power-on" to maintain our speed. I'm now a great advocate for the application of Rainex to the windscreen and furry flying helmets.

The Vintage Driver's Club ran the event seamlessly, and the RACV Support Team did exactly what they do best; cheerfully provide aid when and where it was needed. Along the way we enjoyed the company of like-minded motoring enthusiasts, and I experienced rides in both Italas that were on the event, as well as Min Innes-Iron's beautiful Brescia Bugatti.

To cap it off, there was my final ride home in George Cox's 23/60 Vauxhall, at probably a little faster speed than I was prepared for. And of course, those leisurely country roads in the Taxi allowed for plenty of think time about how not to be the slowest entrant in the next event. But maybe that's a discussion for a later article.



George and Kev in the Vauxhall



Coffee Break Alexandra



# BREAKING OUT AFTER COVID LOCKDOWNS

## -a trip to the 71st Pebble Beach Concours d'Elegance plus ...

By David Judd

If I was asked to describe the memorable car experiences from our trip I would say: The number of cars and the excellent quality of the cars on display, the broad range of the cars, including most of the American and European brands. The one-off examples of special cars from the 20's through to the 60's. (and of course predominantly LHD except for early European cars which were RHD)

In August this year Robyn and I headed off to the States on our first plane flights since Covid put a stop to overseas travel. We booked our flights with Qantas at a very good rate just after they re-opened up bookings. We were fortunate to have John and Judy Gove as our experienced "guides" and travel companions for the greater part of the trip. They had been before and they have a classic car stored in the States to use (2004 Maserati Spider), we hired a 2018 White Mustang Convertible for the purpose, 5 litre V8, 8 speed auto with an electric powered soft top.

We tend to know the whole event as "Pebble Beach", the history of 71 years of the Concours held on



David and Robyn with John and Judy Gove

after picking up our car in LA, on the way we took in the magnificent coastline and some really cool engineering from the 30's, such as Bixby Bridge which can only be described as elegant reinforced concrete engineering.

We stayed in convenient, but not over the top accommodation in Pacific Grove, it gave us good access up and down the coast from Carmel to Seaside. Most events had entry fees whilst a couple were displays of cars roadside, one of the free displays was the "small car display" in Pacific Grove. I thought it would be for small cars - no any normal sized cars were considered small in the US. Another was the main shopping and restaurant areas in "Carmel By the Sea" where owners of car exotica are encouraged to park their cars along the streets for passers by ogle at. It was a relaxed car display of top end cars on the streets. Carmel was buzzing, restaurants full and shops doing a great trade.

The Auctions were a magnet for car buffs, you can buy entry into the hotels and display locations where they are held. We were lucky to gain entry through John Gove - who has bought and sold with a couple of the auctioneers. Again, the range, quality and high values stand out. The actual auction's are a social occasion... spot the celebrity and don't put your hand up if the drinks waiter comes past, I nearly bid on a very expensive drink!!!



David and Robyn driving along the coast in the Mustang



1952 Fiat Otto Vu Zagato Spider



1953 Fiat Otto Vu Ghia Supersonic



Bertone Runabout Prototype

Concorso Italiano, held on Saturday at the Black Horse Golf Club, (yes they took up about three holes for parking and display) It was very large and comfortably spread out into all Italian marques in a picnic style for all attendees and visitors. Unfortunately the Fiat display was a bit light on, we can and have beaten it with both variety and number of cars here in Melbourne.

Sunday came very quickly, by then we were comfortable on the wrong side of the road and could navigate our way around. Our expensive day tickets got us on to the 17 mile coastal road and to a parking area miles from the event, We had a short wait to be ferried by bus to the Pebble Beach complex. Everything was very well organised to get the large number of people in and out. No golf on this day with the full field of cars positioned on the 18th fairway for the day - the cars were positioned at daybreak. Written words cannot do justice to this display, photos can't really cover everything either. As a car enthusiast I say get there if and when you can.

After Car Week we had a full week touring up the coast to San Francisco and continuing further North via the coast to Mendocino before returning down the Pacific coast eventually arriving back in LA to fly home. A fantastic road trip with outstanding views of the Pacific Ocean most of the way.

The entire trip was a great adventure, with great company and much to see and do if you are a car

enthusiast. Travelling in our own car in unfamiliar surroundings is always a challenge, and we needed to solve a couple of issues along the way (eg. fuel pump stopped working) but it all added to the adventure and coping in unfamiliar surroundings is the essence of travel.

We made it home safely without Covid ready for our next trip somewhere.



Fiat X1/9's



Bentley 130 Speed Six



Ferrari 1962 196SP Spyder



Bugatti Type 43A



# SANDOWN HISTORICS X1/9 AND FIAT DISPLAY

By Lyn Bartold

Photos: Peter Bartold, Joseph Sammut, Anthony Willis



Meeting point for the drive to Sandown Park

As our final celebration of the X1/9 50th Anniversary, we had a display at Sandown Historics on the 6th November. As well as 18 X1/9s we had a good showing of other Fiat models on display and Phil Buggee racing his 124 Spider. The bonus of the day was a chance to drive a couple of display laps of the track. The Fiat Club display was the first out on the track so we got 2 uninterrupted laps behind the pace car, definitely not at race speed but at a good enough pace to keep us all happy. It was a great day enjoyed by all. Thanks to Sandro Cesario and Peter Bartold for organising our display.



# MY X 1/9 ENCOUNTER

By Rodney Rogers

It was 1969 I think? .....reading the June edition of Sports Car World when I opened a page that showed a Bertone prototype that one day might be built. It was the X1/9 and I made a decision there and then to buy one not knowing at that stage whether it would ever reach production let alone arrive on our shores.

Now ,to cut a long story short, 12 years 3months later the X1/9 1500 5 Speed was released in Australia, Sept. 1981, October was my first test drive!

You need to understand up to this stage I had worked hard for years working double shifts, any overtime I could grab to save up for this car and the excitement was building to drive this dream!

I drove the car out of the Sturt St dealer's showroom in Sth Melbourne, around Albert Park (before the race track existed) ,St Kilda then returned to Sth Melbourne, ..got out of the car.. didn't like it! The salesman assured me the pressures were ok ...what a let down!

After 2 more test drives I had resigned to the fact that this car was not for me,..but like all good motor car enthusiasts, I had a short list. 2/Alpha Sprint, 3/Brock Commodore VC (still wonder should I have bought this?), 4/ Peugeot 504.

I was a member of the Melbourne. Audio Club as was a friend,Tony O'Callaghan, who was a passionate owner of Italian cars and a member of the Fiat Car Club who one night in January '82, showed up to a meeting in his new



car, You guessed it, An X1/9 1500 5 Speed! He said, do you want to go for a spin?, ...never had the heart to tell him what I thought but what the hell, the night was young and there was fuel to be burnt.

We sped up Mountain Hwy, drove to the top of Mt Dandenong where there was a lot of Panel Vans with fogged windows, did a U turn and sped off down the mountain. It was this descent that taught me everything I needed to know about X1/9s. It turned in like no previous vehicle I had ever driven and taught me a lesson about cars. It's not so much how they drive but more importantly, where you drive them.

I bought one straight away and still own it 40 years later with 53,000 k's on the clock with what I would describe as quality travel, No city driving for this one!

The issue I had with the wheels was resolved in '85 when Mike Abay said he could get a set of

wheels built for me by Simmons Wheels as at that time after-market wheels for X1/9s were hard to find. While there is a slight increase in unsprung mass the benefits outweigh the negatives. It turns in really well now with better feel, worth it!

By today's standards the X1/9 is very dated, ..it's heavier than it needs to be,..doesn't perform well compared to modern vehicles,... cramped inside,..you get cooked on a hot day and I still stand it is the worst car to drive around town that I have ever driven,..but... on the right road if driven well it can be a thoroughly rewarding vehicle to drive even by today's standards, remarkable considering its simplicity.

Aren't I glad I didn't buy that Alfa !!!

PS Thanks to Peter Bartold for your knowledge and support





# MASERATI DAY

By Lyn Bartold  
Photos: Peter Bartold, Joseph Sammut



The Fiat Club and other Italian car clubs were invited to the Maserati Day which was held at the Deaf Children Australia, where Autobella is held. After an extreme weather week, the Sunday was sunny and mild, excellent conditions for the event. FCCV was able to help out with some of our shelters and signage and Sandro Cesario, was on the microphone all day, keeping us informed and entertained

In all, we had around 18 Fiats on display and we all had a very relaxed and enjoyable day. Congratulations to the Maserati Club's organising team for a great day.



# AROCA SPETTACOLO 2022

By Peter Bartold  
Photos: Joseph Sammut, Peter Bartold, Paul Pozzobon, Marisa Gangemi



As always, the Alfa Club's annual display day, Spettacolo was well patronised. The event held at Wesley College, Glen Waverley Campus was a sea of Italian cars and FCCV had an excellent display with a wide range of Fiats and plenty of club members enjoying the day.

Congratulations to FCCV member Frank Spinosa for winning a trophy with his Alfa 4C.



Frank with trophy





# PRESENTATION NIGHT AND NUTS AND BOLTS QUIZ

## DECEMBER GENERAL MEETING

By Lyn Bartold  
Photos: Joeseeph Sammut, Peter Bartold

Our December GM has traditionally been devoted to the Nuts and Bolts Quiz and a pizza supper. This year we added a section for the announcement of the winners of a number of trophies that are the club's yearly awards. A sub-committee under the direction of Harvey Richards and consisting of Roger Beattie, Roger Langdon and Lyn Bartold reviewed previous award systems and developed a new format, what awards would be made and the administration of the system, with the trophies to be presented at the December GM each Year. We congratulate the following Club members who were the recipients of these awards:

### Motorsport Award

- 1st Marisa Gangemi
- 2nd Frank Spinosa
- 3rd Ian Maud
- Junior Erin Freame

### Bella Fiat

Joseph Sammut

### Clubmember Award

Lyn Bartold

### Presidents Award

Lawrie Hocking

### Harry and Jenny Baker Award

Pat Giovannucci



Lyn's Award



Marisa receiving award at the Festa



Lawrie Hocking



Joe Sammut



Pat Giovannucci

# NUTS AND BOLTS QUIZ

This year's quiz was developed and presented by Sandro Cesario and Peter Bartold. Teams were made up on the spot and team occupied a table each. This year's quiz consisted of a set of challenging multiple choice questions and there was a lot of head scratching, whispering and guessing. The winning teams won big tins of chocolates which they shared with everyone, so everyone was a winner – thanks to Sandro and Pete. As usual during the quiz, delicious pizza was served from the Veneto Club kitchen, so plenty to keep us happy.

With the quiz and the Trivia Quiz it was a very fitting way to end our General Meeting Year – thanks to all concerned with the organisation of the night.

# Coming Events

## General Meetings

January 12th 8pm Veneto Club  
February 9th 8pm Veneto Club  
March 9th 8pm Veneto Club

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

Contact Sandro Cesario 0420 277 701

## Caffe di sabato

January No Caffe di sabato  
Feb 4th Veneto Club 9.00am  
Mar 4th Veneto Club 9.00am



## X1/9 Raduno Sunday January 29



X1/9 and lovers of X1/9s welcome  
Details for the 2023 Raduno will appear in Fiat Pronto

Contact Peter Bartold for details  
0414 867 280  
Bookings Eventbrite



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SUNDAY  
12TH  
FEB  
2023



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FOOD  
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BARS  
LIVE  
MUSIC  
DANCING  
FREE  
FAMILY  
FUN

## Mirboo North Italian Festa

A great day of everything Italian  
Sunday 12th February

Meet at BP Service Station,  
Officer M1  
for the drive to Mirboo North

Contact Joseph Sammut 0412 211 581  
Sandro Cesario 0420 277 701



# Coming Events



## Toscanos Tomato Day

Sunday 26th February  
Casa di Bartold, Wonga Park  
9.30 am

Tomato Bottling  
Display of cars  
BYO Picnic Lunch

Contact Lyn Bartold for details  
0433 034 721

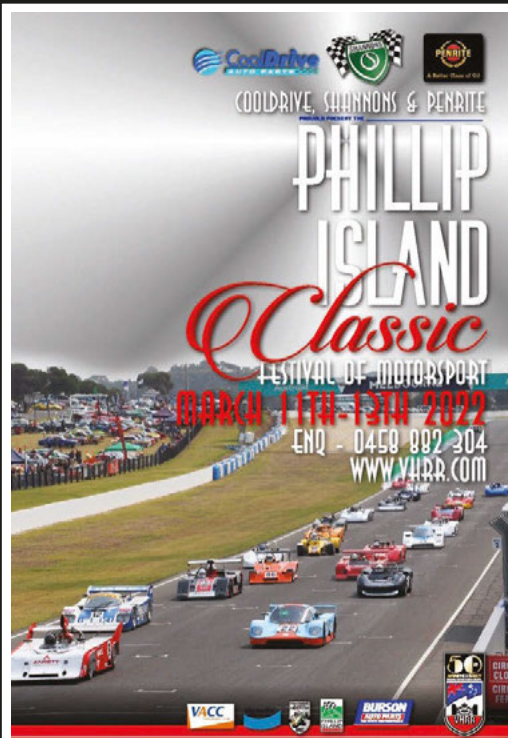


## Auto Italia Adelaide

Sunday 5th March  
Italian Cars, Music, Food  
and Coffee

If any club members are interested in  
making the trip to Adelaide for this event,  
contact

Roger Beattie 0400 177 278



## FCCV Run and Display at Phillip Island

Shannon's Walk Display  
Sunday 12th March

Meeting place and time for the Run will be  
announced on Fiat Pronto, closer to the date

Contact Sandro Cesario 0420 277 701

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

CONTACT PETER BARTOLD  
~ 0414 867 280  
FOR FURTHER INFORMATION



## FCCV MERCHANDISE

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

**SOME OF THE CURRENT RANGE OF MERCHANDISE:-**










**autobella**  
italian automobile festival

**Sunday March 19th 2023**

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

**9.00am – 3.00pm**

**Entry from 9.00am by High St Gate**

**Bookings either Eventbrite or pay at the gate**

### **Bella Concorso for Graeme Shephard Trophy**

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

### **Timetable**

#### **9.00am Gates Open**

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

### **Costume d'epoca@autobella**

Vintage Fashion Parade and Judging  
Dress in an outfit for the 1950's – 70's  
or era of your choice  
Parade in Diorama area  
Judging at 1.00pm, Presentation at 1.30pm  
Sponsored by BumpIn Costumes

### **Diorama**

Decorate your car in the theme of  
Targa Florio  
Report to Diorama are on arrival,  
Your car will remain in this area  
and will be judged there.  
1.30pm Presentation of prizes

