



FIAT Month

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

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MAR 2024

Autobella 2024



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MAR 2024



Club Meetings are held at 8pm
on the second Thursday of each
month at:

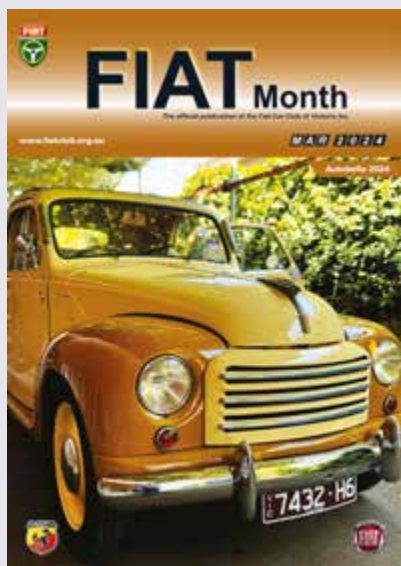
The Veneto Club
191 Bulleen Rd, Bulleen VIC 3105

FIATmonth Editorial Committee

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

FIATmonth deadlines

5th of the month prior to publication.
Next issue: May 2024
Deadline: 5th April 2024



Front cover:
Winner of Bella Concorso
at Autobella
Domenic Castorina
500C Topolino

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2023-2024

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Paul Freame

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Paul Pozzobon

AOMC Delegate

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

LIFE MEMBERS



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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

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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



As always, January has been a quiet month for club events, with members enjoying the holiday season with family and friends rather than at club events. Unfortunately our annual X1/9 Raduno had to be postponed due to Peter's ill health but it will be rescheduled a little later in the year so keep up to date with upcoming events through FIATMonth, Fiat Pronto and on our Facebook page.

We are entering what will be a very busy time of the year for us over the first few months of the year. Autobella has been the main event for us, held in February (usually held in March), and in a new venue and, this year, as part of the AOMC British European Motoring Show at the Yarra Glen Racecourse. This allowed us to show off our fantastic range of cars to the other car clubs who were present and to include Costumi d'epoca which has now become

an essential part of Autobella. Although this year's event was held at Yarra Glen Racecourse, quite a drive from the city, this did not deter our members and we had around 130 cars on display- a fantastic effort. Il president, Roger organised some fantastic banners to be made which were hung on the back fence of the area where the Fiats were on display and this really added to the atmosphere. The other Italian marques were in an adjacent area, so we really had Autobella transplanted from our usual location at DCA to the AOMC British and European Motoring Show 2124. In all there were an estimated 500 cars on site, so plenty to do and see. Congratulations to our Autobella Committee for taking on a new way of presenting our event and to all our members and friends for supporting it.

My thanks to those who have contributed articles and information for this FIATMonth so that we could celebrate Autobella

in this FIATMonth and not having to wait another 2 month for the write up when it would have been old news. As Peter was not able to attend I took "my" red X1/9 to the event by myself (after my resident car detailer had prepared it for me!!) and I really enjoyed the day mixing with other Fiatisti and lovers of all Italian cars. Enjoy the full write up of Autobella in this magazine (my thanks to the Committee for dropping everything and getting me their thoughts and photos so that we could include it in this magazine instead of waiting another 2 months to read about it - well done team)

The other piece of good news is that the Fiat Nationals have been added to this years calendar. We have dates and some info from the NSW Fiat Club who will be organising the event this year. You will be kept informed as more information comes to us.



From the Editor...

EDITOR'S PIC OF THE MONTH

Fiat 500's at the Birra Moretti photo shoot. The call had gone out for a group of Fiat 500's to be part of an advertisement that was being made. The advertising company originally called for 15 cars and ended up with 7 for filming over 8 days driving around (4 hours a day and 2 half days of photos) .A number of FCCV members were involved and Peter Westcott drove our bambina, the blue one, for us for a few days after his retired ill.





Rapporto del presidente



I am sure we all get sick of reading about how fast time is moving in articles like this but I have had a January and now part of a February that reminds me of the relentless march of time.

Being involved in the organisation of club events is a rewarding and satisfying part of club membership and one that anyone involved would be happy to share with those not yet so engaged. For my part I have been toiling away on elements of a number of events local, national and some international. It all sounds rather exotic but I can assure you it has its moments.

Locally the Autobella is coming together nicely and I have nearly completed my tasks to ensure it looks the part. You will read reports of our major event of the year in this FIATMonth so enjoy!! In fact I have taken a brief break from banner preparation to jot down these few lines. By the time you receive this magazine the FIAT 125th Anniversary year will be well underway and I am sure that many of you will have enjoyed the day out in Yarra Glen for Autobella and wondering what other events are coming up to help you stay in the festive mood. Alright, I might be overegging the omelette a little there but we hope to see plenty of members and their friends out enjoying their vehicles of the upcoming months. The planning is

well underway for the 125 event in Forster Tuncurry from 8 - 11 November this year.

I realise it seems a fair way off but it will require a little planning to get everything right. The venue speaks for itself (see photo) and a central event hub has been booked. Keep your eyes peeled for updates on accommodation and other details in the coming weeks.

As a club we seem to be having a bit of a run of less than optimum health with a few of our members. Those who are suffering a little, our thoughts are with you and to those able to visit I am sure your attention is valued and appreciated.



Bridge to Forster Tuncurry

Forster Tuncurry, Home of Fiat 125



Caption please



850 T Camper Summer Adventures

While I am on the subject of attention I would like to make it clear to the wag who thought there was an extra space inserted in the caption under the photo in the last "Rapporto" labelled 'The Committee in Action' that it was written as both expected and requested. My other comment would be to feel free to put yourself forward to help out on the committee and enjoy the opportunity to be involved with organising more of our clubs events.



2300 Wagon looking for a home

I have added another photo to this report from my summer break which could do with a caption. It was good to get the 850T Camper out again this summer and enjoy some of the south west of the State.

I think my delaying tactics have come to an end and I must get back to banner preparations.

Until next magazine

Roger

There has still been a little time to get around and look at vehicles for sale 2300 Wagon anyone?

Il Presidente comparing the old and the new at Mirboo North Italian Festa

Il Presidente took some time to relax and read some automotive history (of course!) at the Italian Festa at Mirboo North. According to Roger whilst reading a couple of old automotive books in a shady spot, the passing crowds were surprised to see someone actually reading a book but it certainly generated plenty of comments!!





CLUB CALENDAR

MARCH – MAY 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.

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
- Thurs 21 – Sun 24** **Melbourne F1 Grand Prix Club Display**
Contact Sandro Cesario 0420 277 701

APRIL

- Fri 5 – Sun 7** **Run to Autoitalia Canberra**
Contact Roger Beattie 0400 177 278
- Sat 6** **Caffe di sabato Veneto Club 9am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 11** **General Meeting. Veneto Club 8.00 pm**
- Fri 26 - Sun 27** **AOMC/RACV Florence Thomson Tour Gippsland**
Contact Lyn Bartold 0433 034 721

MAY

- Sat 4** **Caffe di sabato. Veneto Club 9am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 11** **General Meeting. Veneto Club 8.00 pm.**
- Sun 19** **National Motoring Day**
- Sat 25 – Sun 26** **Winton Historics**
Contact Joseph Sammut 0412 221 581

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 14th March,
Thursday 11th April,
Thursday 9th May

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

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

Find us on
www.fiatclub.org.au
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**



A fantastic jumble of shots that created our FaceBook heading page – well done Roger Beattie



Membership News

Tony Romeo, Membership Secretary

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 Tony Romeo*

WE WELCOME THE FOLLOWING NEW MEMBERS –

Curtis Barton	Fiat 500 Abarth
Robert Truccolo	Fiat X1/9
Grant Harris	Fiat 130
Raja Lingham	Fiat 500 Abarth

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 Marisa Gangemi, MSCA and Karen Murray

Competition for the FCCV has been off to a slow start this year with a lot of the summer dirt motorkhana rounds being cancelled due to poor weather. The VKC Round 1 at Phillip Island was also cancelled and will be rescheduled later in the year. I am doing my best to keep on track with the motorsport calendars this year but please check with the event organisers and Motorsport Australia to confirm if an event is running or not.

At MSCA Round 1 at Winton on Sunday the 4th of February I had the very important job of looking after and driving the MSCA Course car for the event. I was chosen for this role for my race experience but also the course car is the same model year as my Abarth. I had an awesome day driving the course car and leading each run group out of the pits for their sessions. It was a very hot 36-degree day and we had to change the format of the day so that we could aim to finish early and get everyone out of the heat. We ran 3 runs of the 6 run groups before lunchtime and 1 run of some combined groups after lunch. The day was very successful with only one red flag for a breakdown on track.

On the evening of Wednesday February the 7th, the 2023 Victorian Motorkhana and Khanacross awards were held at Sophia's Restaurant in Camberwell. I received a 3rd place trophy for Category L in the 2023 Victorian Motorkhana Championship. It was an



Photo by: David Parr

honour to still get 3rd place after having a very challenging season and missing a couple of rounds last year.

On Sunday the 11th of February Tony Russel and I braved the heat of another 36-degree day and went to Avalon to compete in the MG Car Club Motorkhana. This was held at Geelong Motorsport Complex, and they also ran a dirt Khanacross on the same day. For the motorkhana we had 2 runs at each of the 3 tests which were, Square Slalom, Multiple Loop, and Arrowhead. Tony Russel got second place in our category of "Geelong and Others", and I got 6th place.

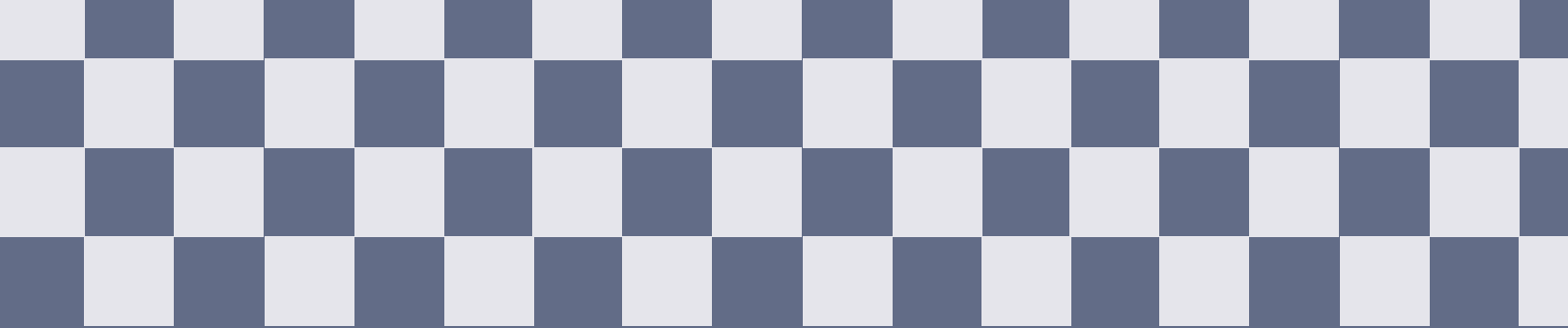
On Saturday the 17th of February Ian Maud and his awesome X1/9 were part of the Retro Rally display at METEC in Bayswater. Ian had his car on display



Marisa and Course Car at Winton



Third Place Trophy



Tony Russell



Ian Maud at Retro Rally

as well as taking passengers out for runs on the short track. It always great to see good motorsport representatives from our club getting out there and educating others.

Special mention to Paul and Bill Freame for bringing their motorkhana rail to Autobella each year and letting the public sit in it and talking to them about

Now that the year is well underway, I expect to see more FCCV members competing this year at various events. Please let me know if you are competing and send photos if you can. If haven't competed in motorsport before and want to give it a go, please feel free to reach out to me and I will be able to help you get along to a come and try event. We will be organising a practice motorkhana for Fiat Nationals 2024 at some point in the next few months so please stay tuned for that announcement soon!

Happy Racing!



Paul and Bill Freame



Marisa at MG Motorkhana

Competition Report

cont.

COMING EVENTS: MARCH – APRIL

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

SPRINT EVENTS		
Thurs 6th- Sun 10th March	Phillip Island Classic	Phillip Island
Saturday 16th of March	MSCA Sprint Round 2	Phillip Island
Sunday 17th of March	RACES East Sale Supersprint	RAAF Base East Sale
Saturday 6th of April	MSCA Round 3	Sandown
Sunday 21st of April	AROCA Sprint	Winton
Fri 26th- Sat 27th of April	MSCA Round 4	The Bend, SA
MOTORKHAHA/KHANACROSS		
Saturday 2nd of March	Group 5 King of Khanas Motorkhana TBC	Werribee (dirt)
Sunday 3rd of March	Group 5 C+T Motorkhana/ Khanacross	Avalon
Sunday 3rd of March	PAC Khanacross	Pakenham (dirt)
Sunday 17th of March	VKC Rd 3 Khanacross	Pakenham (dirt)
Sunday 24th of March	GCC Multiclub Khanacross	Bryant Park
Sunday 7th of April	WDCC Motorkhana	Avalon
Sunday 7th of April	PAC/G5 Khanacross	Pakenham (dirt)
Sunday 14th of April	VMC Round 2 Motorkhana	Avalon
Sunday 21st of April	PAC Motorkhana	Pakenham (dirt)
Sunday 28th of April	VKC Rd 4 Khanacross	Bryant Park
HILLCLIMB		
Sat 2nd and Sun 3rd of March	Rob Roy Revival	Rob Roy
Sunday 7th of April	MGCC Multi-Club Hillclimb Challenge Round 1	Rob Roy
Sunday 21st April	VHCC Rd 4	Bryant Park



FIAT
NATIONALS

Fiat Nationals 2024

We have been informed by the NSW Fiat Club that they are planning to run the Nationals on

August 24th- 25th

They are planning to have the tradition Motorkhana for the Fiat of Italy Cup, no Sprint, the way the Nationals were originally run

Social activities will also be part of the weekend

Keep these dates free and we will keep you informed as we get more information from our NSW Fiat Club friends

Mirboo North Italian Festa

By Roger Beattie and Ian Maud

Photos by Roger Beattie, Paul Pozzobon and Ian Maud

Early on a Sunday morning 11 February before the threatened heat arrived an enthusiastic group met at BP Officer for a run to the Mirboo North Italian Festa. The decision was made to take the slightly longer but infinitely more entertaining drive through Ellinbank and along the Grand Ridge Rd. I am sure those in cars more sporting than my Doblo enjoyed the twists and turns as the road winds its way through the Mt Worth State Park but we all arrived safely, found the appropriate gate and parked in the front row along the walkway.

What I am assured were thousands of people wandered past, sharing memories of prior FIAT ownership and happily sharing a bit of shade for a few minutes. After a bite to eat and the obligatory coffee I found a shady spot to brush up my history with a couple of old FIAT books. I had not realised just how strange it is for people to see someone reading a book but it generated plenty of comments.

There were about ten FIAT cars on display and a similar turn out from the Alfa Romeo club and a few Italian exotics to round out the display. The heat eventually prompted departures from about 2.15pm and then it was the long road home. All in all, a good day shared with club friends and many others who were enjoying the cars and the other elements of the Festa. **Roger Beattie**



Start of the run to Mirboo North





Sun, coffee, pasta, lots of laughter, wine, Roman Centurion, Italian cooking, costumes, motor scooters..... and of course, some beautiful, shiny Italian cars: what was not to like about the Italian Festa? Many people stopped to look at the Fiats and to ask questions. Mirboo North has a rich Italian heritage and, it seems nearly everyone knew someone who “used to own one of these”

A very enjoyable day. **Ian Maud**



Note from the Editor
We were shocked to hear of all of the damaged that the Mirboo North area suffered only a couple of days after the FCCV visit to Mirboo North Festa . News reports described the utter devastation that hit Mirboo North that bore the brunt of the disasterous storm. Our thoughts are will the wonderful community that hosts the Festa each year.



Maudy's 124 Spider at Italian Festa

Photo Contributors Anthony Cementon, Trevor Prasad, Lyn Bartold, Roger Beattie

From the Director

Sebastian Bongiorno + Committee Comments

This year Autobella relocated to the British and European Motoring Show at Yarra Glen Racecourse. The FCCV were invited to promote the 125th anniversary of FIAT by the AOMC and credit goes to Sandro, who worked in with the AOMC to make this years Autobella the feature at Yarra Glen Racecourse. As usual the FCCV members cars were definitely the stand out Marque in the Italian Quarter. We were arguably the central attraction and our Members produced a huge variety of cars that were all presented in outstanding condition. Each participant should be very proud of the quality of cars they provided on the day.

Along with the FCCV member's vehicles, we were supported with our Italian cousins with a variety of cars from Lancia, Alfa Romeo, Lamborghini, Maserati, DeTomaso, and Ferrari. We were also supported by the Abarth Melbourne club who turned out in large numbers and provided a spectacular array of cars.

The day was perfect with warm weather and sunshine bearing down on some of the finest Italian automobiles that Melbourne has to offer. The grounds provided a nice amount of shade amongst the trees, contributing to a relaxing family day enjoyed by all.

Our gold sponsor Zagame's, were present again with a variety of vehicles which included the milestone new vehicles being the Fiat 500E Electric car, along with the new electric Abarth. This drew a lot of attention all day and proved to be a popular addition to the display.



Sebastian and Sandro with Domenic Castorina, winner of the Bella Concorso Trophy

The display was supported by the Costumi d'epoca entrants who mingled amongst the cars and added to the period feel of the display. Once again thanks to Lyn for supporting and arranging the entrants to add to the milestone 125th anniversary of FIAT.

The Bella Concorso was well supported and congratulations to all the entrants and to Domenic Castorina with his FIAT 500c Topolino on bringing home the trophy for the winner of this category. Congratulations are also due to all the winners of the cars in their relevant categories as well These added to the very high standard of cars on the day.

I would like to thank all the volunteers who assisted on the day to help with the success of Autobella. A huge thanks to all the sponsors, Zagame, GO TO WO, Ital Motors, Italian Automotive Spares, Northstar Plumbing, Parkes Body Works, Pellicano



Lancias on display



Old and New -Fiat 500 and Abarth Electric

and Giovannucci, Project Office Interiors, Rainbow Meats, S8 Property, Splashcote Painting, and The Italian Job. Special thanks to all the FCCV members for attending and providing incredibly high standard cars

And finally to the Autobella Committee for the incredible support and time in making Autobella a successful event

Without all the above Autobella would not be the event it is

Autobella Committee Comments

il presidente - Roger Beattie

It was a delegates meeting like any other for the Association of Motoring Clubs meeting in August 2023 in Ballarat when I heard they were looking for anniversaries to acknowledge at the British and European show this year. As happens too often my hand went up and I found myself offering to have a reasonable number of FIAT vehicles in attendance to honour the anniversary. It was only a week or two later that I had a call saying that with the MG Concourse not being part of the day through a move to Rob Roy they had space for 150 - 200 cars at the Yarra Glen Racecourse in February.

Fast forward to later in the year and there was an approach from the Autobella Sub Committee to utilise the capacity on offer to run a special Autobella for the 125th Anniversary rather than having two major display events within a few weeks. Efforts were swung behind attracting a crowd to Yarra Glen as it was thought there might be some resistance to holding Autobella further from the city. Everyone pulled together to ensure a great day and the results speak for themselves. The Autobella this year was one for the ages and who knows, we might even be back at Yarra Glen in future.

Thanks go to all those attending, the organising committee, the volunteers and the sponsors for making the day a success and to Lyn for holding the magazine production to ensure the coverage was fresh and up to date.

David Judd

This year's Autobella gave us a more extensive audience due to many patrons attending to see the full AOMC range. We were fully supported by our members bringing well over 100 interesting and varied Fiats to the event. We also had an excellent turn up from the various Italian marques and the camaraderie between the groups appeared more inclusive.

The food cafeteria which normally provides food for the horse racing fraternity was convenient, well stocked and could easily handle the numbers. So, it



Roger's 850 Van



Lots of happy club members



Plenty of Abarths

was a great day in a fantastic setting and a chance to enjoy the full Italian Automotive experience.

Well done everyone.

Robert Judd

When the opportunity to combine the FIAT 125th Anniversary event with Autobella at the Yarra Valley Racecourse was presented late last year, we imagined that we should try to get at least 125 Fiats on display and get as many models as possible from the 125 years.

It's fair to say that thanks to the efforts of many, we achieved both of these ambitious targets with over 150 Fiats on site and a variety of models and variants never seen before. Some 40 plus models/variants ranging from 1911 to 2024 were on display, including a special Fiat Tempra of which the club is custodian (more about this next magazine) and a farm load of (Fiat) tractors brought along by James Corallo, who transported them especially for the display from his farm in Gippsland.

Sandro Cesario

What can I say, Autobella 2024 has come and gone and what an event! First of all I would like to thank all our members who participated in this event, it was not the normal Autobella that we all know, but one where we all had to do some driving to get to the stunning venue in Yarra Glen Racecourse. The number of cars and models blew me away, I was so proud to be part of this event and part of the Committee as it was a gamble running it there; but the gods were all on our side, we had the weather, the cars and the people to enjoy this truly great day.

I would also like to thank the following clubs that came to support the event: Abarth Club Melbourne, Alfa Club, Maserati Club and Lancia Club, we even had the odd Ferrari and Lamborghini along with a De Tomaso – what a turn up!

Jono Crellin

I can certainly say that Autobella 2024 was a great success. While combining with the British & European Day was certainly different, it was a fantastic way to display our club. The sheer variety of cars that we had on the day was fantastic.

It is a very positive sign for our club that FCCV members and other Italian car enthusiasts supported the day so strongly. I received a lot of feedback about how good the show was, which is a credit to everyone who helped on the day and to everyone who brought their cars. The standard of cars in the Bella Concorso section was very high, with not much between the top three cars.



Thanks to everyone who was able to bring their vehicle out for the event.



I want to leave you all with a thought, this could be the start of Autoitalia Melbourne 2025, don't worry Autobella will always be there but as the support we received was truly brilliant from the FCCV members and the Italian car community.



It was a very difficult decision for our two judges Phil Buggee and Richard Ferlazzo. The challenge for the Autobella Committee is to now figure out how we can make it even better next year.

Autobella Headquarters



Banners- that's what we need

Roger Beattie

I am sure I was sitting in the meeting where I heard that Or maybe it was me that said it. Somehow I ended up with the task of representing the 125 year history of FIAT in visual form.

As a keen and relatively active Automotive Historian that should pose no challenge so I managed for the first month or so to entirely neglect the project thinking

an ideal theme would emerge from my daily mental turmoil.

Unsurprisingly that did not happen so I eventually thought I had better sit down and apply myself to this and came up with a palimpsest idea, layering multiple images of era correct information, advertising or photographs to build a historical montage.



Simple, now just find all the content, photograph and categorise it, lay it out over what were originally planned as 5, 10 metre long x 1.6m high, display areas in a way that makes sense from a reasonable distance but still tells the brands evolutionary story.

Calls to club members yielded some results in the form of suitable imagery and content but after a few nights of work I realised I was not going to get there with that approach. Too much content required and hard to keep the story simple enough to be read from afar.

Time for another week or two stewing on the idea - no rush as Autobella is still weeks away. Hang on, it used to be months away so something must have happened.

The next thing to do was to visit the site to ensure whatever was designed could be attached and seen.

I waited for the day we were going to go as a group but it seemed to be disappearing into the distance fast so squeezing a spare moment out of a day I went on my own and paced out the area I was hoping to use. The 130 metre stretch of fence was a little daunting so I decided to go with 5 metre sections that could be at the core of a group of cars from each quarter century.

Once I had that plan I decided that there were enough versions of the logo to us them as a central motif and for the first 3 time periods there were rapidly changing production models and facilities. Using images from each would illustrate the story and from a 75th anniversary book I was able to lift illustrations of each model produced in the eras to that point. For the later two banners indicative models from the production of the era were relegated to the background to highlight the continuing logo changes.

I expect that they will be out a number of times this year in particular but will also become part of the club display collection.

It does not surprise me when people say they did not notice collateral like banners and flags when they attend display days but I think it is definitely noticed when they are absent. Unless the architecture takes the place of decoration it will always be missed even if it is not realised what actual items are missing. That said, I hope a number of members enjoyed seeing them and now you have something of a window into my entirely random creative processes.

The banners are at the top or the bottom of these pages so enjoy.





Autobella Cars



Autobella Cars cont.



Autobella Results

FIAT

Best Modern 2006 Onwards	Raja Lingham	Abarth 500
Best Open Top	Pat Giovannuccio	Dino Spider
Best Targa Top	Paul Pozzobon	X1/9
Best Sedan	Al Braic	128 Sedan
Best Coupe	Lorenzo Cremasco	Dino Coupe
Best Rear Engine	Damon Earwaker	500F
Best Vintage	David Wright	Tipo 1
Best Modified	Lawrie Hocking	500F
Best Competition	Phil Buggee	131
Bella Concorso	Domenic Castorina	500C Topolino

OTHER MARQUES

Abarth	David Petrecculli	695
Alfa Romeo	David Roberts	GTV V6
Maserati	John Gove	Mistrale Spider
Ferrari	Frank Marino	Ferrari 328
Lamborghini	Ryan Brown	Huracan LP610
Etceterini	James Carollo	Tractor
President's Encouragement Award	Keith Ellis	Ritmo



President's Encouragement Award

Autobella Results Photos



Costumi d'epoca

By Lyn Bartold

Our regular feature of each years Autobella is Costumi d'epoca where we invite participants to dress up to match the era of their car or their favourite era was held once again at the AOMC event. We found an excellent stop to hold the parade and judging, in from of an ivy clad wall with a sign for Fashions in the Field (obviously used on Race days.)

Inez kindly offered her X1/9 to add to the scene and to indicate this event was for car owners and not horse fanciers! Although we had a very small group of competitors (perhaps the idea of parading in front of a potentially large group of spectators put some of our regulars off).

As usual for this event, the quality of the costumes was excellent with a lot of effort being put in to finding costumes to fit the criteria. As is always the case, my job as judge was difficult but eventually the results were announced and prizes presented. For the first time, the Autobella Committee organised trophies for the winners, so something to display proudly at home. Thanks to all our competitors and congratulations to the winners.

1st Lady

Judith Odgers wearing original 1960's suit and accessories

1st Gentleman

A draw between Richard Unkles in Vintage Taxi outfit and David Judd in fabulous 70's gear

Best Couple

Deb and Rob Judd dressed for a special occasion in the 1960's



Lyn Bartold in vintage 80's outfit



My X1/9 with some admiring friends



Marcello Gandini's Honorary Degree

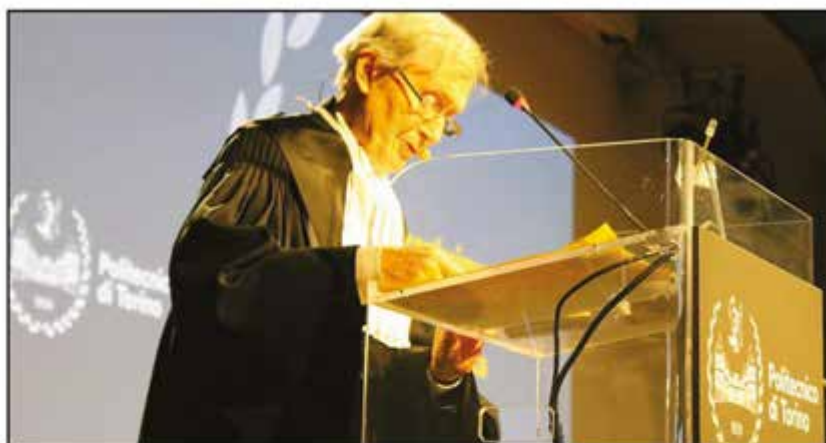
By Lyn and Peter Bartold

Photos and information by Club X1/9 Italia

Marcello Gandini is an Italian car designer known for his work with automotive design house Gruppo Bertone. His classic and famous designs including the Lamborghini Miura, Countach, Diablo, the Alfa Romeo Montreal, Lancia Stratos and of course the Fiat X1/9. Gandini has just been awarded the Honoris Causa Degree in Mechanical Engineering at the Politecnico di Torino for his numerous and exceptional contributions made to automotive design, and describing him as an undisputed, world renowned car designer. Our friends from Club X1/9 Italia attended the presentation and included a number of posts of the ceremony and display of Gandini's most significant designs in the area outside, on their Facebook page. Thank you to Gandolfo Madonia and Daniele Accornero for alerting us to Marcello Gandini's Award and providing photos of the presentation ceremony.

Gandini worked for Nuccio Bertone from 1965 till 1979, designing many "concept cars" including the Lamborghinis, the Dino 308/GT4 Ferrari, as well as some massed produced cars such as the Innocenti Mini, Volkswagen Golf, BMW 5 series, Citroen BX and Renault 5. The Lancia Stratos Rally car was also a Gandini design whilst he was with Bertone as was the X1/9. Gandini left Bertone in 1980 to pursue freelance automotive, industrial and Interior design.

marcello gandini



Marcello Gandini receiving his Honorary Degree



Gandini designs on display at the presentation



Of course, for us die hard X1/9 lovers, the Fiat X1/9 was the most important design by Gandini! The X1/9 was developed from the 1969 Autobianchi A112 Runabout concept developed by Gandini at Bertone. Aspects of the Runabout were readily identifiable in the X1/9 but the finished product featured the wedge shape, retractable headlights, an integrated front spoiler and a removable hard top roof panel which could be stored in the front boot. A second luggage compartment was provided at the rear of the car, accessible through a conventional boot lid.

So, the X1/9 was a unique model that even differed in name from the traditional 3 numbers model title normally used by Fiat (127, 128, 124 etc)- the X1/9 retained its prototype code as its marketing name. Its release was planned to be at the November 1972 Torino Motor Show but was delayed until after the show to avoid upstaging the new Fiat 126. Press test drives were held at the end of November on the Sicilian roads used for the Targa Florio Race. The car's body was produced in the Bertone factory in Grugliasco (Torino) and then transported to Fiat's Lingotto factory for final assembly. The X1/9 was manufactured by Fiat from 1972 – 1982 and then by Gruppo Bertone from 1982 – 88. Fiat decided not to manufacture the X1/9s in the early 80's and

Bertone took over, producing the 1.5litre engine and production continued until 1988

So, the recognition of Marcello Gandini as a renowned Italian car designer is important to all X1/9 lovers who have always known that our beloved X1/9's are a unique model and well worthy of being recognised along with Gandini's other totally unique cars. It is also important that Gandini has been recognised for his contribution to the automotive industry with his Honorary degree.

Thank You Marcello Gandini from all we X1/9 lovers.



The Bartold's enjoying our X 1/9

Bicycles for Humanity – B4H

Story and photos by Robert Judd



Part of the collection

What's this, I hear you say. We're a car club, what do we have to do with bikes? It turns out we have quite a lot – read on.

Some 20 years ago, when I was running the bicycle users group at my work, Bicycle Victoria contacted about a bike collection/donation they were supporting, for old bikes to be sent over to Africa to help with transport and education of children. Seemed like a very worthwhile cause. I arranged a collection of bikes from staff at work and from within the car club and was able to turn 11 old clunkers into 7 functioning bikes, which were delivered to Coburg and loaded into a container for shipping to Africa.

Fast forward to 2021 when, with a number of other members, I was assisting Life Member, Barry Ellis in clearing out unwanted things from his home, where I rescued his bike from the nature strip with the intent of finding a similar charity, so that it could have a second life.



Peter Westcott Bikes

With this bike (and obligation) sitting in my garage, I now took another step to recover more bikes from landfill, by doing a deal with the next door neighbour to our workshop in Bayswater. This neighbour clears properties for people and scraps the metal etc. and for years I had been frustrated by seeing old bikes being discarded. Now I was collecting the few that were recoverable.

I needed to find this charity and once again the car club delivered. I was organising the Maling Rd. display last year and at the last-minute James Woodburn advised he would need to withdraw from the display because he had to load bikes into a container on that day. I immediately asked for more information and found that James was heavily involved in volunteering for Bicycles for Humanity, which is a global charity collecting and shipping old bikes to Africa. They operate in a donated space, based at the Toyota Plant in Altona Nth.

Relatively soon after the Maling Rd event, my first delivery of bikes (3?) was received by B4H. Since then the message has spread to a number of members within the club and we have received support/donation bikes from Richard Unkles, David John and Peter Westcott.

Early this year, my third delivery of bikes was 11 and included bikes from Peter and David. Photos of these bikes and the pick-up are shown.



David John Bike



The Last Minute Bike

The charity is completely volunteer funded and collects all adult bike types. As a post script, I have recently found another charity (Brainwave Bikes) that re-homes children's bikes too (to local families), so it's possible to prevent many of these going into landfill as well.

If you have an old bike that you no longer need and can be restored, I'm happy to assist gathering it for either B4H or Brainwave.

Thanks to Barry Ellis, Richard Unkles, David John and Peter Westcott for their assistance/donations and to James Woodburn for his volunteer efforts.

The Fiat Car Club of Victoria can be proud of its support of such charities.



Bikes collected by B4H



Mins red 501S Front



The News Stand

Richard Unkles

First, please look elsewhere when you get access to the next Fiat Month for details of the FCCV Autobella at the British and European Car Show at the Yarra Glen racecourse.

Your scribe was requested to round up as varied collection of pre WWII cars as possible so have a look there as Lyn is holding that open until the last minute for publication.

Min Innes-Irons has finished his 501S recreation and is looking extra good. His upholsterer has done a nice job of the button upholstery. He reports that it is good for a recorded 88kph using a Willys 4.3:1 diff ratio, aided by a side draft Zenith carburetor and a very nicely made set of extractors. Made by a local Shepparton exhaust firm and made to a taper that widens with the input from each cylinder port. A very happy owner.



Robert's aluminium bodied 501S

Robert Sales has been the first to benefit of a box of various off items provided to the club by David Wright after the sale of his 501 tourer. Robert needed a good headlamp rim which came with its matching headlight bucket. His other rim was repairable and he is using the tool made by Augustin Banko 40 years ago to respin the rim. The tool is available for other members to borrow as required. The tooling also has a small version for respinning the parking light rims. It is used in conjunction with a lathe. His aluminium bodied 501S version is based on a steel tube frame and the photo shows current progress. He says his current dilemma is what car to bring next November to FIAT 125 at Forster – Toncurry as he has a choice of 3 cars.

David Wright has parted with his South Australian bodied 501 tourer due to the need to have a suitable Alfa Romeo for travelling as part of his duties for the Alfa Club. Space for all the cars is a problem, hence the sale of his 501. The 501 benefited from his ownership with lots of lesser but at times annoying items given the attention they deserved so the new owner should be pleased with his purchase. David was left with a box of various items which he has donated to the FCCV, as per the following photo. Contact Richard Unkles if there is anything you see that will assist.

Your scribe wrongly stated that David Stott had solved his starting problems with the Itala by use of the Solex



Parts donated by David Wright

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



501S rear

carburetor provided by Sigurd Bølling in Norway who has an Itala Tipo 51. Sigurd's Itala had a history of racing on ice, a period Norwegian pastime. It seems the problem was a combination of weak spark and the butterfly of the original Zenith carby not sealing properly at idle. Carby sorted and he has refitted the Bosch Magneto after an unexpected hassle but solved by the rebuilder. Finally seems to be sorted. It seems a pity that the previous owner of some 50 years never got to solve the starting problem. Top marks to David for perseverance.

Progress is continuing on your scribe's Fiat 510S woodwork. The work is being undertaken by a carpenter who has built more than 20 body frames in his time. Whilst there was nothing to copy behind the remains of the front seat as it was made into a panel van in 1937, drawings from Italy have assisted the rebuild. These drawings were obtained by the late Ross Burr of Mildura to assist his rebuild of a similar problem. Also helpful is the discovery of rare replacements for the missing special Italian hinges for the rear doors and door locks.



Fiat 510S woodwork progress

Crown Wheels and Pinions

To date almost all these have been despatched. Ian Trethewy has also investigated use of the alternative pinion support using 2 tapered roller bearings for his 503 sports device. So far so good is his early report and he has promised an update with photos of the system.

501 Parts for sale

FIAT 501 PARTS LIST.

- Chassis - rear shackle fittings for either narrow or wide track.
- Rebuilt wide track non braked front axle.
- Pr. non braked front hubs with new bearings.
- Wide track braked front axle. Lots missing. A project but a good start.
- Four wheels. Very good condition.
- Steering column/box.
- Steering wheels.
- Pedals.
- Complete engine and many engine parts. Blocks, crank cases, etc.
- Gearboxes.
- Taillight
- Many other small bits and pieces, wheel nuts, hub grease caps, etc.
- 525? front axle complete with springs.

Robert Sales – 0409 548 650
vintagerobert@gmail.com

The Beaded Edge Wheel Conundrum

Last issue there was a photo of an unusual beaded edge wheel, but space precluded an adequate story. The wheel is in the spare parts shed of the VCCNZ at the Blenheim branch and is definitely off a Fiat 509 or 509A. However Michael Pidgeon in Christchurch NZ had the explanation as to why the wheel in question was flat in half the internal rim section and had a well on the other side. His father, Bruce, was one of the founders of Auto Restorations in Christchurch. Michael explained his father told him of a procedure undertaken in New Zealand during the tyre shortages of WWII, especially of metric beaded edge tyres.

This involved modifying the beaded edge wheel to take a well based tyre. They would heat up half the base of the wheel, and then beat it in with a hammer to create the well for the tyre fitting. In the case of this

715 x 120mm wheel an 18" well based tyre would be fitted after rope was inserted into the outer beads of the wheel to ensure a neat fit and the tyre would not get worn through by the edge of the bead, especially if it got too flat.

There is another leg to this story. Michelin did produce a rim that had a shallow depression on one half of the rim. These were available for a while and called a Bibendum rim. The idea was that if the tyre went flat then it was less likely to slip off the rim. Alan McKinnon of Antique Tyres in Melbourne has one such rim which was removed from a Delage car. Note the shallow dip on the left side of the photo. He says these rims were available for wire wheels and for certain steel disc types as well.



The New Zealand rim



Alan McKinnon's Wheel

First Flight in Australia by a plane built locally

On the 16th July 1910 John Duigan made the first flight in Australia in a plane built locally by him and assisted by his brother Reginald at Mia Mia near Seymour. He eventually flew a flight of a kilometre. In 1920 he donated the plane to the precursor of the Melbourne Museum. Older members will remember it hanging above the foyer of the old Museum in the now State Library in Swanston Street.

It then disappeared after the move to Scienceworks across the river. Why it has never been seen since is that the curators, in their infinite professional wisdom, had it carried in an open truck over the Westgate Bridge. The result was that the wind shredded the fabric on the wings and tailplane. So the Museum is presumably too ashamed to show it again.

There is now a plane the same hanging from the central area of the new Melbourne Museum in Carlton. This has apparent new covering over its



The Duiggan plane hanging from the ceiling

wings and tailplane. However this is most likely the reproduction made by Ronald Lewis. That replica has been flown and was donated to the museum in 1990. No doubt the original will remain from sight of the public forever more to avoid the shame involved!!

MATCH RACE

Forward by Kevin Lemm

Article by Clive Roberts

Clive Roberts is a UK motoring enthusiast who has been researching the history of the famous racing FIAT, Mephistopheles. Some time back I helped Clive fill in some gaps about the activities of Mephistopheles and its flamboyant owner Loftus Claude Gerald Moller Le Champion during its time in Australia.

Clive has written an article about a match race held at Brooklands between the FIAT, then campaigned by Ernest Eldridge, and another famous duo, Parry Thomas and his Leyland. The article describes the events leading up to the race, brief descriptions of the cars and the race itself. The full article will appear in the Brooklands Bulletin and other historic Motoring Club Magazines and describes a period in motor racing history when elements of engineering, skill and luck all combined in the pursuit of Speed.

The following is an excerpt from Clive's article along with a rare photograph of the two cars during the race showing Eldridge accompanied by Dudley

Froy in the lead, with Thomas in hot pursuit. The two profile photographs taken at the Montlhery Circuit in October 1924 (photos courtesy Les Ancêtres automobilistes Facebook Site) provide an interesting comparison of the two cars.

Brave times.....

Thomas and Eldridge enjoyed a friendly rivalry although their cars were quite different. The Leyland-Thomas had a seven litre, eight-cylinder engine, streamlined body and an advanced chassis and suspension which allowed the car to cope well with bumpy Brooklands' track. In contrast the FIAT Mephistopheles was constructed around a lengthened 1908 chain drive chassis and fitted with a 21.7 litre, six-cylinder aero engine and a two-seater body. This package, spectacular to watch, was a handful to drive and had difficulty in keeping its tyres on. Both cars were firm spectator favourites,



Mephistofeles now

Match Race cont.

and each had their supporters. It was inevitable that speculation arose as to which car was the faster.

The West Kent M.C. was holding a club meeting at Brooklands on July 11th, 1925, and the match race was added to the card as the fifth and last race. The start would be on the railway straight by the mile box and last for three laps finishing halfway down the railway straight a $\frac{1}{4}$ of a mile from the start, a total distance of approximately $8\frac{1}{2}$ miles. To add more excitement, it is said a wager of £500 a-side (£24,000 today) was agreed.

At 4.40 pm the two cars arrived at the start line. Mephistopheles still with its Montlhery green finish and competition number three was on the railway side of the track. Such was the co-operation between the contestants that Eldridge's riding mechanic for the race was one of Parry Thomas's employees, Dudley Froy. Thomas drove alone his white and blue Leyland-Thomas taking the infield side of the track. Being a small meeting, and despite the much-anticipated match race being on the card, only about two thousand spectators attended but they were about to witness a spectacle which was both exciting and terrifying at the same time and would be etched on their memories for years to come.

The starting bell rang and to the surprise of those present the Leyland-Thomas took the lead but within a car length the superior power of the FIAT told and was passed. Within half a mile it had opened up a two hundred yard gap. The FIAT took the Byfleet banking in one long slide, the driver furiously working the wheel to keep it on course, on to the fork and another wild skid causing the spectators to look for cover and the Leyland made up a hundred yards. The Members Hill came up next and then onto the Home Banking the cars running line astern

onto the Railway Straight with Thomas biding his time. The Byfleet Banking next which the FIAT took in a series of slides, Eldridge fighting the recalcitrant beast all the way to the Fork and another huge skid allowing Thomas to gain a further sixty yards. The two cars roared on towards the Home Banking, the Leyland driver in hot pursuit tried to pass only to slide down the slope. The spectators who had expected a high-speed procession realised the race was on and spontaneous cheering broke out as the contestants swept past. They were now on the Railway Strait again and the last lap. There was no let-up in the pace and as Eldridge went behind the Members Hill he sportingly held the FIAT low to allow Thomas to pass if he could, only for the offside rear tyre tread to come off and disappear over the top of the banking. Thomas was past, also losing a front tyre tread as he came off the Home Banking, to take the win by three hundred yards.

Ernest Eldridge's FIAT Mephistopheles was the faster car in a straight line as his success at Arpajon testified, but under track conditions the superior handling of the Leyland-Thomas more than made up for the difference in power. The FIAT's fastest lap was 125.45 mph with a race average of 121.19 mph, compared to the Leyland Thomas fastest lap of 129.70 mph and a race average of 123.23 mph.

After congratulating Parry Thomas on his victory Eldridge was asked how he was able to hold the FIAT. His reply was he did not know.

The spectators were very animated about what they had witnessed but those who knew the track and cars well gave a collective sigh of relief that the event had ended without mishap, before joining their colleagues who had been unable to watch and had already retired to the bar!



Brooklands Match Race



Thomas and Leyland at Montlhery

Coming Events

General Meetings

March 14th 8pm Veneto Club
April 11th 8pm Veneto Club
Nuts and Bolts Quiz
May 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

Mar 2nd Veneto Club
9.00am
April 6th Veneto Club
9.00am
May 4th Veneto Club
9.00am



Classic Festival of Motorsport Phillip Island

FCCV Run to Phillip Island

Sunday March 10th

Contact Joseph Sammut 0412 211 581 for details



F1 Australian Grand Prix

March 21 – 24

FCCV DISPLAY
LIVEFAST MOTOR FEST

We will have a display at the GP - all spaces are taken but if you are going to the event, go and say hello

Contact Sando Cesario 0420277 701

There will also be a Targa Classic Display with some FCCV members involved

Coming Events

Auto Italia Canberra

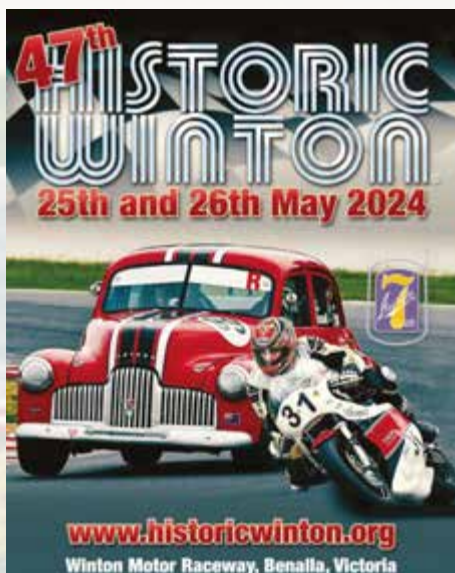
Sunday April 7th

Quenbeyan Park, Canberra ACT

FCCV Run to Canberra

Contact Roger Beattie for details

0400 177 278



Historic Winton

May 25 – 26

**FCCV Display
on Sunday 26th**

Contact Joe Sammut

0412 211 581

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We have a few FCCV members driving
in this event



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1/8 PAGE	\$250 FOR 6 ISSUES

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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

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