



FIAT Month

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

www.fiatclub.org.au

JAN 2024

ZAGAME

A U T O M O T I V E

presents

autobella

Costume D'epoca

italian automobile festival

RACV



1899 to 2024

FIAT

FABBRICA ITALIANA AUTOMOBILI TORINO

125th ANNIVERSARY

BRITISH & EUROPEAN MOTORING SHOW

YARRA GLEN RACECOURSE, ARMSTRONG GROVE, YARRA GLEN

Sunday 18 February 2024

Proudly Sponsored by:

GO TO WO | ITAL MOTORS | ITALIAN AUTOMOTIVE SPARES | NORTHSTAR PLUMBING
PARKES BODY WORKS PELLICANO & GIOVANNUCCI | PROJECT OFFICE INTERIORS | RAINBOW MEATS
SB PROPERTY | SPLASHCOTE PAINTING | THE ITALIAN JOB | ZAGAME AUTOMOTIVE



IT WON'T JUST BE THE CARS THAT MAKE YOU FEEL SPECIAL.



Zagame Fiat is Australia's number 1 Fiat dealer and current Dealer of The Year. That's because every part of our service goes beyond what's expected, making each and every customer feel truly appreciated. Come in and enjoy a coffee whenever you're nearby, there's always something new to see, and we'd love to see you.

ZAGAME
AUTOMOTIVE

ZAGAME FIAT. 348 SWAN STREET RICHMOND, VIC. PH 8416 0800 ZAG.COM.AU

FIAT



GPO Box 4, Melbourne VIC 3001
 ABN: 17900700618
 Incorporation No. A001135W

www.fiatclub.org.au

www.facebook.com/FiatCarClubOfVictoria

JAN 2024



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 2024
 Deadline: 5th February 2024



Front cover:
 Autobella Poster 2024
 Designed by
 GoToWo Consulting

INSIDE THIS ISSUE

- 2** Club Committee Reps and Contact Details,
Life Members
- 3** From the Editor...
Lyn Bartold
- 4-5** Rapporto del presidente
Roger Beattie
- 6** Club Calendar January to March 2024
Roger Langdon
- 7** Membership Page
Tony Romero
- 7** Club Permit Scheme
Mario Di Censo
- 8-10** Competition Report
Marisa Gangemi
- 11** Spider at Sandown
Bill Freame
- 12-13** My Marvellous Motorsport Marathon
Ian Maud
- 14** Mark Rae Memorial Lap
Lyn Bartold
- 15** Aroca Spettacolo
Joe Pagnoccolo
- 16** Maserati Day
David Judd
- 17** Lago di Mac Festa
Roger Beattie
- 18-21** Vale Richard Carlson
Lyn and Peter Bartold, Noel Tyzack, Keith Ellis, Bill Freame
- 22** FCCV Festa
Lyn Bartold
- 23** A Very Busy November
Joseph Sammut
- 24-25** Melbourne Italian Festa
Lyn Bartold
- 26-27** Bologna and Beyond
Roger Beattie
- 28-29** Tipo Torque
Richard Unkles
- 30-31** Fiat 125 Years
Roger Beattie
- 32** Nuts and Bolts Quiz/ Presentations
Lyn Bartold
- 33-34** Coming Events
- 35-36** Small Advertisers
- IBC** Advertisers and FCCV Merchandise
- BC** Autobella





2023-2024

THE CLUB COMMITTEE

President

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

Vice President

Sandro Cesario, M: 0420 277 701

Secretary

Ian Payne, secretary@fiatclub.org.au^
M: 0407 838 532

Treasurer

Pat Giovannucci, treasurer@fiatclub.org.au
03 9568 4411

Membership Secretary & Club Permit

Tony Romeo, members@ or permit@fiatclub.org.au
M: 0401 144 391

Club Permit Co-ordinator

Mario Di Censo, M: 0419 171 661

Editor

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

Competition Secretary

Marisa Gangemi, compsec@fiatclub.org.au
M: 0433 332 411

Social Co-ordinators

Mario Di Censo; Paul Pozzobon
M: 0419 171 661; M: 0418 552 290

Vintage & Veteran

Richard Unkles, vandv@fiatclub.org.au
M: 0411 185 779

Calendar

Roger Langdon, M: 0402 409 758

Display and Run Co-ordinator

Joseph Sammut, M: 0412 211 581
Assistant Joe Pagnoccolo, M: 0401 995 767

Merchandise

Ralph Di Censo, M: 0438 232 875

NON-COMMITTEE POSITIONS 2023-24

MSCA Delegate

Marisa Gangemi

CAMS Delegate

Paul Freame

Supper Organiser

Paul Pozzobon

AOMC Delegate

Roger Beattie
0400 177 278

Property Officers

Mario Di Censo,
Kevin Lemm

Library

Bruce McCann

Communications Officer

Peter Bartold
0414 867 280

Raffle Manager

Sandro Cesario
0420 277 701

Federation Delegate

Richard Unkles

Webmaster

Mark Weinberger

^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 Templar
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
Joseph Sammut

Gary Spencer
Shayne Williams



FIAT month



After the huge last couple of months with the Nationals and many other events to keep us busy, I had thought that I might be looking for articles for this FIATMonth, but not so!! November has been particularly busy with at least one event every weekend, and in many cases more than one. Perhaps the powerhouse that is the Fiat Nationals wore us all out as some of the usually popular November events have drawn very few FCCV participants. It is also on the cusp of the festive season, so I am sure many members have activities other than Fiat or car related to attend. I am sure those of us who were able to attend one or some of the offerings have enjoyed the experience.

Peter and I have spent some time in the last few weeks visiting family at Pambula Beach and have not attended some events that we normally would have but it has been good to see photos and reports on Facebook to keep us up to date. Facebook has become a necessary go to when we want to see what is happening in the club as there are always great photos and comments to keep us informed. There are often cars and/or parts for sale and this is more universal than just our club membership, as we have around 2000 people who have signed us as Facebook members. Make use of this technology to keep up to speed with what is going on.

Our annual premier event, Autobella, is coming up in February – a new date and a new venue. This year we will be holding Autobella as part of the AOMC British and European Motoring Show, held at

From the Editor...

Yarra Glen Racecourse. We have a large area in which to display our cars and to celebrate Fiats 125 year Anniversary, with many other British and European Car Clubs also with displays, so it should be an amazing day. We will still be running Costumi d'epoca and the Diorama so it will be a great day and there is information about the day on the back cover of this FIATMonth – so we will see you all there

One event that you will read about in this issue is the Melbourne Italian Festa which around 20 members attended and where we had cars on display. The whole circular drive at the front of the Exhibition Building was available for the car display of the Fiat and Alfa Clubs. Each club only had 10 cars each on display, smaller numbers than usual, probably because of the weather (we had drizzle for the first couple of hours but it cleared and turned into a lovely day) This year's event is the updated version of the Lygon St Festa which has been running for 40 years and was amazing, with so many aspects of Italian life represented. I can't

estimate how many people attended this free to enter event which was held at the Exhibition Buildings from 11am to 9pm, but, over the day it had to be many, many thousands. Every possible Italian food you can imagine was on offer (with long queues snaking through the outside area), except there was only one coffee provider and one gelato seller – go figure!!

We enjoyed sitting at the outside stage, to watch some great performers, including a genuine Italian band, with all the appropriate instruments, with people of all ages up dancing the tarantella, and any other dance style that took their fancy and having great fun.

All I can say is bring on next year's Festa which we were told will be held over 2 days in the Exhibition Building and areas extending to Lygon St – I am sure we will have heaps of members signing up to attend what is a fantastic day.

EDITOR'S PIC OF THE MONTH

The Gladiator and his lady friend meet Duke and Jenny at the Melbourne Italian Festa





Rapporto del presidente



Well, it has been quite a couple of months since I last wrote one of these reports. Overseas trips, multiple events and club spirit shown in abundance by many members.

Firstly I have to thank some of the club's Life Members for the assistance they have been providing over the past months. There have been a few people requiring the attention and assistance of the club and these folk keep pulling together to exhibit the spirit and teamwork that earned them their status within the club. I don't think they need to be singled out by name but know your efforts are not going unnoticed or unappreciated.

You will see a couple of other articles from me in this magazine as my typing has been as busy as my travel agent lately. Italy in October was a delight and it was great to share the trip with Kevin, Vicki and Judith as well as meeting up with Mal Simmonds from NZ (it's only polite to say that was great) and also the crowd from Auto Ricambi LLC (Dallas) who were all in Bologna for the Auto e Moto d'Epoca. More of that on other pages. Who knows, maybe one day we will have another club trip but I am sure I am not up to Lyn's organisational abilities.

The coming year will be a big one for us all at the FCCV as it seems we are on the vanguard of the 125th Anniversary celebrations for FIAT. In keeping with that we are holding Autobella a little differently this year in order to show off to many of the other car clubs and their members by co-locating the event within the British and European day at Yarra Glen on February 18th. Sebastian and his band of merry men are already planning a great day out. We have a load of space and want to see a full range of FIAT vehicles from every era. One of the features of the event will be a 'Walk through Time' featuring cars and images from every era since 1899. A great opportunity to join in by bringing a car and also some clothes to join in the Costume di Epoca in your choice of epoch. See the back cover and watch your FIAT Pronto emails for updates.



Lots of fun meeting up with fellow Fiat lovers in Bologna



The Committee in Action



Our Christmas Festa



Italian Festa Exhibition Buildings

I would like to conduct a small housekeeping task at this point of my report. It seems that many members are appearing to have club permit paperwork authorised with no evidence of current membership. If you are planning to attend an authoriser who does not know you please ensure you pack your membership card or arrange evidence by some means.

And a note of praise for those who stepped up when it was determined at such short notice that the Festa venue at the Veneto Club was unavailable for conjuring up a Christmas Festa Dinner. All who attended had a good night and it was particularly good to see people moving about to have multiple conversations rather than the static dinners that sometimes occur.

After that all that is left for me to do is thank the members and the committee for making this another interesting and successful year for the club. Hosting the Nationals is always a highlight and to those that were involved a particularly hearty thanks. I hope to see everyone involved in the New Year, either volunteering to join a committee, arranging a run or just attending enthusiastically. We really do try to keep our activities interesting and fun while ensuring they stem from the ideals of the 'Use. Maintenance and Enjoyment of FIAT vehicles'

Happy New Year to all

Sad moment farewelling John Westcott

A number of Fiat Club members attended the Memorial gathering for John Westcott, to celebrate John's life. Lots of stories were exchanged with plenty of laughs and smiles, just as John would have liked it. John's son, Peter, brought John's beloved 500N to the gathering and parked it out front to remind us of John's love of his cinquecento.





CLUB CALENDAR

JANUARY 2024 – MARCH 2024

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, changes to advertised events and further details of the events.

JANUARY 2024

- Jan 6 No Caffe di sabato in January
- Thurs 11 General Meeting. Veneto Club 8.00 pm
- Sun 21 RACV Festival of Motoring at Cruden Farm, Langwarrin
Contact Joseph Sammut 0412 221 581
- Sun 28 X1/9 Raduno Open to all FCCV members.
Contact Peter Bartold 0414 865 280

FEBRUARY

- Sat 3 Caffe di sabato. Veneto Club 9am
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 8 General Meeting. Veneto Club 8.00 pm.
- Sun 11 Mirboo North Italian Festa. Baromi Park Mirboo North
Contact Joseph Sammut 0412 221 581
- Sun 18 FCCV Autobella and celebrating FIAT 125 Years. Featured at the AOMC British European Motoring Show 2024. Yarra Glen Racecourse Armstrong Grove
Contact Sandro Cesario 0420 277 701
- Sun 25 Toscano's Tomato Day. BYO picnic lunch. Casa di Bartold. Wonga Park 10 am
Bookings Lyn Bartold 0433 034 721

MARCH

- Sat 2 Caffe di sabato. Veneto Club 9am
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 10 Autoitalia Adelaide
Contact Roger Beattie 0400 177 278
- Thurs 14 General Meeting. Veneto Club 8.00pm
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Mon 18 – Thurs 21 Targa Classica
- Thurs 21 – Sun 24 Melbourne F1 Grand Prix

Don't miss this great opportunity to show what we do at our Autobella to a whole range of other clubs. We will still include all the things that are unique to our major display event of the year with Costume d'epoca and our Diarama.

See the back cover for details.



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 2024
Thursday 11th January,
Thursday 8th February,
Thursday 14th 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

Tony Romeo, Membership and Club Permit Secretary

With assistance from Robert Judd

The FIAT Car Club of Victoria is implementing a new computer app to manage memberships and members' cars. While we convert to the new system there may be delays in processing membership payments and sending out your membership card.

If it has been more than a few weeks since you paid your membership and have not yet received your membership card please email members@fiatclub.org.au and we will check that your payment has been processed.

NEW MEMBER UPDATE *By Robert Judd*

WE WELCOME THE FOLLOWING NEW MEMBERS –

Elizabeth Montanaro: Fiat 124 Spider Paul Dall'Oste: Fiat 128 Sport

Peter Hoskins Alfa Romeo 75 Mark Hendrickson: Fiat X1/9

Shona Humphries: additional member added in the Humphries family

Fred Bienvenu: brother of David with Fiat 125 Special and Fiat X1/9

Gabriel Sciarra: 2 classic 500's plus a modern 500 and Alfa Guilia

William & Carmel Szegedi: 2 Nissan 300ZX's

Tyson & Jennifer Seddon: Fiat 500

CLUB PERMIT SCHEME

Mario Di Censo, Club Permit Co-Ordinator

Mario has now taken over the role of co-ordinating the Club Permit section of FCCV. If you need any information about how the Club Permit scheme operates or need to put a car on Club Permit plates, contact Mario - FCCV241@gmail.com

Make sure you have renewed your membership for the 2023/24 year for your Club Permit to be valid.

Our new database system is being introduced as renewals are processed. This will soon be fully transferred. In the transition both databases are being maintained to protect the data.

ELECTRONIC PERMIT RENEWAL

The process for **renewing** permits completely electronically (also using your 'myVicRoads' account) is continuing to work well. Don't hesitate to use this system if you are comfortable with computers as it not only avoids the hassle of chasing down one of the signatories, but also avoids the need to visit VicRoads for payment.

To use the electronic 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

By: Marisa Gangemi

Photos by SD Pics, Peter Bartold.

Well, what can I say, 2023 was a massive year of motorsport for our club. We hosted Fiat Nationals 2023 in Bendigo, and it was not easy, but we managed to pull it off. I am so proud of all the volunteers and competitors. We hadn't had a Fiat Nationals event since 2019 and 2023 was one to remember for sure. It also seemed like we had been practicing the Fiat of Italy Cup motorkhana tests for years and it paid off because team Victoria took home the trophy once again! Huge shout out to Robert and Debra Judd for basically being the King and Queen of getting Fiat Nationals 2023 up and running, without you both there wouldn't have been such an awesome event.

Also thank you to my fellow subcommittee members Roger Beattie, Harvey Richards, Paul Pozzobon, Bill Freame and Sandro Cesario for helping with the marketing materials, BBQ, Presentation Dinner and Show and Shine events. Also, a huge thank you to all our event support volunteers and everyone who pitched in to help. A special mention for a thank



Photo by: David Parr

you for the support of the MSCA with their help running our sprint event and supporting us in getting extra entries.

Thank you to our Clerks of Course Bruce Astbury (MSCA) for the Sprint and Peter Valentine (Bendigo Car Club) for the Motorkhana. Important to note Peter also stepped in last minute as our steward for the Sprint and I am forever grateful. Also pleased to say, even though we were lighter on entries than expected, we had a few newbies enter the competition for the first time and this was great to see! I am hoping we can keep the momentum going and build a bigger team for Fiat Nationals 2024.



Another important event we took part in last year was a tribute to Mark Rae at the last round of the MSCA Sprints for 2023. It was a very rainy Sunday at Sandown on the 22nd of October but that didn't stop our club having 19 Fiats show up for a club display and the parade lap at lunchtime. Our club display was small and mighty and added something a little extra to the MSCA Sprint and lots of competitors and spectators came to admire the wide range of Fiats we had. I am very proud of everyone that participated and came out in the rain to support the event. The parade laps were a fitting tribute to Mark Rae, even though it poured with rain on lap 2, I am sure he was looking down at us smiling. What made the event very special was when we returned to the pits and there was a guard of honour clapping us as we drove down pitlane. It's something I am sure we won't forget and got quite a few of us emotional. I received notes of thanks from the MSCA and Mark Rae's family for our Club supporting the event. I think we did Mark proud!

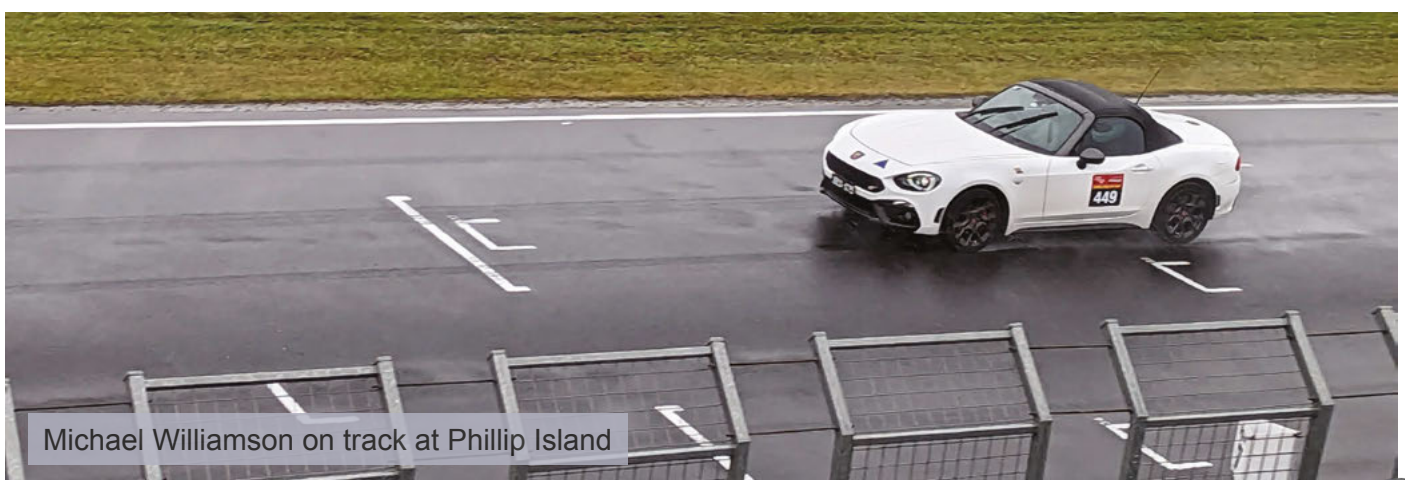
On Tuesday November 7th Paul Freame competed in the Ford Four Car Club Sprint at Sandown and did a fastest lap of 1:40.2964, well done Paul. On Friday November 11th- Sunday November 12th Philip Buggee competed in the VHRR Sandown Historics, more on that in Bill's article. On Saturday November 18th I did some High Performance track training with Driver Dynamics at Sandown where I got to have a couple of instructors to help me improve my racing lines. I had Bruce Astbury from the MSCA as an instructor but also had Porsche Carrera Cup driver Courtney Prince in my car! I learned a lot from both and highly recommend the course to anyone

wanting to brush up on their track skills at Sandown. I got about 1 hours' worth of track time with rotating 20 min sessions, the only thing that stopped me was my fuel light coming on otherwise I would have kept going.

On Saturday December 3rd we had the MSCA Come and Try track day At Phillip Island. I was volunteering as a team leader for the day and proud to see out new member Michael Williams (Abarth 124 Spider) and his partner Jade Edwards (Renault Megane) having a go at their first track day. What a day it was for them because it rained almost all day and the conditions certainly were challenging. I am so proud of them both because they did very well and enjoyed the day despite the weather. The next day Frank Spinosa competed in the AROCA Sprint at Philip Island with his Abarth 500 and had better luck with weather. His fastest time for the day was 2:03.5742, well done Frank!



Porsche Carrera Cup Driver Courtney Prince with Marisa



Michael Williamson on track at Phillip Island

Competition Report

cont.

As far as events for 2024 I have most of the racing calendars for the year however please double check as events get closer as some dates and locations maybe subject to change. I hope to see more of you on the track and or skidpans in 2024!

From the Editor...Congratulations to Marisa on winning the MSCA Regularity Award for 2023 A quote from Marisa..." my goal for MSCA Sprints was to improve my form on track and get better lap times. After a few "oopsies" along the way, it all came together in the end and Marisa wrote...My little Arbie the Abarth did me proud"



Jade Edwards at MSCA Come and Try Day

COMING EVENTS: JANUARY – FEBRUARY

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

SPRINT EVENTS		
Sunday 4th February	MSCA Sprint Round 1	Winton
Sunday 25th February	AROCA Sprint Round 1	Sandown
Thurs 6th-Sun 10th March	Phillip Island Classic	Phillip Island
Saturday 16th of March	MSCA Sprint Round 2	Phillip Island
MOTORKHAHA/KHANACROSS		
Wednesday 7th February	Victorian Motorkhana/Khanacross Awards Night	Sophia's Camberwell
Sunday 11th February	VKC RD 1	Phillip Island
Sunday 18th February	G5 H2H Motorkhana	Werribee (dirt)
Sat 24th-Sun 25th February	VMC RD1 and VKC RD2	Westmere (dirt)
Sunday 3rd March	Motorkhana/Khanacross G5 C+T	Avalon
Sunday 17th March	VKC RD 3	Parwan
Sat 9th December	GCC Multiclub Khanacross	Bryant Park
HILLCLIMB		
Sunday 21st January	VHC RD 1	Rob Roy
Saturday 17th February	VHC RD 2	Bryant Park
Sat 17th -Sun 18th March	VHC RD 3	Mt Leura



Spider at Sandown

By Bill Freame
Photo by Joseph Sammut

Only two weeks after the FIAT Nationals there was the Historic Sandown race meeting. Phil Buggee had entered his 124 Spider in both these events and he had done very well sprinting at Broadford plus at the motorkhana. However, the field he would be with at Sandown comprised of very quick Corvette's, Porsche's and Mustang's plus some other quick race cars. The 124 Spider was located in Garage #50 on Pit Lane, placed there on the Thursday, as we would be too short of time to set up on Friday, because of our intention to attend the Richard Carlson funeral on that afternoon.

The Spider competes in Group 'S' Sports Cars, amongst other production sports cars, like Lotus, MG, Porsche, a Ferrari and Alfa Romeo, all these circulating together well behind the dedicated race cars at the front of the grids. Drivers' briefing was spread between two groups of drivers and being in the later races on each day Phil was required to attend in the second group, which he duly did. The three cojoined garages was providing sufficient space for two Alfa GTV's, in #48, a rapid Royale sports race car garaged alone in the middle, in #49, and the Spider was sharing with the Red Ferrari 308 GT4, in #50. Each of these cars are also attended and maintained by a few keen enthusiasts, as well as family members who provide encouragement, plus supply regular meals and fluids. The Spider was again attended by the usual (3 stooges?) crew comprising of Shayne, Paul and Bill who were ready for almost any problem, also doing regular tyre pressure checks and adding fuel between the races.

The practice session went well but it developed a miss-fire late in the race on Saturday afternoon. Overnight it was decided that fresh fuel pumps and another complete and fresh ignition system be prepared ready to be swapped over with the suspect fuel or ignition system that was being heat effected and failing towards the final laps. So, first thing on Sunday morning the Spider crew descended on the car. Paul and Bill would be attacking the fuel pumps in the boot, while Phil would change all the ignition parts in the engine bay. The usual moto of 'if in doubt, change it all' was the solution we chose. We suspected the problem was with the now 50-year-old



Philip Buggee getting ready to grid

FIAT Electronics in the ignition system, that some of it was succumbing to the under-bonnet heat towards the end of the session. Therefore, we elected to install fresh bits and search out the faults later. We knew the #123 ignition system Phil installed on Sunday would solve any ignition problem.

Both of Sunday's races went well for the Spider, with it finishing ahead of several cars that should have been lapping much quicker than the Spider. Most importantly, the engine miss-fire was gone and the power delivery was consistent and reliable again. Phil enjoyed the battles he had with the other cars that were lapping at about the same times as the Spider. Pleasingly, for all involved, Phil actually set a personal best lap time for that car with that engine, during Sunday. He has certainly lapped Sandown much quicker, but not with that combination in the Spider. Rain had been threatened but held off so a good day's racing

With the threat of rain expected late on the Sunday, we wasted little time after the race finished, packing all the tools and spares into the Spider and Holden Ute, then headed to BOI Performance, in Dandenong to empty the tools from the Ute and store the Spider. Eventually, when I was driving home on the Monash Fwy, later that night, the dark cloudy skies did actually unload which just topped off a busy and interesting weekend.

My Marvellous Motorsport Marathon

Story and photos by Ian Maud

I enjoy my motorsport: well, I must do! - it has taken a big chunk of my time and money over the past nearly (gulp!) 50 years! I've always kept myself busy with events, modifications and preparation and now that I'm (mostly) retired, I have the delightful luxury of being able to indulge my interest even further. I figure the way the world is going, and the speed at which I am ageing, I may not be able to enjoy this outlet for decades into the future, so I'm getting out to have a good time while I can!

Like many club-level competitors, I usually aim to do around one or two events each month on average, but in September/October I overstepped the mark quite badly, and found myself involved in four events in seven days. I mentioned this offhandedly in conversation to one club official and was gently but firmly encouraged/pressed/threatened into writing about it, hence this item to fill in five minutes of an otherwise quiet time in your life.

Sunday, 24th October: Victorian Hillclimb Championship (VHC) Round 7

After a dreary winter with several events contested on tracks ranging from damp to drowned, this was a glorious fine day in Gippsland, at our world-class and technically-challenging hillclimb track, Bryant Park in Yallourn. Not only did we have the usual culprits present, but the MGCC was using this 'climb as a round of their club championship, so there was a sizeable field...most of it (39 entries!) in my class, as it turns out. We ran the clockwise figure eight layout which most of us are very familiar with and the day progressed smoothly so several runs were completed and were finished by a respectable time of day. For me, knowing what awaited in the days ahead, the goal was to go hard, but still have a driveable car at the end of the day. Fortune shone and this was achieved, with a third in class to boot, so the first box



was ticked. Home to unload, attend to a couple of small matters, swap wheels, and load back up ready for:

Friday, 29th September: FCCV Practice Motorkhana:

A major event I had been looking forward to all year is the FIAT Clubs of Australia National Challenge, to be held in late November in the Broadford and Bendigo areas. As I drive a FIAT, this had a significance like tackling Bathurst has for touring cars. A major event during this challenge is the FIAT of Italy Cup motorkhana, which all participating clubs take fairly seriously. (For some individuals, this is a vastly inadequate understatement!) An opportunity to practice the gazetted tests was scheduled for this day; a public holiday, when apparently non-benzene-addicted members of the public were amusing themselves watching well-paid elite athletes chasing a leather bag of air around a paddock. To each their own.

The event was to take place at the Geelong Motorsport Centre, which is at Avalon. For someone residing in Gippsland, this meant a quite early rise and a decent drive down the freeway, but after a resuscitating coffee and sausage roll, all was good. Well, it was meant to be. I've been doing motorkhanas since I first

earned a licence, and I think I can correctly say this was one of my worst attempts ever. Not good, with the Nationals only weeks away. Maybe tiredness, perhaps a little dehydrated, possibly the wrong car setup – but I didn't have the level of concentration needed for the events, and made several mistakes. At least the longish drive home gave time to think and plan, then a re-stocking of the tow vehicle for the next two days' endeavours. I'd also given the car a hiding and had no problems with gearbox, clutch or diff, as I'd hoped, so box two had now been ticked.

Saturday, 30th September: private practice, Bryant Park

While technically this was not a motorsport event I had entered, I was nonetheless required to be at the hillclimb track the day after my very ordinary attempts at Avalon, to oversee a private practice session. In a serendipitous arrangement, the track being used meant the pits were empty, providing an opportunity to fit some different wheels and tyres to the X1/9 to see if any were better for motorkhana-ing than what I had run the previous day. This done, the car was loaded and tow vehicle re-packed, and it was off to Sale for the next day, camping overnight at the showgrounds to avoid another very early start. The third box now ticked.

Sunday, 1st November: East Sale Sprints

If you can survive the sometimes remarkable weather, this is always a terrific event, with a pretty unique location and layout. Situated at the RAAF base at East Sale, this is the only event you're likely to take part in where you have to clear security to enter the site, and have both civil and military security keeping an eye on you during the day! That said, it's a pretty laid-back environment and a rewarding track for a small, well-handling car. A number of events conspired against us on this day: 1) a not-too-great sleep the night beforehand; b) daylight savings change-over meant a precious hour of sleep went AWOL; and c) the strong wind gusts forecast for later in the day arrived

early. This produced the unusual situation of having to put the event on hold, as the track markers were blowing away! Basically, each time you ran the track, it was slightly different as the elements conspired to re-arrange the drums and cones used to define the track position and boundaries.

Lunch was an interesting affair as the unfortunate caterers not only couldn't erect their marquee, but anytime they put something down it would likely take off into the distance! How the coffee van didn't turn turtle I'll never understand. The morning was very slow as a result of all this, with just one run before lunch. Thankfully, conditions calmed enough to get back into stride and the RACES (the club running the event) hit their straps and did a formidable job, churning out runs to compensate for the morning's loss. Apart from the pesky wind, the day was quite good weather-wise and there was much enjoyment to be had tossing all variety of cars, configurations and capacities around the airfield circuit. Three others from the FCCV (Mario, Tony Romeo and Frank Caia) had made the trip down from Melbourne to tackle the track for the first time, and were quickly finding their way around, in between sleep-deprivation therapy naps in their tow cars. Tony in particular, had been up since around 3:00am! It felt like a long day, but a successful one from my perspective, so I drove home that afternoon tired, sweaty, lathered in stale sun screen to which dust and various bugs had ingloriously adhered themselves, but very content with proceedings. The day had gone wonderfully well competition-wise, the fourth box was ticked, I still had a car in good condition for the FIAT Nationals, and it had certainly been well tested and proven!

So, I survived a big week of motorsport (for me), and had enjoyed most of it very much as usual – but I don't plan to repeat the exercise again in the near future. Time would have been very tight if I had had a problem with the car, but thankfully all went well and I added further to the long line of 'things learned' along the way.



Photo by Grant McKillop Photography

MARK RAE MEMORIAL LAP – SANDOWN

By Lyn Bartold
Photos by Peter Bartold



The MSCA, as part of the Mark Rae Memorial Sprint at Sandown, offered members of FCCV a chance to drive a few laps of the track in memory of Mark and as recognition of all of the work he did for the MSCA. We had around 20 cars turn up to be part of a display and then the drive, in convey, on the track, with about 15 X1/9's there. Although the weather deteriorated just when we headed out, it was a great experience, and very moving. As we finished the drive and exited the track, all the MSCA members who were there for the Sprint, lined the roadway and applauded as we drove past – a very tearful moment that I am sure Mark would have loved.

Thanks to Petrina and Doug Astbury from MSCA for organising this tribute.



2023 AROCA Spettacolo

By Joe Pagnoccolo
Photos by Joe Pagnoccolo and Joseph Sammut



The Alfa Romeo Owners Club - Victorian Chapter held its annual event on a sunny 17-degree day at Wesley College in Glen Waverley. This year's theme was the RL series' 100th anniversary.

More than 300 Alfa Romeos and exhibits from other Italian marque car clubs (FIAT, Lancia, Ferrari, Maserati, and Lamborghini) were on display. There was even a rare green Lombardi.

Zagame, one of the event sponsors, came with a collection of cars from their showroom, including the electric FIAT 500E, for the public to view.

The event provided judging for the Concorso cars and those who entered the Show and Shine event in over 12 categories on the day. Sandro Cesario, one of our FIAT members, received an award for the best presented FIAT. This year's event was a success, attracting many people, including some of our FIAT members.

We thank the Alfa Romeo Club for a fantastic and well-organized event and look forward to having a larger presence with our cars next year.



Maserati Owners Club Australia Display

By David Judd

Photos by Joseph Sammut, Paul Pozzobon

For the second time MOCA (first in 2022) held their Display Day at the very popular and very familiar location for us - Deaf Children Australia site with its iconic Bluestone building and the magnificent treed surroundings. The day was Sunday 19th November and followed their very successful three-day Club Member run to the Mornington Peninsula in the week before. Robyn and I were able to join the members on the run, its amazing that there are always things and places you haven't seen before even though the Peninsula is so close to us!

For their first Display event in 2022, FCCV assisted the MOCA Committee with equipment and advice, but this year that wasn't needed, the organising committee had everything in hand and they proved they can now take their event in the direction they wish. Their Display Day is a little more relaxed and smaller than Autobella and follows a Show n Shine model with no prizes or judging.

FIATS and other marques were well represented and it was a great day for all to have extended conversations amongst the cars on display. The Ferrari, Jaguar and Mercedes Benz Clubs had other events on elsewhere that day, which may have affected the number of car patrons and likely some cars coming that day

Exhibitors arrived early and quite a few left early compared to Autobella, which is a longer day with judging etc. However, I think their relaxed display fits into the mix adding variety to the Italian Car displays in Melbourne.

Congratulations to MOCA for a well organised day, perfect weather, good company, good range of old and new Maserati's as well as a good range of our FIATS. (Mario's OSCA qualified in both camps!)



Lago di Mac Italian Festival

By Roger Beattie



Early Flight

Up early on 3rd December, the morning after the successful Club Italia dinner I boarded a 6.30am flight to Newcastle to join in with the aptly named CIAO (Combined Italian Automobile Organisation) Club event on Lake Macquarie. It is always good to meet up with friends particularly when they are displaying their FIATs.

Eleebana is a effectively a southern suburb of Newcastle and after picking up a European (sadly French rather than Italian) rental car at the Williamtown Airport I was able to get to the venue by about 9.30am.

While there was no organised Lap of the Lake as had been described in previous iterations of the day a number of groups were conducting their own Laps by doing half on the way and the other half on the way back to Sydney where a lot of the cars and bikes originated.

A broad range of cars and bikes were on display with a large array of Italian products and services in the festival area adjoining. Plenty of tent cover was required as the sun was beating down and by mid afternoon I was ready to head off for my next project.

For the two days following the Lago di Mac event I spent time in Forster-Tuncurry pinning down some of the elements of the next November's FIAT 125 event.



2300 Display Cars

Those who attended the 123 in Bendigo will have an idea of what to expect, plenty of fun, drives, dinners and displays. After meeting with venue and council managers I am now working on accommodation options which will be publicised soon.

The next interstate trip I have planned for a FIAT display will be for the Adelaide version of Auto Italia in March. Drop me a note if you want to tag along.



A topless display



Fine looking row of Fiats



Display cars



I think they rode from Sydney

Vale Richard Carlson

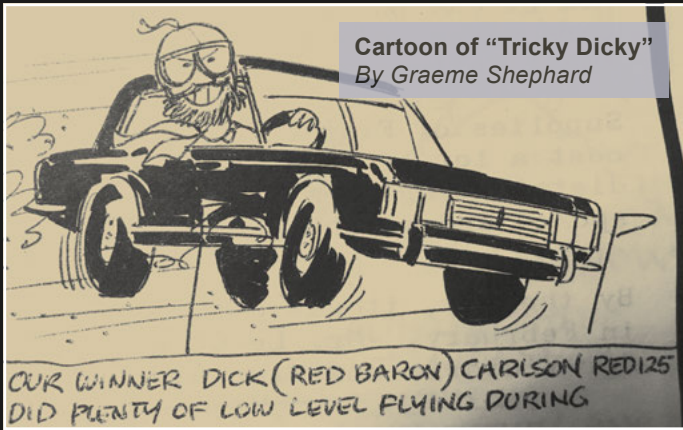
Contributions from
Lyn and Peter Bartold,
Noel Tyzack, Keith Ellis
and Bill Freame.



Memories of Richard at his Funeral
Photo by Fiona and Bruno Tonizzo



FCCV Members at Richard's Funeral



Memories of Richard Carlson

By Lyn and Peter Bartold

It is with great sadness we learnt that Life Member No. 4, Richard Carlson, had passed away. Richard joined the club in 1963 with his Goggomobile Coupe. Richard had found the Goggomobile Club was more interested in socialising and that FCCV was more promising in terms of competition which was Richard's love. For his first 2 years in the club he competed in his Goggo, doing better times than the Fiats, which led to a motion to ban Social Members from the Club. Fortunately this was rejected at a General Meeting!!

Because he was a Social Member during his first 2 years in the club, Richard could not compete in the Vic V NSW Motorkhana so he was the Fire Truck driver. After a non-eventful stint in the fire truck, Richard put the truck through its paces in the slalom event, at the end of the Motorkhana – much to the delight of all present!! He then “saw the light” and bought a Fiat Abarth 750 GT in 1966 (the car later became Jack Waldron and Vin Gregory's very successful on-road rally car).

Richard was an expert motorkhana driver and was known as “Tricky Dicky” or “The Red Baron” (due to his red 125, that he moved onto after the Abarth in 1968). Richard was first outright in the Interstate “Fiat of Italy Cup” an incredible 16 times between 1966 – 1995.

Richard went on to own a number of Fiats and Lancias - an 850 Coupe (which his first wife, Helen drove) and some Lancia HPE's. Richard held a number of Committee positions in the 60's and 70's and was made a Life Member in the 70's

Sadly, his wife Helen passed away and Richard met his second wife, Clare, at a FCCV Meeting and they were active club members in the 90's. They came along to the Nationals at Tailem Bend in 2019 and Richard presented the Fiat of Italy Cup at the Presentation Dinner. In his later years Richard owned

a number of Mercedes and a Rolls Royce (which he even tried out in a motorkhana event just for fun !!)

In his working life Richard was a very talented Industrial Designer, developing a lot of designs for the Decor company. He received 168 Australian Design Awards and the Design Institute awarded him the inaugural gold medal for Industrial Design in 1984. His Decor BYO wine-chiller and carrier was awarded the Prince Phillip Prize in 1980 and is in the permanent collection at the Museum of Modern Art in New York.

For those of us who knew Richard, we loved his quirky sense of humour, his amazing skill in motorkhanas and his love of Fiats. Richard was certainly an individual who said what he thought and who was generous with advice and encouraging to many of us who knew him for many years. **R.I.P Tricky Dicky !!**

Memories of “Tricky Dicky”

By Noel Tyzack

Hints he passed on when doing an economy run.

1. Pump up your tyres to the max!
2. Drive imagining you have an egg under the accelerator pedal.
3. Anticipate when approaching a corner or intersection, the brake pedal is your enemy coast!
4. Use angel gear when descending and accelerate gently just before the bottom of the hill to maintain speed.

And after all this information he still beat me....!!!

Recollections of Richard Carlson

By Keith Ellis

It is with great sadness we learnt that Life Member No. 4, Richard Carlson, had passed away. Richard joined the club in 1963 with his Goggomobile Coupe. Richard had found the Goggomobile Club was more interested in socialising and that FCCV was more promising in terms of competition which was Richard's love. For his first 2 years in the club he competed in his Goggo, doing better times than the Fiats, which led to a motion to ban Social Members from the Club. Fortunately this was rejected at a General Meeting!!

Because he was a Social Member during his first 2 years in the club, Richard could not compete in the Vic V NSW Motorkhana so he was the Fire Truck driver. After a non-eventful stint in the fire truck, Richard put the truck through its paces in the slalom event, at the end of the Motorkhana – much to the delight of all present!! He then “saw the light” and bought a Fiat Abarth 750 GT in 1966 (the car later became Jack Waldron and Vin Gregory's very successful on-road rally car).

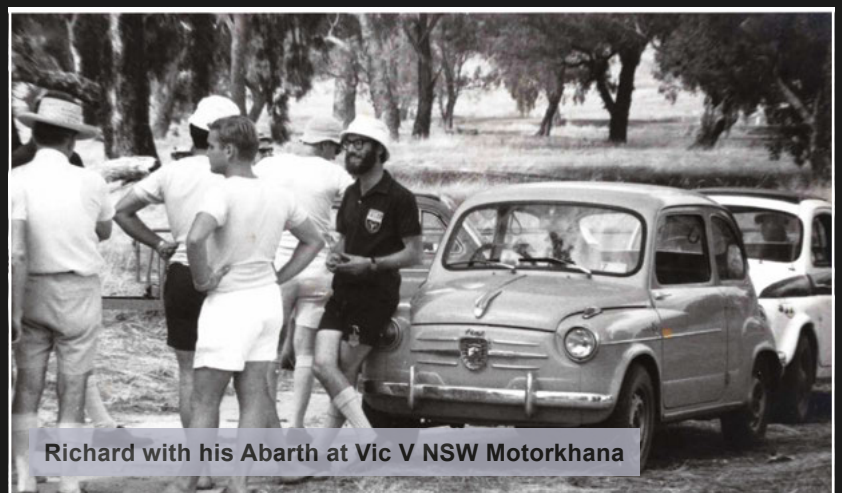
Richard was an expert motorkhana driver and was known as “Tricky Dicky” or “The Red Baron” (due to his red 125, that he moved onto after the Abarth in 1968). Richard was first outright in the Interstate “Fiat of Italy Cup” an incredible 16 times between 1966 – 1995.

Richard went on to own a number of Fiats and Lancias - an 850 Coupe (which his first wife, Helen drove) and some Lancia HPE's. Richard held a number of Committee positions in the 60's and 70's and was made a Life Member in the 70's

Sadly, his wife Helen passed away and Richard met his second wife, Clare, at a FCCV Meeting and they were active club members in the 90's. They came along to the Nationals at Taillem Bend in 2019 and Richard presented the Fiat of Italy Cup at the Presentation Dinner. In his later years Richard owned a number of Mercedes and a Rolls Royce (which he even tried out in a motorkhana event just for fun !!)



The Goggomobile Coupe



Richard with his Abarth at Vic V NSW Motorkhana



Richard's 128

Sharing Great Memories of Richard Carlson

By Bill Freame

Bill has written a long version of this tribute to Richard, so if anyone would like to read more contact him at bill648@gmail.com Bill joined the club in 1970, so has many memories of Richard – he has shared the following with us, for this tribute Editor

We soon added Richard to our the Tyzack/ Freame Racing 850, and thus in 1982 Richard placed 1st, with Bill 2nd, Noel 3rd and another invitee, Greg Shephard 5th That became Richards' 7th win, still with many more to come. Many subjects are discussed during a 12-hour drive to Dubbo and many about improving our car(s) on the hot return trip, possibly with some quite wild ideas thrown around, being in a no-air-con tow car. On one such return trip, Richard thought a 127 could be very competitive. Eventually to be proven correct, however all the used versions commanded big prices, whereas 500's, 600's and 850's seemed a dime a dozen (back then, affordable enough to make into competition cars).

A short time later there was a wrecker in Sydney advertising a stolen and recovered 127 for sale, cheaper than usual, possibly because it had been dunked nose down in a farm dam. As a bit of a joke, I phoned Richard to tell him of that car being available. To my amazement, surprise and embarrassing concern, he phoned me back later that same day to advise it was now his and would be arriving a couple of days later. Sight unseen, I had provided the opportunity to spend his money and have the joke backfire on me. I honestly didn't expect that he would buy it, he didn't even have a trailer to tow it! However, he had soon purchased a suitable trailer, making that problem solved.

The 127 arrived and looked to be in reasonable condition, just needing basic oil changes, tuning and a muffler patched and an exhaust pipe welded. The first event was an autocross on long, wet grass in Pakenham, with Noel and I invited to share the shakedown drive. Amazingly, this now just stripped out 127 was very competitive straight up and we all enjoyed the experience, with an immediate plan of action to make some sensible weight loss and engine alterations, without spending lots of money.

Richards' car for towing, a Lancia HPE and it coped very well. By the 127's first Dubbo the other clubs all knew that Richard



was coming and with a very well developed and competitive car. There were a lot of sporting events in Dubbo that weekend and accommodation was very tight. I was his travelling companion, sharing the towing and accommodation with Richard who had left our accommodation booking too late, so we stayed 50kms away in Narromine. The first time that the other clubs got to see the 127; as it arrived at the Toongi motorkhana grounds which are about 20kms south of Dubbo.

Over 30 years Richard won Wagga and Dubbo motorkhana's on 16 occasions, however he didn't compete every time during those 30 years. Four in a row was 1966 to 1969 and six in a row was 1990 to 1995.



Richard in the Abarth 750GT

Fiat Club Festa

By Lyn Bartold, Photos Roger Beattie,
Paul Pozzobon, Peter Bartold



We have held our Annual FCCV Festa in the La Baracca area of the Veneto Club for many years. It has always included a display of our cars, a BBQ lunch, and for many years a visit by Santa, transported in a Fiat (usually a Classic Fiat 500) with a sackfull of gifts for the kids attending. It was always a very relaxed day, enjoyed by all who attended. This year we were not able to use La Baracca because it has been in the process of being renovated and this was not finished till a few weeks after our event.



After much Committee discussion it was decided to hold a dinner to celebrate another successful year of the club and it was held at Club Italia, in Sunshine (the venue we had used for this year's Fiat V Alfa Bocce Challenge. We had over 60 club members, and friends attending what was an opportunity to get together and to swap stories of what we had done and achieved in the past club year and what we have to look forward to in the coming year.



It was great to see some new members attending and partners of members who do not attend many other events. There was plenty of wonderful Italian food that just kept coming, lots of opportunities to chat with others and not too many formalities except to thank our Social Co-ordinators, Paul Pozzobon and Mario Di Censo for organising such an enjoyable end to the social part of our club year.



A very busy November

*Story and photos by Joseph Sammut,
Display and Run Co-ordinator*

The month of November has been a busy month, which has probably affected the number of members we have had attending some events. It started with the display at Sandown on Sat 11th, where we were met at the raceway gate by Sandro Cesario and directed to the display spot. The weather was a bit cold and windy and only three cars turned up, but still a good day. On Sun 12th was Alfa Spettacolo Show'n Shine, which had good weather, good food, a great show by the Alfa Club, with a lot of interesting models. Fiat Car Club was invited to display our cars and we had a good display of cars, and it was great to see all Italian marques there, so well done to the Alfa organisers. On Sunday 19th FCCV was invited to display cars at the Maserati Day, held at DCA, St Kilda Rd. This was an excellent display of cars with great weather, Maserati, Fiats, Ferraris, Lamborghinis, Alfas, Lancias and other Italian marques were all present so a great day.

Geelong Festival of Speed was held on Nov 25th and we only had two cars turn up, myself & Paul Hewison with a 124AC, which drew a lot of interest.

I wasn't there for long as I had other commitments and the weather was not that good. On Sun 26th the Italian Festa was held at the Royal Exhibition Buildings.

The day started with rain in the morning but this did not stop a good-sized group of Fiat and Alfa members being present (maybe because it was a Food Festival!!!). Thanks to Roger for helping with

the set-up as I could not arrive till later. By then the rain stopped and we had 12 Fiats there. Thanks to all those involved and attending the events in this busy November.



Maserati Day



Geelong Revival



Italian Festa



Alfa Spettacolo

Melbourne Italian Festa

By Lyn Bartold

Photos by Peter Bartold, Joe Sammut, Trevor Prasad

A small group of Fiat Club members displayed their cars at the Melbourne Italian Festa which was held at the Exhibition Building, on the last Sunday in November. This was probably due to the wet conditions at the beginning of the day, but fortunately for those of us who did brave the weather, things improved as the day progressed. Our club and the Alfa club had been invited to display cars and we had the prime position, on each side of the entrance into the Exhibition Building and around the circular garden in the front of the building.

This event was the replacement for the Lygon St Italian Festa which had been held for four decades. Our club has been part of the Lygon St Festa for many years and we were not sure what to expect. On arrival we set up our cars and watched while the businesses were setting up inside the building and in the open area between the Exhibition Building and the Melbourne Museum, prepared for the day. The event, which opened at 10am, was free entry and over the day and evening attracted an enormous crowd (there had to have been many thousands of enthusiastic lovers of all things Italian). There were three art exhibitions, three stages, fashion and design displays, a wine degustation section, a panettone display, cooking demonstrations, food stalls of every possible Italian foods you



FCCV cars on display



Arrival at Festa – a bit wet!!



Team Fiat



could think of, men's choir and ladies dance performances, the wandering gladiator and his lady friend and, of course, our Italian car display..... the list goes on!

We had a fantastic day soaking up the all things Italian vibe and departed at about 5pm (the Security people were there to escort us safely through the crowds to the departure gates).

I am looking forward to next year with a much bigger display of Italian cars and the chance to enjoy a fabulous all things Italian experience. There are plans to expand to two days and include some displays in Lygon St and surrounding areas.



Bologna and beyond

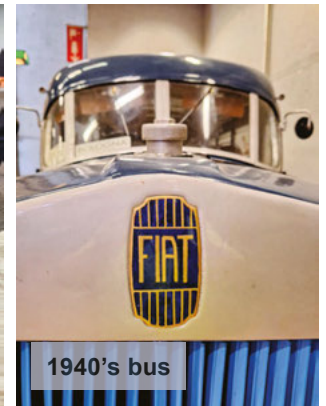
Story and photos by Roger Beattie



Classic Stanguellini



First Motorbike



1940's bus

Arriving at a familiar event is a comforting feeling and it was one missing from my arrival at Auto e Moto d'Epoca in Bologna in late October. After 40 years of providing excellent service the Padua fair area was deemed too small for future events so the shift was made to Bologna. Double the space and a location within Italy's Motor Valley seemed to be the drivers for the decision. It may have been because of the extra space but the experience did not feel as intense, the number of small exhibitors seemed to be down and the distances covered would have been increased markedly (I should count steps). Please don't misunderstand me ... over 7,000 classic, mostly Italian, cars and over 200,000 square metres of display space make for an impressive and memorable event, especially if you get to share it with new and old friends. This year's event might have lacked a blast across Northern Italy in a 2300 but preceding weeks in Naples and Mantua ensured a bright lead up.

I dropped Judith off at the airport at the end of August and she spent a few days in Thailand before arriving in Rome for an adventure prior to my arrival. The 90 minute train to Florence was a brief introduction to the landscape she came to know a lot more closely during the next month walking back to Rome along the Via di Francesco (Way of St Francis) through

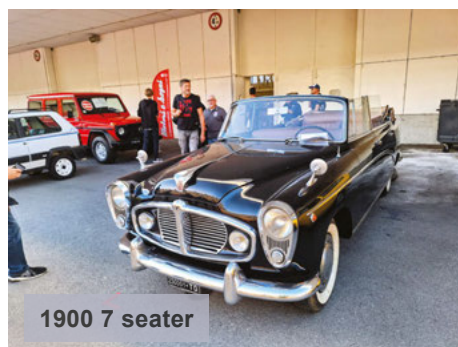
Assisi and on to Rome. 450km of stories and adventures which I am sure she will share with anyone interested. I got to Rome on the October 12th, a day after her and was met by Kev and Vicki Lemm after their week in Umbria and we had a couple of days in Ostia before heading south to a week in a Naples convent under the care of the Theatine nuns. Explorations and discoveries over the next few days included the remarkable Archaeological Museum, a wild automotive ascent of Vesuvius and the delightful antiquities of Herculaneum and Pompeii but just wandering the streets of Naples and chatting is still hard to beat even the language barrier makes the effort to connect more worthwhile.

The earthy nature of Naples was replaced by the culture and uniformly mannered Mantua which despite a late train strike and switch to another rental car became home for the next six days. The charms of Mantua extend beyond the Nuvolari Museum, as good as that is, and we made use of the car to explore the surrounding areas as well

Returning to Lake Garda and Brescia sparked fond memories of previous trips and prompted discussions of future ones. All too soon it was time to head to Bologna and the comforts of the agriturismo (farmstay)



Fiat 1890 18, 24HP



1900 7 seater



6 wheel Topolino



Roger and Judith with Mt Versuvius in background



Nuvolari Museum Mantua

about 15km north of the city. For anyone who has yet to experience the joys of eating great local produce prepared lovingly on farm and served mere metres from your room I can assure you it is worth the effort. It was here that the Americans from Auto Ricambi and Mal who has retired (almost) from providing FIAT parts in New Zealand were staying so the chatter extended late into the night. The Auto e Moto d'Epoca runs for four days in Bologna but after three we thought it time for a day off so drove over to Santa Agata, home of Lamborghini and then to Modena where those who had not previously done so toured the Enzo Museum before we enjoyed a chocolate festival which filled the streets with deliciousness. The dash back to Rome to fly back home on the next day was only marginally complicated by the loss of the car keys as we were checking out. Nothing like a frenzied search to set the scene for a 5hr drive to the airport.

knowledge of the brand even further as we enter this anniversary year.



Lunch with the Crowd

Most of the pics you see here are from the event in Bologna but there is so much more to the city and next time I go back I will be sure to spend more time exploring that doesn't mean less time at the show but perhaps allowing extra days either side of it for an expanded itinerary. Continued



Even Rally Cars

As always I am happy to discuss events, locations, must see museums and collections with anyone interested and look forward to expanding my



Beautiful Topo Barchetta



Heaps of parts

125 YEARS OF FIAT

Words and photos by Roger Beattie

Some of the members in the club will know of my interest in Automotive History and unsurprisingly the focus of my interest is the FIAT marque. It was with more than a little surprise that I realised that the company seems not to have any plans in place for the 125th Anniversary in 2024. Previously each 25 year block had been commemorated and celebrated and I plan to highlight a few of the artifacts in this article.

After forming in 1899 the first 25 years brought us to 1924 and to celebrate the occasion there was a medal struck and distributed to agents and sellers across the globe. The recently opened Lingotto plant was highlighted and even at that stage there was a 3-1/2hp, the original model, in the company museum but still being taken out for the occasional drive despite its advanced age. Makes driving a 1999 vehicle today seem more worthy of note. I am reminded that the Fiat Motor Club (Great Britain) had an 1899 Fiat 3-1/2hp from 1899 at their Centenary last year, so they are still motoring along.

Even from the earliest days FIAT knew that they would not survive without a large export market and a lot was done to include their agents in the celebrations of milestone years. By the 50th in 1949 the original plan was to launch a new style of car, all new mechanicals, unit construction, modern design but the post war reconstruction slowed things a little and the 1400 did not launch until 1950. There were however many books and records created to remember the year, some of which would reside in the club library.

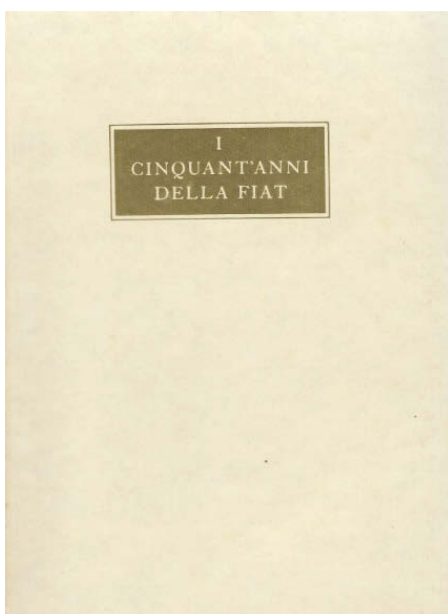
For the 75th in 1974 I am sure the highlight from a FIAT perspective was the visit from the combined Australian Car Clubs on their European tour. Ask Peter or Lyn Bartold about what an exciting time it was to be visiting Turin with FIAT really thriving and an iconic range of cars being sold. Commemorative books detailing the brands history and range abound and the major FIAT history by Michael Sedgewick was also released that year.



FIAT 125 YEARS

By 1999 and the Centenary of the marque it was a more global event. There were museum displays and launches, the wreath encircled bonnet badge was reintroduced as a nod to past racing glory. The cars in a more globalised sense seem less exciting but were in fact class leading and featured many advanced systems and production methods. Cars from that era include the Tempra which the club will be working to feature in upcoming events due to its ability to just keep doing what a car is expected to do, convey its passengers.

We now find ourselves entering the 125th year and it is in the export markets that the groundswell of celebration will ripple back to the centre. We have many events each year but there are a few special ones this year. Firstly, the Autobella at Yarra Glen on February 18 where we plan to showcase as broad a range of FIAT history as we can muster. Please help us. Later in the year there is a national event that plans to do a similar thing on a broader scale. From 8-11 November in Forster-Tuncurry, a couple of hours north of Sydney there will be a celebration of FIAT featuring cars from all over the country. Australia and New Zealand have historically been good markets for FIAT and we look forward to reminding those in Turin that the feeling has not dimmed. Maybe the future is electric!





Des Roadster



The News Stand

Richard Unkles

It seems that at last David Stott has solved the starting problem with his 1922 Itala Tipo 50. This was a problem for the two previous owners as it came with starting instructions which included a squirt of Aerostart. David has tried a serious variety of adjustments to the Zenith carburetor, including an improvised choke system but all to no avail. When he brought the magneto in for overhaul he thought he was finally on top of it when he was told he must have been lucky to get home on it. However starting remained as recalcitrant as ever when the rebuilt magneto was installed and correctly timed. He has now installed a Solex carburetor he obtained from an Itala owner in Norway and suddenly it starts easily. One wonders what the original owner had to put up with difficult starting for 17 years before his demise from exhaustion fighting the 1939 bushfires.

Apologies to Des Donan in Queensland who updated us with a report of his fabric bodied roadster last April. Looks a lot easier than hand forming metal panels. Des also has a number of 501 spares he now no longer needs now the car is finished. No rear end parts but the parts are available for free. Best to contact him on dedonnan88@gmail.com Looks like he would appreciate a radiator cap in exchange. Des is at Flaxton, inland from the Sunshine Coast.

David John has sorted his rear end problems on his 503 tourer. When updating the rear axle bearings it was discovered the LHS of the torque tube was bent. Luckily a spare was in club spares. It proved to be a case of two steps forward and one back. One surprising lesson learned was that Fiat brake shoes are not necessarily interchangeable. So if relining your rear brakes always use the shoes that have come out. We also found that the thimbles on the cables which are usually missing or in poor order can be bought in stainless steel at marine suppliers or large hardware stores. When missing the cables wear out the eyes of the brake levels.



Beaded edge wheel

Spare Parts

As you read this all the 501/503 crown wheels and pinions will be despatched. Most have come to Australia but those for Norway and UK were sent direct to our local contacts, namely Trond Thorbjornsen and Jim Dalton. Jim is not on the order list as his 501 is ex Stephen Mayer and has its 4.6 already installed 20 years.

ago. The last item is the repro of the spigots that locate the crown wheel to the planetary gear carrier. It seems that our original estimated pricing will be met equally in each country, despite the difference in GST and VAT rates due to difference in freight costs.

We expect that after this we will be looking at reinvesting the surplus into 503 type oil pumps which have a 25% increased capacity over the 501.



po 2 505 507 519
TORQUE
 521 tipo 1 501c
 FIAT



Fiat 124 with Alvis cars at Cape Campbell

Swap Meetings

Bendigo Swap has come and gone after three years absence due to Covid and then devoted to accommodation for those displaced by the Rochester floods. It took a full day to work through some 95% of the stands. It seems that the delays brought out a number of parts that have been shelved for lack of a swap meet. David Stott found a 501 carburetor in poor order but ridiculous expense and a brass step plate for a running board. Your scribe had better luck with items as per the photo. The firewall fuel tank for \$15 was very welcome as the 510S one is rusted out. The enamel sign was just too tempting for \$50.



Goodies found at Bendigo

The Ballarat Swap (also known as the Great Southern Swap) will not proceed in February due to the replacement site not being approved by local Council. However there is a rumour that it will happen next May at the Calder Raceway. If true it will be a suitable site and should be attractive for more attendees being on the edge of Melbourne. Time will tell on the truth of this rumour.



Tetraethyl Lead sign (YL)

The Berwick Swap Meet is planned for the first Saturday in February by the Dandenong Valley Historic Car Club. So put Saturday 3rd Feb on the calendar. Usually it takes some three to four hours to work through.

Motoring in New Zealand

If there is one thing we learned in New Zealand it is not to calculate arrival based on an average speed of 90kph like in Australia. More like 70kph or at times less is more realistic. Driving a classic 1968 Riley Elf (actually an upmarket MINI) is not the disadvantage in speed but road conditions. Of course being on the ferry between the islands slows the average a lot.

Overall we must recommend road travel in New Zealand but it is best when in conjunction with a local car club rally as you get to see places that the usual tourist never sees, such as the Cape Campbell Lighthouse. This is the most easterly part of the South Island but is actually on a private farm, fortunately owned by an Alvis Car Club member. Note the Fiat 124 spider also present as the spare part for the owner's Alvis sent from UK was



Interesting Road Signs!!

At Nelson on the north end of the South Island is the Nelson Classic Car Museum. Well worth a visit to see the 150 cars covering all ages from 1911 to 2014. Cars include a 508S Ballila but the 2014 car is a Fiat 500 Abarth. Museum piece already guys?!!



Abarth 500

Overall there is much to see in New Zealand if you have the opportunity. Another must see is the Heritage Aircraft Museum at Blenheim. It has two sections, one for WWI and the other for WWII. Very well detailed and presented.

Nuts and Bolts Quiz and Presentations

Words and photos by Lyn Bartold

Our December general meeting has traditionally been where the presentation of Annual awards are made and our Nuts and Bolts Quiz is held. Vice President, Sandro Cesario has been the presenter of the quiz for the last couple of years and once again, he has tested our knowledge. The room was set up with round tables and club members made up their team to occupy one of the tables and work together to come up with the correct answers. This year, Sandro devised 20 questions, each with a choice of four or five answers, with points scored for the correct statement. Answer sheets were then assessed and the winning team announced. This year we had a draw with two teams scoring 16 and gaining equal points, so those tables shared a box of chocolate treats that were the prize. Thanks to everyone who participated and to Sandro for running the quiz.



Annual Presentations

For the past two years we have presented trophies to members who have excelled in a number of competition categories and others who have contributed to the club in other ways.

The Competition Event trophies are decided by points scored in nominated events throughout the year and the other awards are decided by a sub-committee of the Committee.

2023 Awards



Motorsport Champion:
Marisa Gangemi



Junior Motorsport:
Mark Freame
(Bill Freame accepting the trophy
on Mark's behalf)



Bella Fiat Display Award:
Joseph Sammut (Joe's Trophy)



Clubman Award:
Fiona and Bruno Tonizzo



President's Award:
Paul Pozzobon

Coming Events

General Meetings

January 11th 8pm Veneto Club
February 9th 8pm Veneto Club
Nuts and Bolts Quiz
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

Jan 6th No Caffe di sabato
in January

Feb 4th Veneto Club
9.00am

Mar 4th Veneto Club
9.00am



Festival of Motoring

Cruden Farm

Sunday January 21st

Contact Joseph Sammut
0412 211 581 for details

X1/9 Raduno Sunday January 29th



THE RUN THIS YEAR WILL BE IN THE YEA AREA
MEET AT WARRANDYTE 9.00AM

More information will be sent through Fiat Pronto and Facebook

Contact Peter Bartold 0422 867 280

Coming Events



Mirboo Nth Italian Festa

Sunday February 11th

Meet at BP Officer

Contact Joseph Sammut
for Details



Big Tomato Day

Annual Tomato Bottling
Casa di Bartold
Wonga Park

Sunday February 25th

Contact Lyn Bartold
0433 03 4721



AutoItalia Adelaide

Sunday March 10th

St Francis of Assisi School,
Newton

10.30am – 3.30pm

Contact Roger Beattie for details
0400 177 278



COCOEUROTECH
European Vehicle Specialist

ITALIAN CAR
SPECIALISTS

**SUPERCHARGE YOUR
FIAT EXPERIENCE!**

Experience the Coco Eurotech difference with:

- Tailored solutions for Italian brands
- Logbook servicing by experts
- Bluetooth module repairs
- Spare / Replacement keys made to order
- Enhanced power and performance
- Safety and comfort prioritised

Coco Eurotech, your one-stop shop for
automotive excellence!



FOR MORE INFO :

☎ 0484 336 668
✉ info@cocoeurotech.com
🌐 cocoeurotech.com

The Italian Job Automotive P/L



ABN 2348 419 8175 / ACN 005 558 725

Qualified service and parts specialist
Over 40 years trade experience

Also Ferrari, Maserati, Lamborghini & Niki
New and used parts

Open 9am–5.30pm, Monday to Friday
9 Wells Rd, Oakleigh VIC, 3166
Ph: 03 9569 7779, Fax: 03 9568 5466



www.italianjobauto.com sales@italianjobauto.com

Maranello Pur Sang
MOTORS

KNOWLEDGE IS POWER®

**FIAT SERVICING, REPAIRS,
RESTORATION AND PRE PURCHASE
INSPECTIONS.**

AT MARANELLO PUR SANG WE HAVE THE
SPECIALISED KNOWLEDGE TO MAINTAIN CLASSIC
FIATS FROM THE 1950'S THROUGH TO THE 80'S AS
WELL AS THE LATEST DIAGNOSTIC EQUIPMENT TO
SERVICE ALL LATE MODEL FIATS.

OUR SERVICES INCLUDE: HANDBOOK SERVICE,
MAINTENANCE & REPAIRS, PRE PURCHASE
INSPECTIONS AND RESTORATION.

MARANELLO PUR SANG MOTORS
33 COLEBROOK ST, BRUNSWICK VIC 3056,
CONTACT@MARANELLOPURSANG.COM
WWW.MARANELLOPURSANG.COM
PHONE 03) 9386 9650



FROM MODERN
TO CLASSIC



BOI PERFORMANCE
BITS OF ITALY

- Wide range of Weber and Dellorto Carburettor parts.
- Extensive Cold Air Boxes and Custom Cold Air Boxes for Weber, Dellorto, SU & EFI throttle bodies.
- Dynamometer Tuning, EFI ECU Installations and Upgrades.
 - Custom Brake Upgrades, LSD Conversions.
 - Electronic Ignition, Recurring Distributors.



77/22 Dunn Crescent Dandenong Vic 3178
Ph/Fax: 03 9794 8892 Mob: 0417 907 189

Phil Buggee
PTCC Winner, Targa Tasmania Class Champion

Email: boi@alphalinc.com.au
Web: www.boiperformance.com.au

MONZA Motors

Monza Motors are clearing all their Fiat stock of recycled parts.
Motors including, twin cam, X1/9 & 128 motors, and gearboxes.
Also many other interior & exterior parts for many Fiat models.
All at super low prices.

4 Malvern St Bayswater 3153
Contact Paul on 0434 601 799 • Business hours 9720 4442
enquires@monzomotors.biz

ALDO MOTORS

849 Canterbury Rd Box Hill 3128
aldomotors@internode.on.net

- * Mechanical repairs, Servicing & RWC
- * New & Used Fiat & Lancia Spares

PH: 9890 6288



9853 7762

High St, Kew
+ Malvern Rd, Toorak
+ Victoria Gardens, Richmond



ITAL MOTORS

Prop: Michael Cipriano

Specialising in mechanical repairs for:
• Fiat • Lancia • Alfa Romeo
and all high-performance cars

2 Queens Avenue, Hawthorn VIC

Ph: 9818 2597



NEW AND USED PARTS
DISMANTLING 1300, 1500 • SERVICE • RESTORATION
PETER BARTOLD • 0414 867 280
VIGNALE124@GMAIL.COM



rainbowmeats.com.au

STORES

Chirnside Park	9727 1313
Camberwell	9882 0044
Caroline Springs	9361 2900
Highpoint	9318 3199
Croydon	9723 1300



FIATMONTH ADVERTISING RATES

FIATMONTH IS PUBLISHED 6 TIMES PER YEAR
JANUARY, MARCH, MAY, JULY, SEPTEMBER, NOVEMBER

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

CAR STORAGE



- Preston Area
- Fully Alarmed
- CCTV
- 7 Day Access
- Wash Facilities

Short or Long Term Rental
Call 0412 367 611

STUCKEY
CLASSIC TYRES

Not only Cinquecento
but for all Classic Fiats

STUCKEY
TYRE SERVICE
www.stuckey.com.au

MICHELIN CLASSIC TYRES PIRELLI AVON DUNLOP BFGoodrich VREDESTEIN GOODYEAR

X19.COM.AU FOR EVERYTHING X1/9

THE GREEN MACHINE

WATCH IT NOW
YOUTUBE.X19.COM.AU

X1/9 AUSTRALIA

QR codes for YouTube, Instagram, and Facebook.



FIAT ECCV 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. Fiona Tonizzo will be looking after merchandise and can be contacted on 0417 508 299 if you wish to purchase any items.

Current merchandise will be available at each General Meeting

SOME OF THE CURRENT RANGE OF MERCHANDISE:-









autobella

italian automobile festival

at the British and European Motoring Show
Sunday 18 February 2024
Yarra Glen Racecourse, Armstrong Grove, Yarra Glen

Featured this year will be 125 years of FIAT.

Help us make this a spectacle by getting FIAT cars from every decade of production to the event. Please alert your friends. Not just club members.

NOT JUST SHOW CARS, we want all FIAT cars, interesting resto projects on trailers, tractors, everything FIAT. If you know someone with a truck, a train or a jet fighter. Let us know and we will try to get them along too.

FIAT 125 YEARS

Cars from all eras to be judged if you want or just display and enjoy the day!

A Walk Through Time themed display featuring cars and imagery from each decade of FIAT manufacture. Bring yours and dress to suit its era or your favourite.

Costume d'Epoca - join in Vintage fashion parade Dress in the era of your car or your favourite decade We have them all this year. Open to all from any club the public!



As good as it was this is not the only FIAT 125

EVENT/LOCATION INFO Entry from Armstrong Grove, Yarra Glen Gates Open: 9.00am for display cars
10.00am for spectators
Admission: Display Cars \$15 (includes all occupants) Spectators \$10
Tomorrows enthusiasts -Children Free

Food and Refreshments available
Trade stalls and Childrens entertainment
Please let us know you are coming
Sandro Cesario

Email: abarthsimca16@gmail.com

Mobile: 0420277 701