



FIAT Month

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

www.fiatclub.org.au

MAY 2024

FCCV at Aust Grand Prix

Targa Classica



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MAY 2024



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

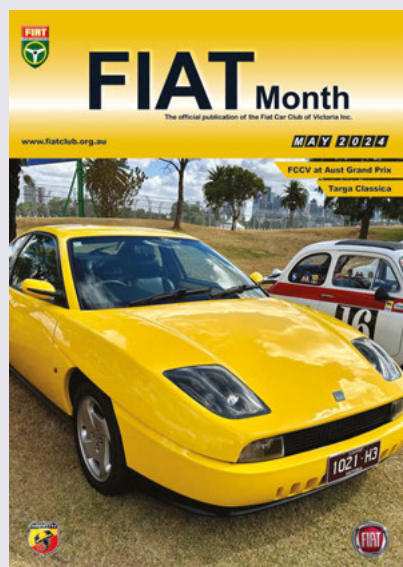
The Veneto Club
191 Bulleen Rd, Bulleen VIC 3105

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: July 2024
Deadline: 5th June 2024



Front cover:

Fiat Coupé of Leo Coco
at FCCV Display at Aust Grand Prix
Photo by Anthony Cementon

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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

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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



With Peter's 6 week stay in hospital during which time I was spending at least seven hours a day with him and his ongoing health problems I must acknowledge and thank il presidente, Roger, for stepping in and taking over the Fiat Pronto duties. It has certainly reinforced to me how important this part of our club life is as a means of communication to our club members

With FIATMonth being an every two month publication (something that is necessary for a publication of this size that is produced to the point of layout and printing, as a completely voluntary job) it is necessary to keep members up to date with what is coming up. We produce at least one Fiat Pronto per week (often two or more) so that all members know what is coming and what the details are. So.... my sincere thanks to Roger for stepping in and taking it on as an addition job to his role as President.

Our other means of keeping us all on our toes with all things Fiat is the Facebook page. As this is not restricted to FCCV members (membership still needs to be approved by the conveners), it provides all sort of information of interest to its members (over 2,000 members at date) and a great way to keep all things Fiat in our minds, so keep up the good work and continue to post and comment.

From the Editor...

I would also like to encourage any members who have an interesting story that they think other members would enjoy reading, to send them to me, with appropriate photos by the 5th of the month prior to the next FIATMonth, eg by June 5th for our next magazine – July 2024.

Stories do not have to be about Fiats, or even cars in general but can be about things that club members are doing. A wonderful example of this is Trevor Prasad's Pickleball Tournament report in this magazine.

Allora.....when you have a topic that you think would interest other members, get your brain into gear, your fingers on the keyboard and send it to me !!

After my article in last FM about the hero of all X1/9 lovers, Marcello Gandini, we were all shocked to hear that he had passed away at the age of 85 on March 13th.

It had been through our contacts with Club X1/9 Italia that I was able to put together an article for our March FM about Marcello Gandini, the designer of the X1/9 as well

as many other iconic and unique Italian automobiles.

Members of Club X1/9 Italia had attended the ceremony to present Marcello with an Honorary Degree in Mechanical Engineering from the Politecnico di Torino on January 12th 2024 and sent me photos and information for the article.

It was great to read that Marcello had been recognised for giving the world some of the most beautiful and iconic cars and to see the pleasure that this award obviously gave him. So we were shocked to receive the news from our Club X1/9 Italia friends that Marcello had passed away on March 13th

Marcello Gandini is survived by his wife Claudia with whom we lived in a restored abbey at the foot of Monte Musine, outside Turino, their son and daughter Marco and Marzia and 3 grand children

Vale Marcello Gandini, car designer extraordinaire, born 26 August 1938: died 13 March 2024.





Rapporto del presidente



It's gotten to that time of year when there are one or two things to talk about within the club so I am going to talk about both of them.

Firstly, MEMBERSHIP. It is time to renew your membership to keep receiving this delightful magazine for the next year. There is a form inserted into the magazine and our membership secretary would be more than happy to hear from you and no doubt the treasurer would be happy too. Seriously, the club is thriving currently and it is all due to our members and the efforts they put in to attend, assist and promote the club. We are hoping to find some more ways to involve members over coming months and years.

The other momentous occasion that is looming is the club AGM. Here is the opportunity for all those with a little time on their hands to find ways to occupy themselves. Maybe better thinking about the old truism about giving jobs to busy people because they find ways to get things done. There you go, I have found a way to include everyone, busy or not, in a call to step forward for a stint on the committee.

It has been a couple of busy months for me, I have traveled to a couple of interstate events which will feature elsewhere in the magazine and enjoyed a number of local ones including the Eddington Sprints. The regular Bocce Challenge at the Veneto Club is going again and there are still a bunch of cars awaiting attention to get ready for upcoming events. Hard to imagine how I find time to get any work done.

It would be remiss of me not to mention the FIAT 125 event coming up in November. Accommodation guides are available for discounted rates in Forster-Tuncurry and the events over the weekend are shaping up well. Please feel free to contact me if you have any queries or for any other reason, hopefully FIAT related but it need not be.





A nice surprise

Most of the club members who were at AOMC Yarra Glen, where we ran our Autobella, were not aware that FCCV had won the trophy for Best Club Display – a first for us. Well done everyone who displayed their cars at the event and helped us set up our area with the new banners and lots of cars.

See you on the road.

Apologies to Pat Giovannucci for neglecting to recognise his achievement at Autobella/ British and European Motoring Show 2024. Pat's magnificent Fiat Dino Spider not only won the FCCV trophy for best Open Top Car but also the AOMC trophy for Best Post War European Vehicle- well done Pat.



Pat Giovannucci's magnificent Fiat Dino Spider and his trophy from AOMC at Yarra Glen (and FCCV Class winner)

Vale Sherry Tyzack

We received the very sad news that longtime club member Sherry Tyzack had passed away. Sherry was the wife of Life Member Number 5, Noel Tyzack and mother of Tony and Ben and she had been a very active member in the early years of the club. Many club members attended Sherry's funeral and we will include a tribute to her and share our memories in our next FIATMonth.

Our thoughts are with Noel and the family'





CLUB CALENDAR

MAY – JULY 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.

MAY

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

JUNE

- Sat 1** **Caffe di sabato. Veneto Club 9am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 2** **Italian Republic Day. Event to be confirmed. See FIAT Pronto**
Contact Roger Beattie 0400 177 278
- Thurs 13** **FCCV Annual General Meeting. Veneto Club 8.00 pm**
Election of Committee Members for the 2024-2025 year
- Sun 16** **Winter Warmer Coffee Run. Drive into the Dandenongs**
Contact Roger Beattie 0400 177 278

JULY

- 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.**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 21** **Barry Ellis Eco Drive**
Contact Bill Freame 0412 814 855

COMPETITION EVENTS ARE LISTED ON THE COMPETITION REPORT PAGE.

Annual General Meeting

Thursday June 13th 8.00pm

Gondola Room, Veneto Club

Nomination Forms Available at May GM

Contact secretary Ian Payne 0407 838 532
for further information

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 9th May,
Thursday 13th June,
Thursday 11th July

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

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

Find us on
www.fiatclub.org.au
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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 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 –

Siegmar Bruns	1982 1300 Fiat Coupe
Danny D'Mello (with Maria, Isabella and Giordano	2013 Fiat 500
Robert Barrington	1970 2200 Porsche
Sudath Gajamange	1982 Fiat X1/9 1500
John Saunders	2016 Fiat 124 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 an Maud, Brian Shanahan,
Anthony Cementon and Marisa Gangemi

The 2024 Motorsport season is well and truly under way, with more opportunity than ever to compete in motorsport events. On Saturday the 24th of February I competed in Round 1 of the Victorian Motorkhana championship on the dirt track in Westmere and finished 3rd in Ladies Class and 2nd in Vehicle Class B. The next day I was back out competing again in Round 2 of the Victorian Khanacross Championship and finished 4th in ladies' class and 6th in Vehicle Class A. The Abarth was nice and dirty at the end of the weekend, but it was all worth it because a lot of fun was had.

Also, on Sunday the 25th of February was Round 1 of the AROCA Sprints. Here is a list of competitors driving Fiats and their fastest times on the day:

Justin Gioffre Fiat 124 1:30.4343

Frank Caia Fiat 124 Spider 1:39.4022

Frank Campisi Fiat 124 ac Coupe 1:42.1830

Mario Di Censo Fiat Abarth 500 1:35.2820

Dean Strickland Fiat 124 Spider 1:28.

Tony Romeo Fiat Abarth 500 1:40.5781



Photo by: David Parr



Marisa's Dirty Abarth at Westmere



1



2



3

1. Justin Gioffres Fiat 125 Spider
2. Frank Caia and Tony Romeo Racing Together
3. Dean Stricklands Abarth 124 Spider
4. Mario Di Censo
5. Frank Campisi Fiat 124ac



4



5



Festival of Non-Speed

On the 2nd of March I competed in a new event called the Festival of Non-Speed which was a Group 5 end of year event that had been postponed due to poor weather to this year. The event was held on the dirt grounds at Werribee. The basis of the event is that it is a team event, and each team member gets to drive each of the 5 cars supplied to gain points for their team. It's an even playing field because we are all using the same cars for each test. The cars all varied in brand, transmission, and drive format. This made things especially interesting when front wheel drivers used rear wheel drive cars and vice versa. The five cars up for punishment were Fester the Ford Fiesta, Millenium Falcon the 2000's Ford Falcon, Scooby Doo the Subaru, Beam Me Up Scotty the BMW and Nugent the Nissan Pulsar. Sadly, poor little Fester didn't last, it's first test with a failing fuel pump, so the day begun with one car out of the competition. The remaining 4 cars however lasted all day taking a beating from various competitors of all ages and experience levels. My favourite car was the AWD Subaru which was just amazing and built for dirt motorkhana's. Second pick of the day was the Millenium Falcon which had a locked diff so lots of drifting action in the dirt happened. I finished first in the Ladies Class and my team VMC finished in 8th place. They do plan on running this event at the end of the year so keep your eyes peeled for a date announcement around November-December.

Come and Try Motorcross

On the 3rd of March I got the Alfa 33 out for a Come and Try Khanacross and Motorkhana event run by Western District Car Club at Geelong Motorsport Complex in Avalon. This was great fun and relaxed event to take part in and good for practice.

MSCA Sprints Phillip Island

On Saturday the 16th of March was round 2 of the MSCA Sprints at Phillip Island. I was officialing on the day and helping look after pre grid marshalling. It was my first time doing the job and it was quite challenging because the timing wasn't working correctly on the day, and we couldn't accurately grid all the drivers according to their race times. Lucky MSCA Guru Bruce Asbury was working with me, and he knows the cars so well he was able to grid everyone in the best way possible given the challenges. It was good to see Raymond Osterberg competing with his Lanca Beta Coupe and he was sharing the drive with Robert Phillips. Unfortunately, due to the issues with

the timing the MSCA decided the times for the event wouldn't count to the championship as there were too many discrepancies. Still, I always admire the MSCA team's ability to take on any challenge thrown at them when unexpected things happen at the sprint events.

East Sale RAAF Base Sprints

On the 17th of March Ian Maud was out racing his magnificent X19 at the East RAAF Base Sprints. Also, on the same day I was competing with my Alfa Romeo 33 at Round 3 of the Victorian Khanacross Championship at Pakenham on their dirt track. I finished 2nd in Ladies Class and 10th in Vehicle Class C.



Ian Maud at East Sale

Easter Saleyard Dash Bendigo

On Easter Saturday I competed in the Harrie Larter Easter Saleyard Dash at Bendigo Livestock exchange with my Abarth 500. This event is always a Khanacross on bitumen with quite a crowd of locals watching and Bendigo Car Club having a show and Shine Display. I really enjoyed this event as always and finished 2nd in Ladies Class.

Fiat Nationals Practise Motorkhana

Planning is underway to conduct a Fiat Nationals Practice Motorkhana on dirt somewhere in Victoria, please stay tuned in the FCCV Facebook group and Fiat Pronto for an announcement soon. In the meantime, it is highly advisable to participate in any dirt motorkhana listed on the calendar before Fiat Nationals to get some good practice in even if the tests are different.

As always Happy Racing and hope to see you at the track!

Competition Report

cont.

COMING EVENTS: MAY – JULY

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

SPRINT EVENTS		
Sunday 5th of May	Safe Race Regularity	Sandown
Saturday 11th of May	AROCA Sprints	Sandown
Sat 25th – Sun 26th of May	VHRR Historic Winton	Winton
Sunday 16th of June	Races at East Sale Sprint	Sale
Sunday 16th of June	MSCA Sprint Round 5	Sandown
Saturday 6th of July	AROCA Sprint	Phillip Island
MOTORKHAHA/KHANACROSS		
Sunday 5th of May	Group 5 Motorkhana	Avalon
Sat 18th- Sun 19th of May	Terry Baker Motorsport Weekend	Bryant Park
Sunday 19th of May	PAC Khanacross	Pakenham (dirt)
Sunday 19th of May	WDCC Khanacross	Avalon (dirt)
Sunday 26th of May	MGCC Motorkhana	Avalon
Saturday 1st of June	VMC Round 2	Deniliquin (NSW) Dirt
Sunday 2nd of June	VKC Round 5	Deniliquin (NSW) Dirt
Sunday 2nd of June	WDCC Motorkhana	Avalon
Saturday 8th of June	MGCC Khanacross+Motorkana	METEC
Sunday 9th of June	GCC Khanacross	Bryant Park
Saturday 15th of June	VMC Round 3	Colac Saleyards
Sunday 16th of June	VKC Round 6	Colac Saleyards
Sunday 23rd of June	PAC/G5 Motorkhana	Pakenham (dirt)
Sunday 7th of July	Group 5 Motorkhana	Avalon
Saturday 13th of July	VMC Round 4	Bendigo Saleyards
Sunday 14th of July	PAC Motorkhana	Pakenham (dirt)
Sunday 21st of July	WDCC Khanacross	Avalon (dirt)
Sunday 28th of July	VKC Rd 7	Bagshot (dirt)
HILLCLIMB		
Sunday 5th of May	VHRR Historic Hill Climb	Rob Roy
Sunday 12th of May	VHCC Round 5	Rob Roy
Sunday 26th of May	GCC Hillclimb	Bryant Park
Sunday 9th of June	Interclub Challenge Rd 2	Rob Roy
Sunday 30th of June	GCC Hillclimb	Bryant Park
Sunday 28th of July	GCC Hill Climb	Bryant Park

35th VHRR Phillip Island Classic

Story and photos by Bill Freame of the FCCV members who were racing at Phillip Island

FCCV had three members and their Sports Cars competing at the 2024 Phillip Island Classic. This is always a well-supported event with many entries from interstate as well as other locations from further around the world. New Zealand were very well represented by a multitude of Formula 5000's, while the USA had lots of Can-Am sports cars and superceded IndyCars.



Ernst Luthi in his Renault Alpine and Phil Buggee in the Fiat Abarth 124 Spider

Our club representatives were Ernst Luthi in his Renault Alpine, Phil Buggee in his Fiat Abarth 124 Spider, both competing in the 48 entries of Group 'S' sports cars and Jack Waldron debuting after his two-and-a-half-year restoration of a Lotus 11 replica, entered in the pre-1960 class recognized as Group Lb, Sports, the car originally constructed in 1958.

The attraction of this event for the competitors with important and valuable race cars that have been brought from overseas, this event is usually run just a week or two before the AGP for Formula One cars at Albert Park. Historic race cars are usually invited to participate in displays on the circuit as well as statistically displayed in special pit locations for spectator viewing. The Phillip Island race track is a circuit that good drivers can demonstrate the performance of whatever they are driving on it. The PI circuit was resurfaced late 2023, for the World Super Bike Championship event that was held only a couple of weeks earlier than the PI Classic.

35th Classic practice was on Thursday 7th March, followed by qualifying and one race on Friday 8th, two races on Saturday and another two again on Sunday. Phil was the only one of our three entrants that had a practice, just making sure all was going well with the car. Jack arrived and set up his pit too late to get any practice laps, so he would go into Friday qualifying and learn the car and relearn the track all at the same time. Ernst also decided to miss practice, awaiting Friday qualifying to begin his weekend.

The whole weekend was very hot, even at Phillip Island, so it was fortunate that the early races were quite short only 4 laps each group on Friday, except for regularity who had a 15-minute event. Now the big problem on Friday for the 48 entries in Group S, is that they were following on from the fastest group of F5000, Indy cars, F1 etc, so dummy gridding all 48 cars took much longer than those quick cars took to cover 4 laps of the circuit. Previous years Group S has been made into two groups, with the fast cars all in one group and the slower cars in a separate group.



Jack Waldron in his Lotus 11 Replica

Saturday events for Group S and also Lb were five lap races for the morning, followed by seven laps in the afternoon. Already many run groups had thinned out from breakages, crashes or overheating by midday. Sunday had the same format of five laps in the morning and seven laps in the afternoon. Group S had only 95 minutes between their two races, the second scheduled to start at 1:30, so an early finish available for them. Group Lb however were the third race on the Sunday program, at 9:55am, then their second race was also the final of the 53-race program.

Congratulations to Jack who won the Dough Whiteford trophy, a great result for his first outing in his new car, Well done to our three FCCV representatives – an excellent weekend of racing.

The Victorian Historic Racing Register is the organisation that promotes this event, with the conduct of the meeting performed by The Historic Race Committee. The HRC is formed from members of many car clubs, who throw their support into making sure this event has enough accredited officials to run the event, sufficient sponsors to help cover the costs and publicity to attract competitors from around the world and spectators to enjoy the racing.

Bayswater West Primary Italian Fair

Words and photos by Roger Beattie

The organisers of the March 27 mid-week Italian Fair held at the Bayswater West Primary School asked the club for a few cars to appear as a classic FIAT display. We ended up with six cars that were all well explored, clambered into and had their horns thoroughly tested by a number of the students (all of whom were respectful and asked first). It was a nice way to show a number of generations of cars to the next generation of car enthusiasts. Plenty of the parents were interested too and I am sure for some it was not just because we were keeping their children occupied for a few minutes. I suspect we will be invited back next year but I feel the members that attended got a buzz from seeing the enthusiasm.



Nigel Tait Guest Speaker- March GM

By Bill Freame

Guest speaker, Nigel Tait, joined Repco in 1966 as a cadet engineer during the first year of the Repco Brabham Formula One engine project, a project he was involved with at that time.

Ultimately, he became Chief Engineer of the Engine Parts Group and became one of the nine managers that bought the group from Repco, rebranding and trading the company as ACL.

Nigel was instrumental in having Repco purchase the 1966 F1 Championship winning Repco Brabham BT-19 from Jack Brabham, the car that is still displayed at important race meetings.

Additionally, Nigel maintains the BT-19 for Repco, although he is slowly passing that task over to some younger (quality) mechanics, always thinking of the future support for the car.

Nigel has always had a good relationship with Jack Brabham, and now this continues with Jack's descendants and he is responsible for much of the Brabham memorabilia in the museum.

Nigel has a nice collection of retired racing cars, the Match SR-4 that was built and successfully run by Frank Matich plus the Repco Brabham BT-17 that was built for the Can-Am series but never went.



Both those cars are powered by Repco Brabham engines, the Match has a 5 litre RB engine, while the BT-17 is powered by a 4.4 litre RB engine.

Nigel also has one of the Repco Brabham engines that was built for and ran in the Indy 500 in the late '60's. That engine is tuned for running on alcohol fuel at Indy and is displayed on an engine stand.

Nigel also has a fourth Repco Brabham engine that was experimental and extremely complicated. It was rejected by Jack Brabham and has never been installed in any car!

As the guest speaker for the March GM, his talk was very informative and was very well received by all those that were present.



The front red car is the BT-17 Can-Am car, the blue car is the Match SR-4 and at the rear is the Godiva, a rear engine, mini powered sports car built in the late 50s.

Auto Italia Adelaide 2024

Story and photos by Roger Beattie

Road to Adelaide

As has become customary I set off from my Laanecoorie lair one Saturday in March to head over to Adelaide for their annual Auto Italia display at the St Francis of Assisi School in Newton. Thankfully having a couple of hours head start leaves me only six and a half hours to drive so arriving comfortably on Saturday afternoon to soak up a little Festival vibe and visit friends. It also means I traverse some lesser known roads before arriving back on the highway at Dimboola so got to travel 'Romeo' style across some dirt patches on the way.

Sunday morning starts with a FLCCSA (Fiat Lancia Car Club of South Australia, I can see why they use the acronym) breakfast gathering at Panini Brothers bakery only a kilometre or so from the venue. Definitely worth a visit if you are passing through or even just within an hour or so. Catching up over coffee and something delicious is never a bad thing and shortly after we head off together to the school display area. The driving club behind this event is the Scuderia Italian Car Club, It is one of the three large clubs in Adelaide that cater to our cars and it makes me happy that we are able to maintain everyone relatively happily within one padiglione/tent.

As it was approx 55 degrees celsius in the sun (40 plus in the shade) the numbers were a little down on previous incarnations of the event but there were still plenty of interesting cars and people to occupy

my time and conversational capacity. Before anyone suggests that the latter is inexhaustible, remember that Club presidents have feelings too and in all reality I am not a big fan of the heat as it keeps me a little uncomfortable and tetchy. By early afternoon the decision was made by many people that they were well cooked and began to depart. I took my cue from them and with the sun at my back headed back to the Victorian border and beyond.

The images of the cars speak for themselves and no doubt you will have some questions or comments that will be addressed as they arrive. If anyone is keen to head over next year I am sure the event will be running again but I think I heard talk of it reverting to its Springtime location in the calendar. All will be revealed through the next year so we shall be forewarned and thus forearmed.



Stay in the shade and catch up
with old friends



ECCV Display at Australian Grand Prix

Photos by Sandro Cesario, Anthony Cementon

Sandro Cesario

Well another Grand Prix has come and gone, FORZA FERRARI . The Fiat Car Club participated in the 2024 Live Fast Motor Fest, where we had 5 cars on display in the golf links side. Our cars were there for 4 days and lucky the weather was fine compared to last years mud everywhere. We had the following cars entered: Leonardo Coco Yellow Fiat Coupe, Anthony Cementon Orange 124 CC, Aldo Ciccone White 850 Sedan, Frank Caia Red X19 and my White 500 Abarth replica. The great thing about this display is that we as participants get 2 x General 4 day passes, an Australian Grand Prix cap, and a food voucher for the cost of \$195.00 which is quite cheap compared to buying normal passes.

We all had a great 4 days and what a result having Ferrari come 1st and 2nd, and would have loved to see Oscar Piastrri on the podium in 3rd place.



For next year's event I will again try for 10 spots, so expressions of interest will open on the 14th of November 2024 at the Club meeting so keep that in mind.





Anthony Cementon

The Grand Prix week started for us on Wednesday the 20th March when we all had to meet at the Albert Rd entrance for allocation of passes and information on where the Grand Prix Corporation wanted the Fiat Car Club to place their cars. All five cars arrived on time and we proceeded to enter the closed circuit and placed our cars on the fast sweeping corner at Lakeside Drive.

The week was looking good as the weather forecast was not predicting rain, so the racing would be fast and competitive for the many categories that were racing. Luckily for the us our club display was directly behind the elevated mound on the golf course which made it easy for us to remove our chairs from the cars and place them on the hill for the racing.

Its amazing how many people stopped to look at the cars and you could hear them reminiscing about their experiences with Fiats over the years. I had one guy come up to me in total disbelief that these cars were still in such great condition as they are a rare sight in the UK now.

Sandro's 500 was admired by nearly everyone that walked past as they would stop and take selfies in front of it. I believe Sandro was also interviewed about the car and his shy nature was displayed on the big screens. Lucky the interviewer didn't give him the microphone.....

All in all, it was a fantastic weekend and everyone had a great time.



Vale Luigi (Gino) Misuraca



From the Editor An article written by Ian Payne for the FCCV Member of the Month in July FIATMonth 2015, information provided by his son Joe, and his Eulogy that was read at his funeral provided the information for this article, with a special note from Peter Bartold.

Luigi (affectionately known as Gino) was born in 1928, the eldest of 11 children, in a picturesque seaside town of Roccella Ionica, in Calabria Italy in 1928. Gino's love of cars (mainly Italian) developed from an early age when he would hear his father talking about motorcars at the dinner table. Gino's father was very interested in cars and owned a Fiat 501 which Gino would pinch when his father was out and would go for a drive, with him being so small that the townsfolk were convinced that the car was driving itself.

Not being interested in school, Gino got work in a bicycle/motorbike repair shop, but preferring cars he set up his own workshop where he soon graduated to working on cars which he continued to do until 1950 when as a 21 year old he set sail to make a better life for himself and family in Australia. He landed in Melbourne on his 22nd birthday, living with cousins.

Within a few days of arriving, Luigi was working for GMH assembling gearboxes...but he would get his part of the job done by around lunchtime, so would spend his "spare" time studying English. Luigi left GMH after a few months and worked in a succession of auto workshops as a mechanic until he bought a house and began working from home.

In 1956 Gino heard about the growing Italian community in Shepparton and he decided to open a café there. For a time, he commuted between Shepparton and Melbourne, working in Melbourne during the week and travelling to the café in Shepparton on weekends. Gino was very proud and never failed to mention that he brought the first espresso coffee machine to country Victoria. In 1958 Gino was introduced to a beautiful girl named Olga by a friend and they married in 1960 and after the birth of their



first child Vince, they moved to Shepparton. In Shepparton Gino established a garage and auto repair workshop, naming it Castello Motors, in honour of the castle that stands in his home town in Italy.

In 1962 Gino was approached to take on a Fiat Dealership for the Goulburn Valley Region. The business flourished as his reputation grew and his customers shared his infectious joy of working with Fiats. The Fiat/Lancia Dealership was doing well and was successfully selling Fiat 124s, 1500s, 850s, 132s, 2300s and 125s.

Gino developed a passion for go-kart racing and decided to give it a try. Of course, a man with his mechanical knowledge he was able to experiment with different styles of go-karts and eventually he modified the engine to run on alcohol based fuels which brought immediate results and Luigi placed 2nd in the Victorian Championships in a go-kart that he had designed, developed and constructed.

Gino sold Castella Motors in 1980 and the family returned to Melbourne in 1982, eventually settling in Bulleen where Gino continued his mechanical repair operation in his purpose built backyard workshop. He soon found like-minded Fiat clients, but he had a special place for the enthusiasts he met at the Fiat Car Club and was a much loved member of the club. So even after he had retired, Gino still tinkered with his Fiat 2300, Croma and 132 plus the occasional customer's cars.

Gino and Olga were much loved members of our club and those who knew him well will remember his love of everything Italian. His son, Joe, who provided



the Eulogy from which much of this article was taken tells us that... "Gino was proud of his Italian Heritage, and perhaps even a prouder Calabrese, and his expression around cars was in his way a metaphor for his love of all things that resonated with him ... particularly his ability to see a way around some kind of engineering problem..... whether this was building some purpose-made tool for a repair job, or repairing a toy, designing a gate, or even a scraper to clear your gutters, everything in Gino's world was always better designed and built from steel, no matter what he was

fixing...these solutions were sometimes so bespoke as to be hilarious, but there was no denying, some of his self-taught, home-grown solutions were near genius.....

Gino, a special friend I first met Luigi/Gino in the 1990's when I was the local agent for TECHNICAR FILTERS. I heard there was an Italian mechanic in Bulleen, so I thought he may need some filters. I was amazed by all the stuff he had as he had wrecked many Fiats and Lancias over the years and he even had a special tool, made by him, for every hard to do job! So, I got to know Luigi (I always called him that) and Olga, and often dropped in for a chat about all things Fiat and suggested that Luigi joined the Fiat Club. He used to come along to meetings and events and was always the one to ask about Fiat related problems, until his health made it hard for him.

Thanks Luigi – it was a pleasure to know you.
Peter Bartold





2024 Targa Classica

This year's Targa Classica event featured seven entries from Fiat Car Club members and was held over four days and, as in previous events, all teams finished with huge smiles and the promise to sign up for the event in 2025. This year's event was held in Western Victoria from the Goldfields, Warrnambool, Torquay and finishing at Federation Square.

Here are some of the thoughts, impressions and photos of the event from a number of the FCCV member entrants.

Inez Clement and Ryan Brown

This year's Targa Classica was held on the 18th – 21st March, featuring some epic roads across the states northern and western region. Having competed last year's event with other members of the Fiat club, we were keen to, once again, get our competitive side out and enjoy the four-day extravaganza. The organisers promised an even better event for 2024, with new challenges, more cars and sensational roads. They certainly over-delivered!

This year, we went for a non-Italian car (sorry all) and brought the McLaren out to compete in. With a heavy Fiat, Porsche and Ferrari field, our British car left many wondering what on earth we were driving. Nevertheless, the camaraderie and excitement experienced by everyone soon overtook the mood of the day as we were individually called out and waved off the starting line by our host and MC, Steve Alessio.

We were quickly put through our paces via the various timing events and sweeping country roads. The first average-speed time trial was hindered by a flock of sheep being shepherded along the backroad,

requiring several cars to come to a screaming halt, thus ruining any chance of averaging 90kph. (Only on the Targa right !)

Over the course of the next four days we were gifted with great weather, beautiful scenery, the Halls Gap mountain run, Great Ocean Road, closed road time trials, Calder Park and manoeuvrability tests on the Warrnambool airfield. We also experienced some great go-kart tracks (in the dry and the wet) trying our best to maintain average speeds anywhere from 40-60 kph. Not as easy as it sounds. Especially after a sprinkle of rain that saw two cars spin off the track.

Throughout each day and night we relished in the day's events, admired one another's cars, ate fantastic food and made new friends. Predictably, some cars had troubles and a few teams spent their evenings doing makeshift repairs. (Like the Fiat that lost a gear stick... haha)

A truly classic four-day overdose of cars, feasts, kilometres, friends and competition. Sign us up of for 2025!



Frank and Cathy Marinelli

This was our fifth Targa Classica and we were honoured to receive a badge which we will proudly display on our Fiat Dino Spider.

This event again has given us the opportunity of four days of driving on some great roads of Victoria and visiting some lovely places and catching up with people we have met over the years at Targa. One of the highlights was driving on the Great Ocean Road, taking in all the beautiful views. Another highlight was driving through Turtons Track, a very tight and winding road, for 11km while keeping to the average speed of 40kph.

We need to give a shout out to Bill Freame, who was always there lending a helping hand, providing tips of where to get petrol, etc. even supplying sunscreen.

The Lawson family have once again put on a well organised and enjoyable event.



Frank and Guilia Caia



Tony and Toni Romeo



2024 Targa Classica cont.

Bill Freame - Servicing Jack Waldron and John Wicking in the 1955 Abarth 750GT and Phil Buggee and Paul Freame in the 1978 2 door Fiat 131

I had 'serviced' for Jack Waldron and John Wicking and the 1955 Abarth 750 GT at their two previous Targa Classica attempts, but for this event I would also be servicing for Phil Buggee and Paul Freame, who were using the 1978 2 door Fiat 131 Racing

The other enthusiastic entrants from FCCV were Frank and Cathy Marinelli, 1970 Fiat Dino; Frank and Giulia Caia, 1976 Holden Torana; Tony and Toni Romeo, 1981 Fiat 124 Spider, Inez Clement and Ryan Brown in their bold orange 2012 McLaren, Joe and Nadia Rocca in the Porsche. It's so pleasing to see strong relationships willingly being tested during the challenges that awaited them. Pleasingly, just normal, everyday motor vehicles are ideal for this style of motorsport, plus another opportunity to exercise the many desirable classics.

The Buggee/ Freame 131 team have transferred across to this style of Targa event, both having come to the conclusion that Targa Tasmania style events have probably run their course, due to the rules implemented by Motorsport Australia. Thus, they

had attended a few training sessions to try to be competitive in this their first Targa Classica. With the start location to be from the RACV resort at Creswick, the 131 was towed up from Dandenong on the Sunday, while Jack had elected to drive the Abarth up, eventually deciding to leave home early on the Monday morning.

Day 1 With an afternoon start, the first day comprised a looping clockwise drive through Daylesford, Trentham, Blackwood, Ballan with the day finishing with several tests on the roads through Victoria Park in Ballarat. The competitors had a casual wind down with drinks and nibbles before returning to RACV Creswick for the evening dinner in the big dining room where the day was discussed and sections dissected. The days results were also made available.

Day 2 This day would be the longest with the course traversing through Clunes, Talbot, Avoca with morning tea at Summerfield Winery, continuing on to eventually arrive at Halls Gap Hotel for lunch. It was at this location that I supplied some fencing



Jack and John in the Abarth 750GT



Phil and Paul in the Fiat 131 Racing

wire to replace a broken exhaust bracket. On the afternoon section, John advised me that the Abarth was having points problems, so, I waited for them in Dunkeld near to the test area in that town. By now the Abarth was last car on the road, so the test was done in Dunkeld and then I followed them all the way south to the Warrnambool Airport tests and then on to the Warrnambool Flagstaff Hill Maritime Village.

Day 3 Started with two stages at the local Go-Kart track, then across to the Cobden Airfield and Go-Kart track for further tests. With both my crews safely through to Cobden, I proceeded towards the coast, near to Port Campbell. However, I was summoned back to Cobden, as the 131 was having problems. It was decided to tow the 131 back to Dandenong to try to solve an electrical problem, with the decision of whether to continue in this event after repairs had been made. Fifty-year old electrical parts were replaced and the problem seemed to have been solved, so at almost 4pm, we set off for the Torquay Sands resort. We arrived at 6pm, just in time for pre-dinner drinks after unloading the 131

The following morning, the Red 500 Abarth (from Sydney) wouldn't start and as I had an empty trailer again, that I was towing around the course, the decision was made that I would tow the 500 to Meredith, with me then short cutting across to Calder Park race track for the final tests. Then I would tow the 500 to Dandenong for investigation and repair in the following weeks. We hadn't been touting for business, but the 500 crew were very appreciative that 'Carlo' would be taken care of by enthusiastic Fiat people.

Joe and Nadia Rocca



I headed off to Meredith, with the 500 securely attached to the trailer. Then a phone call from Paul advised that the 131 problems had returned, that they were limping the 131 to a secure location near Anakie and advised where I was to collect them. They were now out of the event and were very disappointed that they wouldn't get to the Calder Park stages. After refueling the Abarth I continued on to Meredith, I returned to Anakie to collect my other crew and return them to Dandenong.

The event finished at Federation Square, with the cars on display and the crews entertained with results and nibbles upstairs. Apart from individual competitor results, there is also a team event, with teams of three cars scoring combined points across all the 70 tests. The 1955 Abarth 750 GT had been invited to join with the 1927 Bugatti and the 1930 Oakland to make up a team. The winning teams name? *'Jack's Surprise'* and the popular result presentation to them all was with big grins all around. It was indeed a complete surprise to Jack and John, but a result well deserved.

Targa Classica is the style of driving test that will survive long into the future, giving the owners of classic or modern sporting cars an opportunity to use the cars in a safe driving competition, while enjoying the opportunity to appreciate the pleasure of driving them and displaying them at various locations along the course. Entries are limited to about 150 cars and can fill up very quickly, so if you are thinking about giving this style of motorsport event a go, don't dally too long in getting an entry in for the next one. It will fill up quite quickly.

AutoItalia Canberra 2024

Words and photos by Roger Beattie

The 'other' annual autumnal pilgrimage is a trip to Canberra for their version of the Auto Italia display. Each year it seems a number of things pop up to prevent FCCV members from making the trip to Canberra. Maybe the 40th Anniversary next year will inspire a few more to attend what promises to be a weekend of interest and an entertaining celebration of things Italian car based. After leaving a little later than planned my drive straight through to Gundagai was conducted 'Sandro style', yes, straight up the Hume freeway!

Thanks to the members who rang to have a chat while I was driving north to ensure I stayed awake. Proof that even six hours solo in the car cannot keep me from talking. Saturday morning meant a detour via Goulburn to pick up some FIAT parts from Norm Mitchell and then back down the Federal highway past a fast filling Lake George after a huge overnight dump of rain to Canberra.

One of the very few benefits that one acquires in my exalted position as president of this august club is an invitation to the Italian Embassy for the annual welcome from the Italian Ambassador, His Excellency Paolo Crudele, and a chance to mix with the other club luminaries. I took the opportunity to invite the Ambassador to attend the 125 Event in November and I didn't get a no but I assume he may well be very diplomatic.

While this meant I missed the annual ACT Fiat Club Invitational drive I was able to catch up for the now customary dinner at Caffe Gryphon which this time included a FIAT 500 shaped cake for dessert. Thanks again to the ACT Club for making it a weekend rather than a day out, it really makes the short drive up worthwhile for the weekend.



FCCV members Maudy, Inez and Ryan





My attendance at the Italian Embassy for the Ambassadors welcome



ACT Club dinner

This year's event was highlighted by the weather in the form of an enormous storm front moving down the East Coast from Queensland and due to arrive in Victoria on Sunday. Of course, that placed Canberra right in the path and after some efforts a last minute call was made to move the event from its usual location of Queanbeyan Park to the Showgrounds only metres away in distance but with a decidedly different atmosphere.

Whereas the leafy and luminous light of the park had cloaked the cars in previous years with an almost ethereal quality, the fast draining hard stand of the showgrounds made for a much more casual gathering. No less appealing but very different and a slightly smaller crowd due to those deterred but the threatened inclement weather.

As you will see from the photos there were a good range of cars and the weather held off making for a very pleasant day. I look forward to attending next year with a larger contingent from Victoria.



A Journey to Warrnambool Pickleball

By Trevor Prasad

Editor's Comment

We are very proud of FCCV Member Trevor Prasad for his positive attitude to life whilst battling with Parkinson's Disease. It seems that nothing can stop Trevor from pursuing the things he enjoys and we appreciate his determination and presence at so many of our FCCV events, always with a huge smile on his face and lots of cheeky comments. His discovery of the sport, Pickleball, has brought much joy to him and will continue to in the future – well done Trevor



Here is Trevor's Pickleball story ...

A Journey to Warrnambool Pickleball Tournament- an account of four friends with Parkinson's



"Hey I've got a new sport for you Trevor," exclaimed my neuro physio, Marize.

"It involves carbon fibre paddles and a gearbox" Of course I jumped at the chance knowing full well that Marize was aware of my passion for motor racing.

I soon learned about the awesome, exhilarating sport of Pickleball that is played with a hi-tech carbon fibre paddle, (and Gearbox happens to be the brand of the paddle) Pickleball is a hybrid game that is a mix of tennis, badminton, squash and table tennis.

The game of Pickleball is wonderfully social, easy to learn, and suited to all age groups and mixed ability. Played on a badminton-sized court, there are some key elements designed to keep the game close and competitive such as: 'The Kitchen' which is the 'non- volley zone' (a line set seven feet back from the net).

The ball is made of plastic (the size of an orange) with holes in it to slow it's trajectory, but don't be fooled by the pace, this is a fast action game!

Since my first game in March 2023 I've become totally hooked, and can see why Pickleball is now the fastest growing sport in the world.

The national body, Pickleball Australia Association (pickleballaus.org) was launched in 2020. It is exciting to be involved in a sport that is in its infancy, experiencing such rapid growth, (the origins of the game go back to 1965 on Bainbridge Island, Washington, USA).



Kepler Rose House



Transport to the Game

My home club, Manningham (Doncaster East), has grown to well over 200 active members within its first year.

Thanks to Marize Newnham (an innovative neuro physio), we now have nine of us with Parkinson's that have been introduced to the sport and play weekly. In fact, we now total 14 members with Parkinson's, that have experienced the therapeutic benefits of playing Pickleball, beyond the social engagement and fun.

When the opportunity came up to compete at this years inaugural Warrnambool Pickleball Open, four of us 'Parky' friends (Michael, Shane, Tony, and myself) decided to catch the train down and stay at one of Warrnambool's beautiful mid-century Artdeco homes, Kepler Rose.

We Parky's take sheer delight in being able to mix it up and win against normal abled competitor's.

With a bit of mischief in his eyes, Michael hatched a plan for he and I to play together in the Men's Doubles. Although we didn't get through to the finals, we had three tightly contested games.

Normally club games are played to 11 however, for this competition we played to 15. In our second game Michael and I were down 5:10. After many long rallies, the score progressed to 6:12, then 9:14. Still down and staring at defeat, Michael and I stayed calm and fought back against Jay (Junortoun, Vic), and Daniel (Bendigo) to win at 16:14.

One of the social aspects of Pickleball is that you don't need a partner. Most club's use an App where you register for (typically) a two-hour session and just rock up to play in a 'round-robin' game. I entered the Mixed-Doubles comp and ticked the box for 'need a partner'.

I got to meet my partner Lorraine on the night before our comp, and together we teamed up and had an awesome time.

I'd mentioned to one of the event organiser's Mary Tuck, that four of us with Parkinson's had registered for general events, but asked if we could have a specific mixed-ability Parkinson's event to bring about awareness of Parkinson's, (and showcase how you can get on with leading an active and meaningful life, no matter what). Mary was so wonderfully supportive of the idea and orchestrated a dedicated Mixed-Ability Parkinson's event on the Sunday, with herself and David Watson pairing up with a Parky. It also meant that Roy from Ocean Grove (with Parkinson's) could team up with his wife and join in.

Pickleball is more than a game. It is about community, friendships formed, and a wonderful way to keep active.

It was a testament to the addictive nature of Pickleball that we had competitor's travel from as far afield as Queensland, South Australia, central Victoria, Melbourne, Traralgon, Drysdale, and Ocean Grove.

Special thanks go to Mary Tuck, David Watson and their extended team and volunteers who put on a fantastic Pickleball Warrnambool Open.



The Pickleball Group at Warrnambool



The News Stand

Centenary to Celebrate Richards 501 Taxi turns 100

Richard Unkles

The 501 "Taxi" of your scribe has achieved its centenary, having been originally shipped to New York. The copper plate writing in the factory Despatch Book says it left on 20th March 1924. An event to be celebrated by the FCCV and VDC in the near future.

The AOMC British and European Motoring Show is done and dusted, but what a day it was for the FCCV. Some 200 cars on display and definitely a bonus as far as the AOMC is concerned, who are keen to have us back next year. Scope for improvements to do it even better next year have already been discussed at Committee level. Certainly we are keen to have a larger V & V display next year, and thanks to Leigh Whitfield for bringing his brother's Itala Tipo 51 tourer. We also hope to encourage a wider range of cars that are not restored but represent the cars that have been used by some many Fiat owners in the past. Regrettably John Ward could not come with his lovely original 128 sedan as he was busy with his chainsaw repairing his place at Metung after the severe winds. These cars always seem to resonate with the public. Roll on 2025.

Decisions, decisions. David Stott is unsure of he will take his 501 or his Tipo 50 Itala on the Vintage Drivers Club "Spirit of the 20's" Rally. It did look like the 501 was going to win but with the 3rd attempt to rebuild the Itala's magneto seems to have been a success it might be a coin toss. However by the time you read this it will be done and dusted. He will be joined by the Poynters and your scribe, co driving with John Hebard from UK, the only import we believe. So the humble 501 will have 2 or 3 representatives on the rally.

David John has had his 503 in limbo for longer than he has wished and is uncertain if traces of water in the oil is due to excessive standing or perhaps a small failure in the crankcase water gallery that passes over the timing gears. We have heard of that once several decades ago and solved by the late Peter Bradbury by fitting a brass or copper tube in the gallery and fixing it in with Araldite.

Ross McGown has completed the numerous small items on the restored 501 (ex Eric Matthews) he bought in Adelaide. He thought it would be a quick job to get it on the road rather than finishing his ex Tasmania tourer. Not the first to be disappointed in that regard, but now happy with his labours.

Ian Trethoway in Adelaide reports that he has rebuilt his new cw & p set around a system that eliminates the original thrust bearings that are now unobtainable. This uses a system that has been used by Robert Lovell for the last 22years in his 501. We look forward to a report on the system when he has his 503 driving. If anyone wishes to have a copy of his comprehensive notes then contact him at: iantreth@adam.com.au

Brodie Bishop has recently acquired a 503, minus body, for the princely sum of \$0,000, but he did save it from a final resting place in the tip. It is now running around his large backyard and he reports it running well on Facebook. He has recently finished a careful rebuild of the engine in the Vauxhall 14/40 he acquired as a non runner from an estate. Photos show a true engineer's careful approach, especially in terms of oil pick up which was lacking in the original design.

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



Number, Numbers

The subject of just how many Fiat Tipo 501 cars are here in Australia is often commented upon. The late Peter Bradbury was the Vintage and Veteran Fiat Club's Registrar before handing over to your scribe circa 1979. Peter had spent considerable time over the previous 10 years compiling records of the cars he could identify and compiled a card file for each car of the various Tipos. A recent check of the cards found the following cars identified by owners and chassis and engine numbers:

Tipo 501 36 cars Tipo 501C 45 cars Tipo 501S 9 cars

Of these we think some 501S cars may have been claimed as S by their owners but only a handful genuine ones remain here. Certainly one from the Newcastle area went to New Zealand and then to UK and we are aware that a few 501 and 501C have gone to UK and one to Japan. What seems odd is the relatively large number of Tipo 501 compared to the 501C. Based on a quick memory check of what we see around we would have expected more wide track 501C cars and fewer 501 cars than the above numbers would predict.

Overall it seems safe to say there are at least 100 Tipo 501 cars or projects here.

Above right is a photo of one that bucks the trend. It is a sedan that was restored in UK to a high standard and imported by the current owner's father. One that we only recently became aware of. Hopefully we will be able to obtain good photos of the restored interior. It is interesting in that it is a 2 door car, but rear seat passengers can also enter via the folding front passengers seat.

Centenary to Celebrate

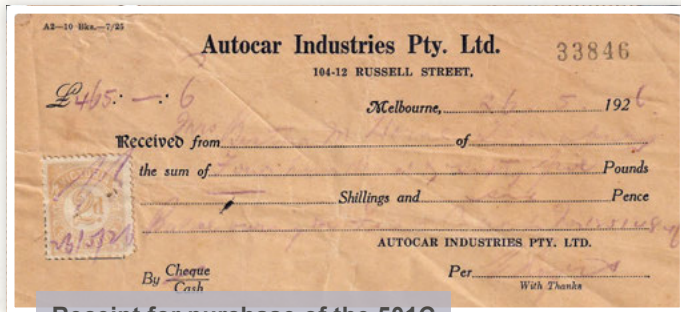
The 501 "Taxi" of your scribe has achieved its centenary, having been originally shipped to New York. The copper plate writing in the factory Despatch Book says it left on 20th March 2024. An event to be celebrated by the FCCV and VDC in the near future.

Ridolfi Fiat 501C

In late 1925 the Fiat Lingotto factory laid down the wide track chassis number 12514836 which was destined for export to Australia.

On arrival at Autocar Industries in Russell Street, Melbourne, on the corner with Little Collins Street, it was sent to the James Flood works in St Kilda Road for a sedan body. This was to be special as this was to be the display car on the company's stand at the 1926 Motor Show.

This was unusual as it was a 2 door car with rear seat access via the folding jump seat provided for the front passenger. The driver's seat was distinctly upmarket, so this was a driver's car, not a chauffeur's car.



Receipt for purchase of the 501C

It was bought by Mrs Bertha Horne, of 15 Dundas Street, Thornbury, who had started a local dairy at the address. The receipt is dated 26 th May 1926. The milk business provided a suitable living for Mrs Horne and her son Robert.

During World War II, milk rounds were rationalised and rounds were given to a specific area, rather than an area being serviced by several milkmen (or woman in this case). The car was used carefully but in later years, after the demise of Mrs Horne, her son Robert continued the milk round with the horses and milk carts.

If somehow a customer was missed he would fire up the Fiat rather than hitch up one of the horses and make the delivery. It also did have some private use but sometime around 1970 when it was run into by a Ford Falcon and the rear was significantly damaged, chassis bent on both sides and the torque tube bent. Richard Unkles remembers seeing him around 1980, when he was still doing the milk round, but the Fiat laid idle in the stables.

Around 1983 Robert died and his possessions were left to a lady cousin who contacted the Vintage and Veteran Fiat Club to find a suitable new home for



The Ridolfi 501C after Restoration

the damaged Fiat. The Club called for tenders and it was won by John Blakey in Cairns, who was very keen to win it.

John was keen to get into the project and carefully dismantled the major components. Unfortunately he contracted a fatal cancer soon after. He was very aware that his good friend Tony Ridolfi was very keen on the project and John made sure the car went to Tony.

Tony collected all the parts and trailered them some 80km south to his home and workshop at Babinda. But when unloading he discovered the front passenger's jump seat was missing. So he drove back to Cairns but it was not to be seen, despite his best efforts.

A couple of weeks later John's funeral was held in Cairns which Tony attended. On that day one of his friends discovered the missing seat leaning against a lamp post beside the highway. It seems that someone had picked it up but realised they had no use for it and put it out beside the road. Tony completed the restoration in a couple of years. Eventually Tony died in 2022 aged 98 and the Fiat passed to his son Glenn in Cairns, also a car enthusiast.



Ridolfi 501 seats

Glenn says because of the usual distances covered with runs around Cairns, the Fiat does not get out as much as it should, but it is in safe hands, 98 years after it was the show car at the 1926 Melbourne Motor Show. It seems that if the right home was found for it a sale could be effected.

Williamstown Italian Festa

By Rina Giovannucci

Photos by Joe Sammut, Danny D'Mello

After a night of rain, an enthusiastic group of FCCV members displayed their cars at the Williamstown Italian Social club for an Italian Festa. The Festa was held in a beautiful historic building built in 1907, nestled in the heart of Williamstown. Originally an open-air cinema, the building was purchased in 19778 by 200 Italian families who wanted to provide a meeting place to celebrate their heritage and to provide a sense of community.

The Williamstown Italian Social club's Festa was a sensory overload in the best way possible. It was a celebration of Italian heritage from the delectable food to the captivating music and the historical charm of the venue itself.

Festivities were enjoyed while sipping Aperol and Limoncello Spritz and wines from Italy. Food included delicious sourdough pizzas, porchetta and sausage panini and pillowy homemade gnocchi prepared as you waited. A showstopper was the caciocavallo cheese hanging from a string slowly melting over the grill and drizzled over crusty bread. Desserts were not forgotten with freshly filled ricotta cannoli and mouth watering ice-cream from Boca Gelato made by one of Australia's prominent chefs, Adam D'Sylva who was chatting with the festa goers.



Williamstown Italian Festa cont.



The hall was filled with music and dance and movies played on the screen while outside people played bocce and were entertained by a lively piano accordion player. The tarantella demonstration provided joy to all watching. For those wanting to practice their Italian, there was a free selection of Italian novels to take home

The Williamson Italian Social Club Festa was a celebration of a lively community enjoying their culture and heritage.



Coming Events

General Meetings

May 9th 8pm Veneto Club
June 13th 8pm Veneto Club
9pm AGM
July 11th 8pm Veneto Club

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

Contact Sandro Cesario 0420 277 701

Caffe di sabato

May 4th Veneto Club
9.00am
June 1st Veneto Club
9.00am
July 6th Veneto Club
9.00am



Cavalcade of Transport
Trentham Historic Railway Station
To celebrate National Motoring Heritage Day



SUNDAY 19th MAY 2024

Victoria Street, Trentham.

Entry from 10am for Display vehicles & 10.30am for spectators
Veteran, Vintage, Classic, Historic and Collector Vehicles.

- Entry to venue by gold coin donation
- Catering available from local community groups
- Organised by Cool Country Classics Trentham
- Short walk to cafes and eclectic gift shops in Market and High St's
- Visit Quarry St Reserve & Trentham Falls

Promoted by the
Association of
Motoring Clubs



Enquiries: 9558 4829 www.aomc.asn.au fb.com/infoaomc

National Motoring Heritage Day Run

Trentham
Sun 19 May

Meet at Aircraft viewing area
Cr Sunberry and Oaklands Rd Bulla
9.00am for 9.30 departure

Contact Roger Beattie 0400 177 278

47th HISTORIC WINTON
25th and 26th May 2024

www.historicwinton.org
Winton Motor Raceway, Benalla, Victoria

Run to Winton Historics

Sunday 26 May

Join us for a day
at Winton Historics

Meet at Winton
Raceway at 10.30am

Contact Joe Sammut
0412 211 581

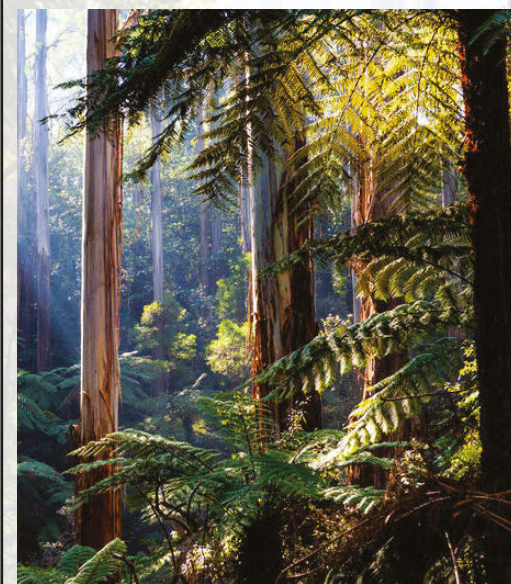
Coming Events



Italian Republic Day June 2

Keep the day free
Information via Fiat Pronto

Contact Roger Beattie
0400 177 278



Winter Warmer Coffee Run – Dandenongs Sun 16 June

Enjoy a beautiful and a warming morning tea at a
quaint location

Meet Jubilee Park, Reilly St, Ringwood
9.00 for 9.30 Departure

Contact Roger Beattie 0400 177 278



Barry Ellis Memorial EcoDrive

Sunday 21 July

Our Annual EcoDrive to remember
Life Member No 5, Barry Ellis will be held in
the Dandenong Ranges area

The route will cover approx. 120 kms and will finish with a lunch where
the most economical drivers will be announced and rewarded.

More details to come in the July FM and Fiat Pronto



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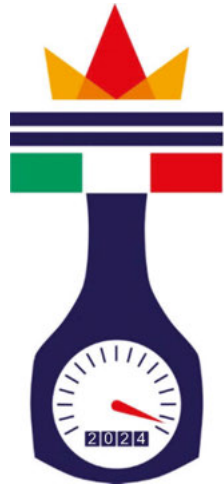
ECCV MERCHANDISE

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:-

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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