



# FIAT Month

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

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

**N O V 2 0 2 4**

**Harry's Run**

**Fiat V Alfa Bocce Night**





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**NOV 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 – Roger Beattie

#### FIATmonth deadlines

5th of the month prior to publication.  
Next issue: January 2025  
Deadline: 5th December 2024



**Front cover:**  
FCCV Display at Melbourne Italian Festa  
at Exhibition Buildings

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- BC** Fiat Club Festa



2024-2025

# THE CLUB COMMITTEE

## President

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

## Vice President

Sandro Cesario, M: 0420 277 701

## Secretary

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secretary@fiatclub.org.au^

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members@fiatclub.org.au

## Club Permit Co-ordinator

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Debra Judd, M: 0414 579 773  
Assisting the Editor

## Competition Secretary

Keith Ellis, M: 0484 221 208  
secretary@fiatclub.org.au  
Bill Freame was standing in temporarily –  
Keith Ellis now permanent  
Competition Secretary

## Social Co-ordinators

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

## Vintage & Veteran

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

## Calendar

Roger Langdon, M: 0402 409 758

## Display and Run Co-ordinator

Joseph Sammut, M: 0412 211 581

## Merchandise

Sandro Cesario, M: 0420 277 701

## General Committee

Jeremy Tassone

## NON-COMMITTEE POSITIONS 2024-25

### MSCA Delegate

Marisa Gangemi

### CAMS Delegate

Paul Freame

### Supper Organiser

Paul Pozzobon

### AOMC Delegate

Roger Beattie  
0400 177 278

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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 Templer  
Jon Carroll  
Robert Judd  
Debra Judd  
Phillip Buggee

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

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

\*deceased

Life Member and Patron — Peter Bartold

## SERVICE AWARD MEMBERS

Sandro Cesario  
Jonathan Crellin  
Bob Durrant  
Frank Fazio

Paul Freame  
Stuart Granger  
Bruce McCann  
Danny Petterlin

Mark Rae  
Tony Romeo  
Joseph Sammut

Gary Spencer  
Shayne Williams





## From the Editor...

I must start this report with a renewed thank up to all the wonderful club members who have been so willing to assist me in dealing with the loss of Peter. For me, as I enter this new phase of my life, I have realised as part of a couple, we each assume responsibilities for the way we organise our daily lives and work co-operatively to keep things running smoothly. This means that there are lots tasks and responsibilities that our partner takes on that we have made no effort to learn or understand. It is a realization that is not considered until you find yourself as sole decision maker and in charge of everything that has to happen in your life.

As the owners of six cars (four on Club Permits) I am now very aware of the legalities and practicalities that I have to sort out in this area. Many hours have been spent at Vic Roads (thank goodness for the new building in Ringwood!!) to move the cars into my name and to work out what is practical to keep. After many years of collecting these cars and restoring

them, and knowing how much Peter loved them, it is not easy to decide which ones need to be moved on. I am very grateful to club members who have advised and assisted with this task and continue to do so. It is very hard to make decisions on what stays and what goes, but decisions have to be made, especially when I am not great at getting cars started that have been sitting around in the garage for too long without a drive!! The upside of that is seeing the pleasure on the new owner's face as they take possession of their new treasure.

One of these decisions was made for me when I was driving our Alfa 159 Wagon (our everyday drive) home from the hospital at night, when I hit a wombat, a kilometre from home. After much discussion with the Insurance company, a very low pay out was decided on ( it was getting quite old), so one less car to worry about!!

Allora... our beloved 1972 Fiat 500 has gone to a new home as has Peter's beloved Dallara replica race car and two other classics will soon be offered for sale. These are all very hard decisions to make but are

necessary and hopefully the new owners will get as much pleasure out of the cars as we have.

I guess what I am suggesting to all classic car owning club members is try to have a plan of "succession" for what will happen to the cars when one of the couple passes away. They certainly are not discussions anyone wants to have to make but if it helps the surviving member of the couple, it is worth it . I am sure Peter would have been very sad that his much-loved collection would have to go but knowing that it was me and my very un-mechanical brain and skills that would have been looking after them is, was the right decision.

I still have the amazing "barn find" 1982 X1/9 that is immaculate condition with only 52,626 kms on the clock and the 1968 Fiat 124 Vignale Evelina (only 400 ever built and the only one in Australia) which eventually will be sold when I can part with them!! Peter's 1978 X1/9 which we have owned since 1984 will stay with me for ever as that was his absolute favourite of his collection.

## EDITOR'S PICS OF THE MONTH



One of Pete's favourites –  
the Fiat 124 Vignale Evelina



Goodbye to La bambina





# Rapporto del presidente



It's a couple of days before the deadline to get my report in for the magazine and I am off to Wolfsburg in Germany for a few days and an Automotive Historians conference. The home of VW has some interesting museums which I plan to explore and by the end of this report I expect I will have done so. Currently I am located in the Singapore airport awaiting a connecting flight and have been able to fill my empty time with all manner of car club activities from organising racing numbers, sourcing classic hydraulics and taking further bookings for the upcoming 125 Event. I have also managed to prove how bad my impulse control is when faced with limitless delicious food in the Singapore Qantas lounge. I think maybe I shall rest up for a while and complete this report on the way home in a few days.

That worked, it's now Tuesday morning and I have 8 hours to kill in Heathrow. It didn't seem the most logical flight package to travel Berlin-London-Singapore-Sydney-Melbourne but it means that when I arrive on Thursday morning I will be all fired up for that evenings club meeting.



How can I describe Wolfsburg? Firstly, it was surprising even to me just how much VW looms (even physically) over the town. In a city half the size of Geelong at about 125,000 the factory and company seems to dominate every aspect of life. In fact the relationship Ford had with Geelong may well be as close as we can see locally. I am sure that founding the town because of the need for a car manufacturing plant will also increase that influence. One of the things I learned there was that there were a huge number of Italian guest workers in the 50s and 60s (up to half the factory by some estimates) and unsurprisingly a fair number stayed. The current factory management features plenty of Italian sounding names.





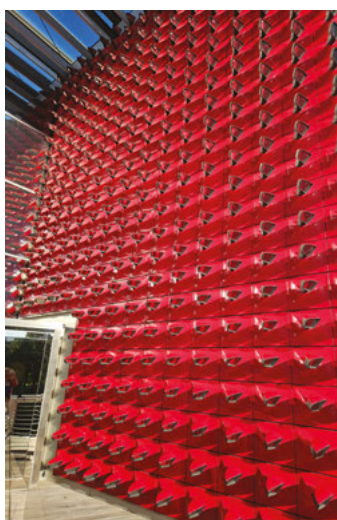
The Fourth Pan European Automotive Historians Conference taught me some interesting things. That may be gilding the lily but I found them interesting, including hearing about the theft of German technology to further the Soviet car industry, the Art collection at ADAC (German national RACV), bad decisions in 1904 at DeDion Bouton that accelerated their demise and a book release by a Torinese think tank about 'Motor Cities'. I can almost hear most of you thinking "I hope Roger doesn't corner me with some of these stories", as I type. The weekend also featured dinners and a lot of laughs, although I am not sure the laughs have always been a component, along with museum visits, city exploration and for some people ice hockey, beer and grizzly bears.

Photos 071718

It will be good to get back to Australia and see to the final organising of the FIAT 125 event and present the Vincenzo Lancia movie at the Veneto Club. I am enjoying being involved with a club that is taking a more expansive view of its place in the club pantheon. Maybe I really do need a nap before my next flight.

Cheers

*Roger*





# CLUB CALENDAR

## NOVEMBER 2024 - JANUARY 2025

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.

### NOVEMBER

- Sat 2** **Caffe di sabato. Veneto Club 9 am**  
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Fri 8- Mon 11** **FIAT 125 (125th Anniversary of FIAT) Events around the Forster – Tuncurry NSW area**  
Contact Roger Beattie 0400 177 278
- Sat 9 - Sun 10** **Historic Sandown. Possible FIAT display on Sun 10. TBC**  
Contact Sandro Cesario 0420 277 701
- Thurs 14** **General Meeting. Veneto Club 8.00 pm.**
- Sun 17** **Maserati Display at Ripponlea Estate, Elsternwick**
- Fri 22 – Sun 24** **Motors & Masterpieces. Melbourne Showgrounds**
- Sat 23** **Possible FCCV Display. TBC**  
Contact Sandro Cesario 0420 277 701
- Sat 23 – Sun 24** **Geelong Revival Festival of Motoring**
- Sun 24** **Alfa Spettacolo Show and Shine. Wesley College, Glen Waverley. FCCV Display and Trophy**  
Contact Sandro Cesario 0420 277 701

### DECEMBER

- Sun 1** **Run to AROCA Supersprint at Phillip Island**  
Contact Roger Beattie 0400 177 278
- Sat 7** **FIAT Festa at La Baracca, rear of Veneto Club 9am**  
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 12** **General Meeting. Celebration Nuts and Bolts Trivia Night with pizza supper provided by the FCCV. Veneto Club 8.00 pm**

### JANUARY 2025

- Sat 4** **No Caffe di sabato in January**
- Thurs 9** **General Meeting. Veneto Club 8.00 pm**  
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290

See **Fiat Pronto** for further events in January 2025

**COMPETITION EVENTS ARE LISTED ON THE COMPETITION REPORT PAGE.**

### 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 November,  
Thursday 12th December

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](http://www.fiatclub.org.au)  
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Contributions to FIATmonth are always welcome  
Contact Editor  
[editor@fiatclub.org.au](mailto: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  
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**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](mailto: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 –

**Alvano D'Alberto**

**Tony Di Ludovico**

**Abel Silva**

**Remo Lotito**

**Angelique Apostolatos**

**Paul Jones**

**Adrian and Tony Micucci**

1968 Fiat 500F

1975 Fiat 124 Spider, VW Beetle

Modern Fiat 500, 2013 Alfa Romeo Mito

1925 Fiat 501, Several Vespas

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](mailto: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.

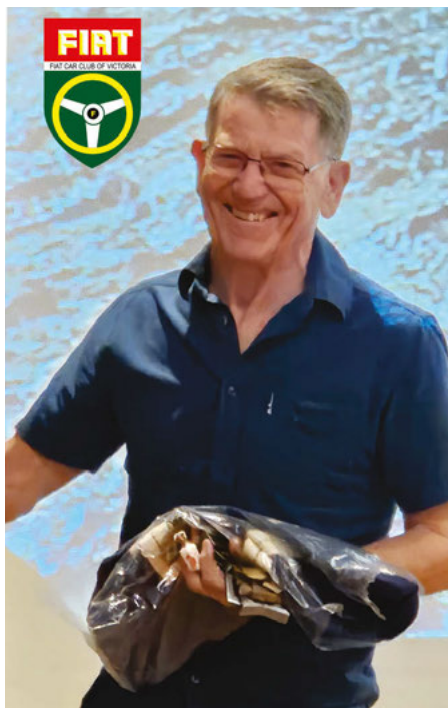
To use the electronic process please send a scanned copy (or good readable photo) of your renewal form to our dedicated email address [permitrenewals@fiatclub.org.au](mailto:permitrenewals@fiatclub.org.au)

## CLUB PERMIT SIGNATORIES

Name	Location	Phone
Phil Buggee	Dandenong	03 9794 6692
Mario di Censo	Heidelberg/Balwyn	0419 171 661
Bill Freame	Glen Waverley	0412 814 855
Frank Marinelli	Northcote	0411 511 679

# Competition Report

*By Keith Ellis, our new Competition Secretary*



**From the Editor** – We thank Bill Freame as standing in as our Competition Secretary for the last few months after Marisa retired from the job and we now welcome long time FCCV member, Keith Ellis to the role. As with all our Committee roles, we are depend on club members to write up particular events and then submitting them to the person in a the role relevant to the report or to the Editor for inclusion in the magazine.

We appreciate Keith's offer to become the new Competition Secretary and he welcomes and encourages members to do a write up of an event they have attended and to send it to him as there are so many events happening each month.

Keith has had plenty of experience over the years of all sorts of Competition Events so will be a fitting replacement for Marisa and for Bill. Photos are also an important part of our Competition Report, so get out our phones (cameras are even better to make sure they are high Res) and send your pics to Keith or directly to the Editor. We love seeing them on FB but often are very low res!

Being new to this position, I am going to be a bit light on with detail. I last held this position before internet and Facebook ruled our lives.

In July there was, as in most months a motorkhana or khanacross somewhere every weekend. Some are on dirt, but most are on bitumen.

## **AROCA Sprint 25 August Broadford**

Mars Di Cen was there and had a dry day and enthused over this circuit that suits our Fiats.

## **GCC Hillclimb 1 Sept at Bryant Park**

Ian Maud's back yard. I am guessing the 124 was put in to service?

## **Gippsland CC 15 Sept, Races at East Sale Sprint, Sale Airbase**

Can always count on Ian Maud to be present.

## **MSCA Sprint Rnd 7, 29 Sept at Phillip Island**

Looked at the MSCA website but results for Round 7 are not yet listed.

## **GCC Hillclimb 29 September at Bryant Park**

This may have been the first competitive run for Ian Maud's X1/9 new engine.

If you are at an event please contact me with results that relate to Fiat Club members if I am not there personally. **Keith**





# COME AND TRY MOTORKHANA

By Ryan Brown

Photos: Ryan Brown, Roger Beattie

## Geelong Motorsport Park, Avalon.

**Editorial Note:** It was lovely to see a number of juniors at this event: Mark and Erin Freame, Reece Crellin and Marcel Russell. **Deb Judd**

Friday 27th September was the wonderfully organized Come and Try day for Motorkhana enthusiasts. This was my first time at a Motorkhana event, and I had no idea what to expect, (or what I was doing). Whether by design or intelligent delegation, my novice aura quickly led to me being earmarked as the “ideal candidate” for an article. So here goes.

For me, the day started well. After packing my passport to get over to the Geelong Motorsport Park, I arrived early in anticipation for the day's events. Bill was the first to arrive, chirpy and very organized, and we chatted while the other participants trickled in and started setting up their cars, swapping tyres, checking mechanicals and placing orange cones.

Closing in on 9am and we were getting restless waiting for the official timekeeper and flags to arrive. After what seemed like an hour, there were cheers and sighs of relief as we saw Roger's ice cream truck come down the dirt road and we promptly set the course up for our first session. The square slalom course.



Lunchbreak

Seventeen drivers registered to participate, all in were Fiats, except two. A Mitsubishi Mirage and me. On this occasion, I chose to bring a Ferrari F430, instead of risking the fragile X1/9. That turned out to be a poor choice. The Ferrari, despite being mid-engine and weighing only 1250 kgs, was somewhat of a wallowing hippo around the course. Did I mention I had no idea what I was doing?



Ryan's F430

# COME AND TRY MOTORKHANA CONT.

The weather gods smiled upon us on this glorious public holiday and we all had an absolute ball testing the course and our skills. After the square slalom, we completed the gables, try angles, corridor, tiger moth and vee slalom.

We had a great mix of participant's among us with a wide diversity in age, competitive attitude, gender, car type and skill set. Our youngest driver on the day was only 12 years old and gave it a red-hot crack. (I'll give it a miss quoting the oldest).

Some of the day's highlights included Tony's Panda leaving rubber across 90% of the course each time, the joy of watching Rob and Deb's "Go-Kart" zipping through the cones, Dallas in the super-quick X1/9 around Try-Angles and walking the course carefully before each session. Not sure if this made a difference!

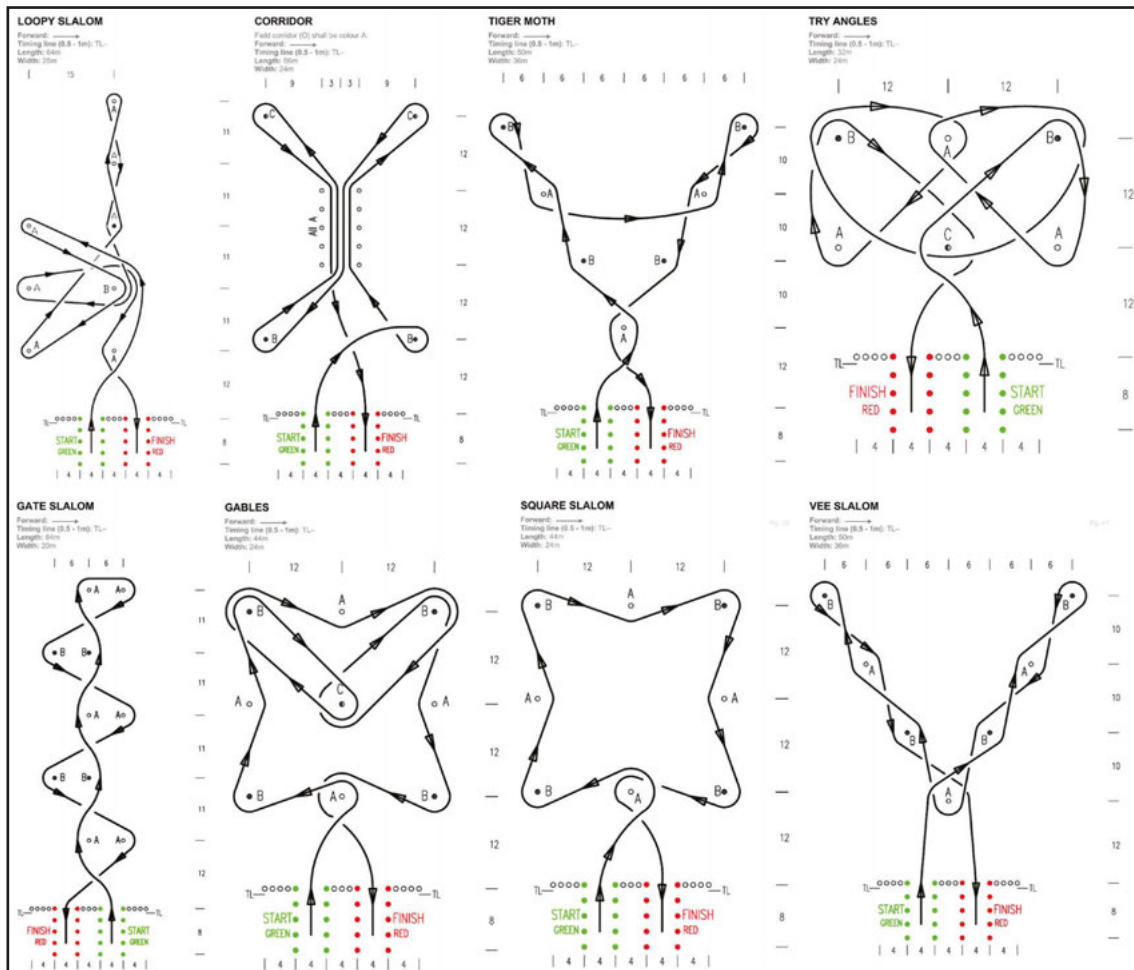
Fortunately, there weren't too many low points. A few "wrong directions", stalled vehicles and dislodged cones did not discourage us, and we all went home with smiles and a determination to shave those crucial milliseconds off our times next round.

A special thankyou to Team Freame and the officials for coordinating the day. There is of course, the thank you to all competitors for the comradery and encouragement we shared throughout the day. Can't wait till the next one.

Ryan Brown



Roger timekeeping



FIAT month — November 2024

Come and Try/Nationals  
2025 Motorkhana events





Two extremes: Judd's Motorkhana Special and Ryan's Ferrari



Lunch break: Dallas' X1/9, Keith's 128, Mark and Reece 500, Freame Punto, Roger's workhorse Doblo.



Visitors for the day: Sam's 850 sedan (driven from Tooradin) and Joe's Freemont.



# Photo Competition

By Lyn Bartold

As announced in our last FIATMonth we will hold a photo competition for the magazine with some club merchandise as the prize. One of the purposes of introducing this competition is to encourage members to share their photos that are taken at club events or other car related events. We have lots of pics on the club Facebook site each week, many of them having been taken at a club event.

As there are members who are not on FB or don't share their photos on it, I thought it would be a good idea to try to get members to share these with us. My other reason is to make my life easier when I am preparing the magazine and looking for photos that are suitable for printing and are high enough Res to keep, Jo, our Layout Designer happy.

So here is our first competition – not many entries, so hopefully this will inspire you to start snapping for the next FM

I am awarding two prizes this month – both excellent shots. So, our winners are Paul Freame with a shot of some of the fantastic cars competing at the Fiat Nationals in August and Roger Beattie with his photo of Ryan Brown competing in

his first ever Motorkhana ... In his Ferrari (we don't see a Ferrari in an motorkhana very often!!)

Congratulations Paul and Roger, collect your prizes at the next Club Meeting or event you attend.







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# HARRY'S RUN

## Sun 15th September

By Deb Judd

Photos: Deb Judd, Roger Beattie

Harry's Run is held each year to commemorate Life Member Harry Baker, who passed away in 2006. This year's run was, once again, organised by Richard Unkles and was to Upper Beaconsfield via the Emerald Tea Room at the Puffing Billy Railway. For 17 years now Richard has found museums, car displays, airports and other places of interest for us to visit. This was another enjoyable day. Thanks Richard.

9am Whitehorse Civic Centre, Nunawading was the start of this year's Harry's Run. The morning was crisp and sunny. There were about 14 cars that headed off and it was smooth sailing for about 10 minutes. Was that Mountain Highway or Mt Dandenong Tourist Road we were to turn into? A little confusion soon settled and off we headed to Emerald Lake via Lysterfield and Clematis. Unfortunately we lost two of our party along the way – each suffering car problems and having to abandon the rest of the run. We were pleased to hear they arrived home safe and sound.

The Visitors Centre which includes the Railway Cafe is a very new addition. It has been quite some time since I last visited Puffing Billy. It would now be world-class, I would think. We had a little over an hour to enjoy morning tea and then wander the station area.

Puffing Billy was in the station and did not seem to have changed too much in those many years since my last visit.



Morning tea



Puffing Billy Steam Engine



Wandering the site





There is a Model Railway & Miniature World Display on site. Some of us visited and it is amazing! It is one of the biggest model railways in the Southern Hemisphere with some 1000m of track. I expected to see running trains but was blown away by the detail, variety and number of trains and the detail of the many, many tiny scenes around the tracks.

There was so much more than just trains – tunnels and bridges, a church wedding, fairground, a hot-air balloon, airport, mining, a drive-in theatre (showing Thomas the Tank Engine of course), lakes with all sorts of boats. Lots and lots of teeny people and vehicles – I recognised a Messerschmitt car, VW bug, Mini and a bug-eyed sprite amongst others. No FIATS however, so if anyone has a spare, tiny 500, X1/9 or Spider you may like to donate to this group.

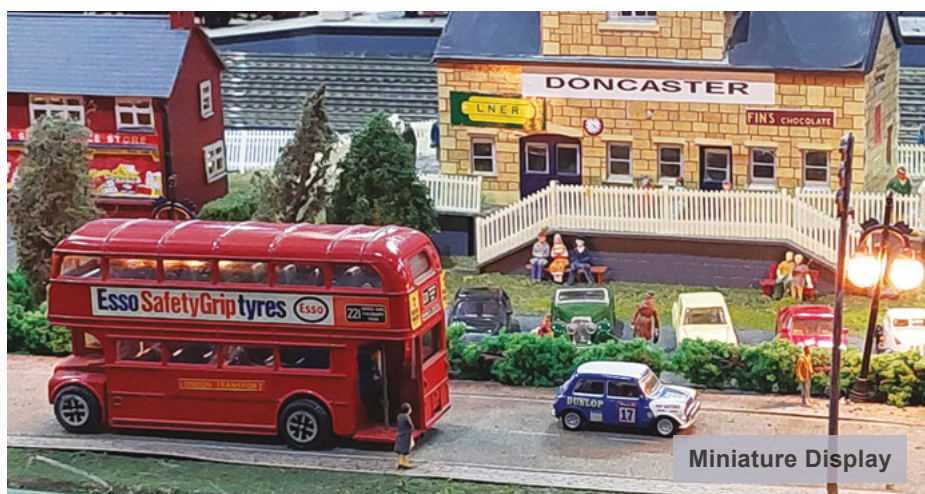
There were a number of interactive displays – push the button and the Ferris wheel turns, the mining scene comes alive....

It would be said the kids will love it, but definitely the adults too.

From Puffing Billy we proceeded on the short drive to the Pine Grove Hotel, Upper Beaconsfield for lunch.



Miniature Display



Miniature Display



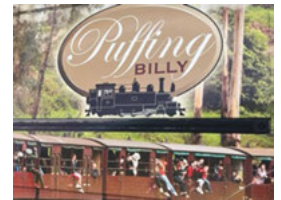
Miniature Display



How big is this model railway!



# HARRY's RUN cont.



The food was good and plenty of chatter indicated everyone was enjoying themselves. Live music accompanied the meal. Songs of the 70s, and 80s were a hit. Jenny Baker was even serenaded!

Bruce McCann won the raffle at lunch. Proceeds from the raffle at Harry's Run each year go to a charity of Jenny's choosing.:

Oh, and there were our cars!! Pity I have run out of room to include more!





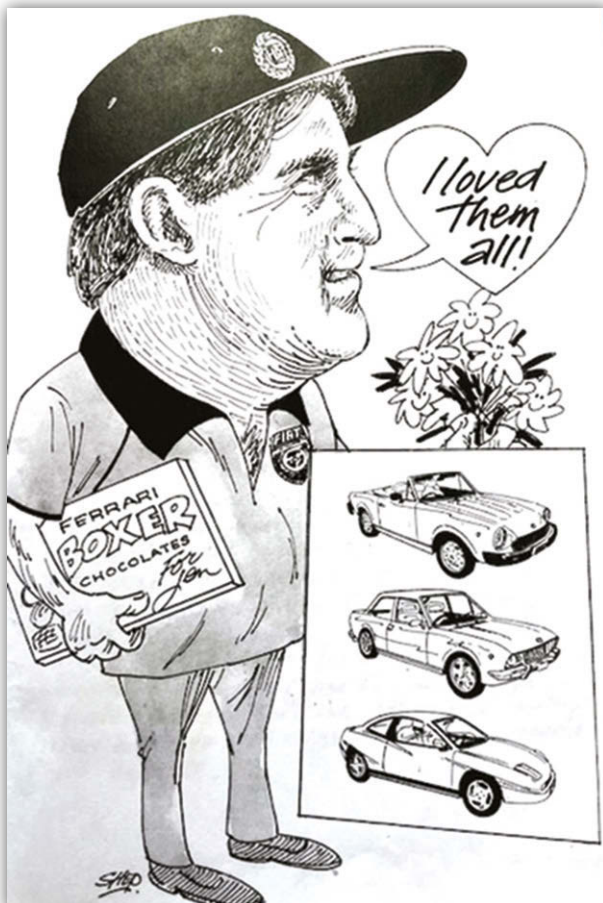
# The Harry and Jenny Baker Award.

By Lyn Bartold

Each year the club holds Harry's Run to remember Life Member Harry Baker who passed away in 2008 from Motor Neurone Disease. "Harry was one of those larger than life characters who was always fun to be around, but his killer wit meant you had to watch what you said or the full weight of his wrath would descend on you" written by Peter Bartold and on the front page of the Harry's Run book that we take to the Run each year.

The Run has been organised by Richard and Elsa Unkles from the beginning in 2008 and is always well attended by club members. It was decided by the Committee from the first event, to award the Harry and Jenny Baker trophy to a member or a couple who have made a significant contribution to the club throughout the year

This year's winners were Roger and Lesley Langdon which Roger accepted at the General Meeting.



Cartoon of Harry Baker in the Harry's Run Book



Roger Langdon receiving the award



# Melbourne Italian Festa

By Jeremy Tassone

Photos: Jeremy Tassone, Trevor Prasad



The Melbourne Italian Festa, held at the Royal Exhibition Building and Museum Plaza in Carlton this October, was a vibrant celebration of Italy's rich culture and heritage. Spanning two days, the event featured over 150 stalls, with 40 focused solely on food and drink. Visitors indulged in a mouthwatering array of Italian street food, including favorites like pizza, pasta, panini and pastries. In addition to the culinary delights, guests enjoyed wine tastings, live

cooking demonstrations, and a dedicated area serving cocktails and Italian beverages, creating a true taste of Italy right in Melbourne. The event also hosted live performances across two stages, featuring Italian music and dance along. A Vespa display was set up at the heart of Museum Plaza, surrounded by outdoor activities and food stalls. The iconic scooters added a classic Italian vibe, attracting visitors as they enjoyed the event's lively atmosphere.







## Inside the Exhibition Building

*Photos by Trevor Prasad*

The Fiat Car Club of Victoria (FCCV) and the Alfa Romeo Club were once again invited to showcase their vehicles at the main entrance, which experienced a high volume of foot traffic throughout the day. Zagame Automotive also participated, displaying new models such as the Fiat 500 (both Electric and ICE Bambina) and the Alfa Romeo Tonale and Giulia. Inside the exhibition hall, Zagame featured an electric Abarth and the limited-edition 75th Anniversary 695 Competizione, adding a modern touch to the event's classic car displays. The Fiat Club was represented by models of 500's, X1/9's, 124's, 126's, and modern Abarth 595/695's.

For many Festa attendees, the car display became a standout attraction as they arrived, offering a striking visual centrepiece that captured their attention. While many visitors might not typically attend dedicated motoring events, this display provided an exciting introduction to Italy's automotive heritage.

The combination of classic and modern Italian vehicles, prominently featured at the entrance, allowed patrons to engage with the rich legacy of brands like Fiat and Alfa Romeo in a unique cultural context, blending seamlessly with the broader celebration of Italian lifestyle and tradition.





# Melbourne Italian Festa

cont.

Thanks to Joseph Sammut for organising the attendees and working with the Festa organisers and security staff to get our cars in and out safely from the grounds.



FIAT month — November 2024





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# AROCA 10 Hours Relay

By Sandro Cesario

Photos: Anthony Cementon, Paul Pozzobon



Team at Work

**Team Manager:** Sandro Carrol Cesario(Carrol Shelby)

**Helpers:** Paul Pozzobon, Brian Garrett

**Official Team Photographer:** Anthony Cementon

**FCCV Team Members:** Mario Di Censo – White Abarth

Frank Spinosa – Blue Abarth

Tony Romeo – Red Abarth

Serg Brovedani – Red Alfa 916GTV



Mario



Tony





Frank



Serge

## Arrival at Fiat HQ

Friday night we had a great dinner where I feed the team, Abruzzese Arrostitini, salad and the made them Strawberries, blue berries and whipped cream, so to say the drivers were looked after is true.

## Pre-race Preparation

Saturday came, and again another stunning warm day, blue skies and the track was looking great, The team cars went out for the practise and to set a nominated lap time, as this was a regulatory race, where you must try and achieve you set time, all cars went well and we were ready for a 12pm start, where this would last for four hours.

All cars and drivers went well, no damage or mechanical issues, drivers had fun and having a new Team member Sergio Riccardo Brovedani out there with his newly acquired race car the Alfa Romeo Batmobile 916 GTV, Sunday was looking promising.

Saturday night came and we headed of to dinner, now some went to Indian and others went to the Golf Club for a Pub meal, we ate and laughed the night away with the usual banter, got home and watched the most unusual horror movie and we all went to bed early to rest up

Sunday had arrived, and again another stunning day, blue skies and warm again, this time we had to start in finishing order from Saturday but what I told the Team was that we were going to start 2nd on the grid and they all jumped up for joy thinking that Scuderia Abarth were in 2nd place, I let them enjoy this moment for 30 seconds and then told them the truth that its based on when we crossed the line at the finish of the event on Saturday, Tony was the last car out for our team and when the flag came out he was the second car to cross the line.

The only issue we had on Sunday was with Frank Oscar Spinosa's car appeared to have an issue with its intake manifold/exhaust manifold, as it was losing power so there was a crack somewhere, so we brought him in, and retired the car, however we did a Peter Brock ala Bathurst and nominated Frank to also drive Tony Romeos Abarth.

Sunday was a long day as we did 6 hours of team driving, we finished 20th overall but as a Team we had great fun again and looking forward to doing it again next year. It was good to see another Abarth competing, even if it was not part of Team FCCV



Refueling



The opposition Abarth



# AROCA 10 Hours Relay cont.

We dedicated the weekend to our great friend and Scuderia Abarth member Peter Bartold, as we had a photo of him in the pit garage. RIP Peter we all missed you.



Trackside



Lots of hard work but a great weekend had by all





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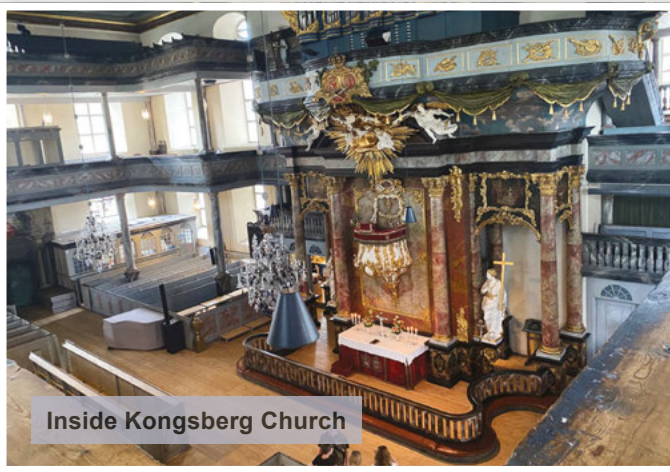
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Inside Kongsberg Church



# The News Stand

Richard Unkles

## "Trial of Strength" – what is that in Norwegian?

**Answer: STRYKEPRØVEN**

This is a rally for pre-1926 cars run by the Norsk Veteranvogn Klubb, is conducted annually and rotates each year between Norway, Sweden and Denmark, though at least one has centred around Lubeck in Germany. Attendees from other countries are welcome and have been from UK and Germany to my knowledge.

Background: Vintage Fiats cars are the reason for this article. Norwegian Fiat enthusiasts have been in contact with Australian contacts since the late 1980's. This has been due to the significant number of surviving vintage Fiat cars here and the restoration activities of the Vintage and Veteran Fiat Club, since amalgamated with the Fiat Car Club of Victoria Inc.

As a result of these contacts the undersigned was invited to attend the Strykeprøven in 1994 by Trond Thorbjørnsen. That was a wonderful introduction to Norway and its inhabitants with a rally that threaded its way through the central mountains from the east side of the country to the west in an area some 200km north of Oslo. Trond, his wife Eva and 2 more friends came here for the Shannons 2001 Rally to Canberra, and also New Zealand for vintage rallying.

Yet again the invitation was made this year and gratefully accepted by myself and wife Elsa, who has become a very good back seat friend with Eva. This time the rally was from 1st to the 4th August and based at the southern tip of Norway, known as Lindesnes. That is 300km south of Oslo. Trond lives in Oslo, with a perfect view across the Oslo Fjord from his house that is on the side of a steep hill, but there is only garaging for his modern and his Fiat 510S tourer. No space for his Tipo 501 that he loaned me 30 years earlier. That is at their ski cabin at Blefjell, some 130km west of Oslo, so a 2 ½ hour drive in the 510S. A car that is relatively rare, has an imposing Vee radiator and a 6 cylinder 3.5 litre side valve engine that pulls like a steam train. Torque rather than speed makes the car a very pleasant touring vehicle. Unlike the wet first day on arrival, the weather was perfect for open cars. The good roads took us along open undulating farming land to a stop at Kongsberg (King's Town). Historically important for the silver mining industry that was the source of the king's wealth since the 1600's. Note that the king was Danish until early last century when Norway gained independence.

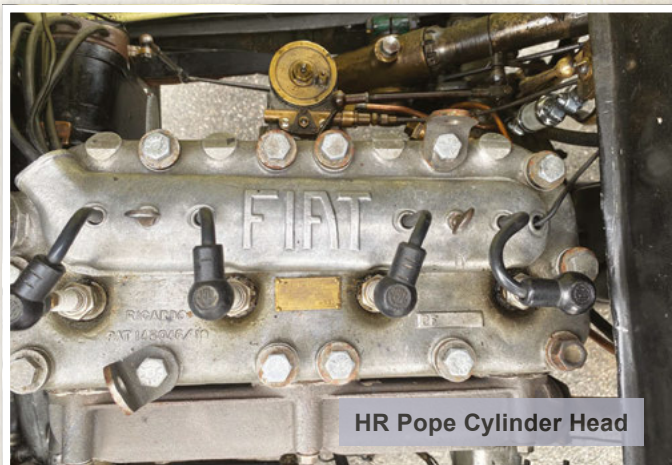
There we visited the large Kongsberg Church built from 1740 to 1761 which seats 2400 people. Externally quite plain, the interior is all timber based and is seriously magnificent with the altar, pulpit and organ facing the treasure mountain and the king's private area above on the first floor. Floor plan is unusual in that it is wider than deep with significant transepts on the ground, first and second floors.

On arrival at the cabin, the 501 was easily stirred into life. Since I last drove it in 1994, the car had been sold to a friend who hardly used it and eventually Trond bought it back and restored it again as a retirement project. Next day we headed off on the 380km to the rally. Once off the gravel road to the cabin the roads were all single lane and in very good condition.

Most of the way to the half way stop we travelled roads that were well treed on each side and close to the road. In places we drove alongside lakes, of which Norway has more than we have towns with aboriginal names. Most highways have an 80kph speed limit and 50kph in towns. On the single lane highways 80kph is enough as there is no provision to save the cars or trees from running off the road.



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



HR Pope Cylinder Head

Divided highways have a 90kph limit. There were a couple of places where we had to do a serious climb, which the 501 handled very well, assisted by the period English H. R. Pope aluminium Ricardo head. Most travelling was around 65 to 70kph for the 180km.

Our halfway overnight stop was at Åmli where the hotel is best described as a cross between a motel and a holiday camp. Here we met some of the other entrants heading south, mostly using trailers.

Next day (1st August) we continued south in nice sunshine, stopped for a picnic lunch beside a lake.

Then on to Treungen to the museum. An amazing collection of everything from Tsar Nikolas of Russia's gold watch to sewing machines as far back as 1842, several large walls of vintage telephones, a model of Notre Dame Cathedral made from 400,000 matchsticks and even an unrestored Fiat Tipo 503B amongst the cars.

After 160km we arrived at the town of Spangereid, where the Lindesnes Hav Hotel is situated beside the sea. Perfect for the rally with a long strip on the north side of grass then concrete, long enough to accommodate the 69 entrants cars in a long row with rears to the water and radiators facing the hotel.

Great view from the second floor. Then registration followed by dinner and then a walk among the cars in the long twilight. Speaking English at dinner was no problem. Seems almost a parallel language.

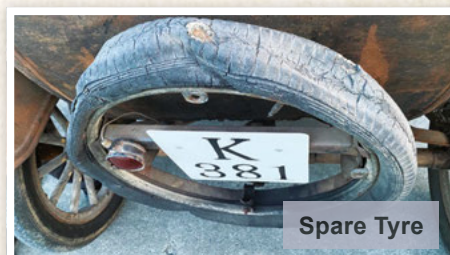
So what had entered? There were 21 Ford Model T's for a start. Understandable as Norway being a poor country during that period but the stand out one was the unrestored one and its spare tyre. Oldest were two 1908 Rovers, a 1910 Phoenix (rare) that Trygve Krogsaeter, the



Both Fiats beside lake



Unrestored Model T



Spare Tyre



German Aga front view



Aga car instrument panel view



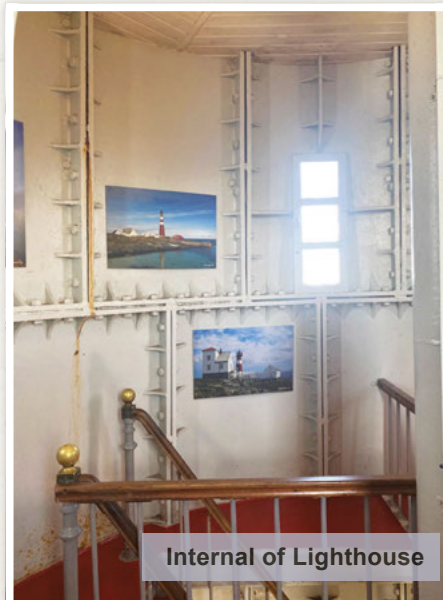
Aga car side view



## Tipo Torque cont.

Rally Director, said he has pushed it more than any other car on the rally, and a wide variety of makes both Continental and USA made. German representation was by one Aga tourer, modest in size but still with an imposing Vee radiator, now rallied by the son of the now deceased restorer. Italy was represented by one Ansaldo plus four Tipo 501 and the 510S. Harley Davidson was there in double force with two motor cycles, one with side car.

First rally day started with a 12km run to the Lindesnes lighthouse. Here the Germans built fortifications for their guns to keep The Skaggerack clear of allied navies. The Skaggerack is the body of water between Denmark and Norway. They said on a clear day you can almost see Denmark. Seemed correct. The fortifications are still in place but the guns long gone, hopefully into ploughshares. The lighthouse construction is interesting, being made of prefabricated steel panels bolted together.



Internal of Lighthouse

Then back along the coast road to Spangereid and then another 11km to the first challenge. Here we had to estimate the weight in grams of 1) a car battery, 2) an egg beater 3) kitchen scales. That was tricky. Onwards for another 30km following



Five cars at lunch stop

the Tulip diagrams to Lucky Strike. That seems a weird name for a place in Norway! Answer is that it also a bowling alley where we had lunch. Also a nice short walk to a beach beside a lake where some were swimming. Photo shows a 1915 Overland, Fiat 501, 1925 Mors, 1924 Bugatti Type 30, Fiat 501 in car park.

Post lunch it was a 30km drive through well wooded country to the Jan Arvid Lindland's Museum to fully fill the place with the cars parked. This chap made his money as an entrepreneur and the museum is mostly machinery for earth moving and cars. Coffee etc also provided. Earth moving equipment display was impressive. These early excavators were designed and made in Norway.

The afternoon drive of 67km back to the hotel was punctuated with a couple of serious hills which a few veterans needed assistance to climb. This is where the Trial of Strength fits in. After 10 km we met with a steep downhill warning. Fine for the good rear only brakes on the Fiats but an essential caution for some of the veterans.

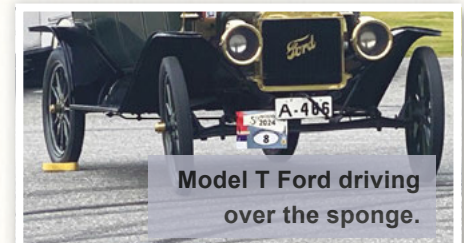
Dinner was preceded by drinks at 7pm followed by dinner at 7.30 with a talk of the next days driving.

Sunday driving headed out for 18km on good made roads to the next challenge in a school car park. Here we had to drive the passenger side rear wheel over a wet sponge. Bear in mind that the entrants had a big mix of LHD and RHD. That went



Downhill Sign

quite well for us but more difficult for the big cars. This challenge is worth trying back home.

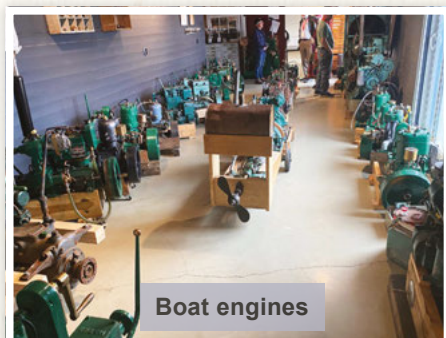


Model T Ford driving over the sponge.

After another 5km we arrived at an historic weaving mill. It ran for 90 years up to 1984 and has been a working museum since 1988. Small groups were brought on tours of the mill and shown working equipment. On completion there is the museum shop, of course. After lunch Trond introduced us to the museum's Archaeological Engineer who lived close by. Of interest was his slightly dismantled Fiat 501 tourer. It has a few problems which he is working on, including a wrong carburettor. We will be sending him one from Oz to fix his broken original.



Then off to Mandal, some 32km distant initially along well wooded roads and then onto the busy ones. Here we were impressed by the children's playground and its innovative equipment but also the collection of boat engines made in the nearby Marta engine factory.



Boat engines

The other museum attended was the Vigeland family museum, where Gustav Vigeland grew up. He was a famous sculptor and in Oslo there is a very large park where many of his full size statues are permanently installed. It is a "must see" when in Oslo.

Finally headed back to the hotel, but thinking we knew the way back we foolishly ignored the rally instructions and so missed the final challenge. Part of the return we were behind a 1908 Rover which motored strongly at 50kph. Final dinner was a very cheerful affair and included the compulsory awards.

## Return to ski cabin:

We varied the route slightly on the return and travelled through a 9.5km long tunnel. Halfway through we entered a wide section where emergency vehicles and breakdowns can be parked, but the illumination was all in blue light. Reason provided is that 9km of tunnel can be boring and is meant to be a "wake up" for drivers.

Once out the far end we headed for the Heddal Stav Church, meant to be the largest of the 28 surviving Stav Churches in Norway. Arrived too late for a tour, it is a serious tourist attraction. Stav Churches remain from approx. 1200AD but not earlier. Pre that period they were not built on stone foundations and eventually rotted away being entirely of timber. If ever in Norway a visit to one is a must! Several have a slot in the external wall where Communion could be given to the lepers.

By 7pm we arrived back at the ski cabin. About 400km in one day driving vintage. Car cleaned and put away for its next adventure. Next day the 501 was left behind and we drove back to Oslo packed into the 510S. Trond encouraged me to drive it through the farm land areas and took over when we neared the city limits. Because of the car's history I have driven this car in



Heddal Stav Church

New Zealand, Germany, Denmark and Norway. Heavy steering when parking (as expected), but otherwise it drives very sweetly and just quietly progresses, no doubt as it was designed to do just after WWI for wealthy owners.

Next day and the 510S brought us back to Oslo in nice sunshine. Perfect hood down weather.

So vintage motoring is a great way to see parts of Europe in detail. Thoroughly recommended.

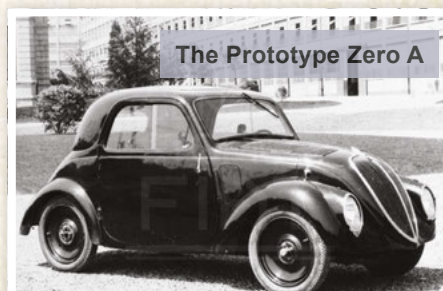
Thank you's to Trond and Eva Thorbjørnsen for their friendship and loan of their Tipo 501 and to Trygve Krogsaeter and his crew of the NVK. Trygve is not a stranger to Australia having been here for a veteran car rally. He is currently restoring a 1905 Darracq to a very high standard. This restoration was assisted by the late Francis Ransley of Tasmania, who provided much assistance with the early stages of the Darracq restoration.

## Ninety Years Ago *By Kevin Lemm, Photo courtesy of Centro Storico FIAT* *Information from 'Forty Years of Design' by Dante Giacosa*

On 7 October 1934, the first test run of the prototype FIAT 500 (Project Zero A) took place. The two men responsible for the project, Dante Giacosa and Antonio Fessia, shared the drive. Followed by a support team driving a Balilla, the two men successfully completed a circuit out of Turin to La Serra and back, some 900km. Giacosa reported "On the road back from Biella, driving toward Turin,.....we went through Fessia's hometown,

Borgomasino. He drove through it at a fantastic speed to impress his astonished fellow townsmen". Giacosa's test report was positive "Nothing had gone wrong, road holding was excellent, the brakes worked well". Just as well, as the two men, both from the Aircraft Division of FIAT, were under some pressure to deliver to President Agnelli an efficient low-cost vehicle for the Italian people. The photo shows the test vehicle looking

remarkably like the production 500A in appearance, apart from the streamlined headlights reminiscent of the early 6-cylinder FIAT 1500.



The Prototype Zero A



# FIAT V ALFA BOCCE CHALLENGE

## Club Italia St Albans

*By Maria Di Censo*

*Photos: Roger Beattie, Deb Judd*

On September 7th the Alfa and Fiat Clubs came together again to enjoy another fabulous and friendly Bocce competition.

A fun evening was had by all ... albeit a trifle confusing and much laughter with the setting up of the teams. I guess this is how the Italians do it ... everyone in charge and all speaking and yelling instructions at the same time!!

Luckily for us, we had Sandro's booming voice to keep everyone in check. Once the team were set up, the rules finessed and the "rulers" were brought out to measure whose ball was closest. It was plain sailing!

Congratulations to the Alfa Club for winning the trophy this year.

My team was made up of Alfa and Fiat members which for me personally, was great as I met a lovely couple from the opposition.

I am looking forward to next year's competition where I hope we have just as much fun as this year.

Thank you to Club Italia who once again provided an abundant spread of amazing food.

Thank you to all who were involved in the organisation of the event.



A packed room ready to begin



Which ball is closest to the boccino (jack)



The Starting Line





Bruno receiving the Challenge Cup



Joe in action



Serious discussion over Pizza !!Nadia and Sabrina



Dinner – a full house



# 4th Pan European Automotive Historians Conference

By Roger Beattie, Anej Ferko

Busy days all through September led me to believe I might not actually make it to Germany for the 4th Pan European Automotive Historians Conference this year. Somehow I managed to get a few things under control and booked to be away for just a week, it was going to be a lot of travel for the time spent away but after enjoying the previous conference so much in 2022 I thought it worthwhile. My increasing interest in automotive history only fuelled more by these events.

Opening up with a welcome dinner and a chance to greet a number of people I had not seen for a couple of years was an ideal launch into a weekend of presentations on topics ranging from the history of automotive history to the modern art collections of the ADAC (German RACV). The venue of the Autostadt in Wolfsburg was chosen due to the integrated nature of the site.

Over 28 hectares there are museums, display pavilions for each of the VW brands, hotels, restaurants and conference facilities along with the major towers that store new cars for collection by local owners. As you will see from the photos the Autostadt turned on a wonderful event and provided full audio visual support for all the speakers.

There was a book of the abstracts handed out so if anyone has a particular interest in the content I will be more than happy to discuss the more esoteric elements of our automotive hobby.

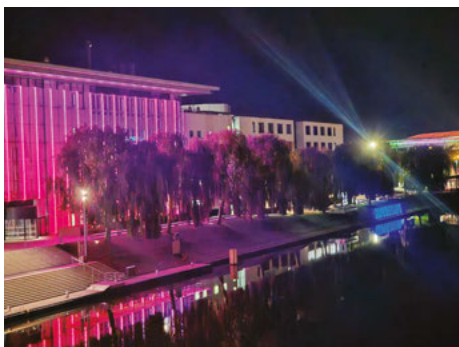
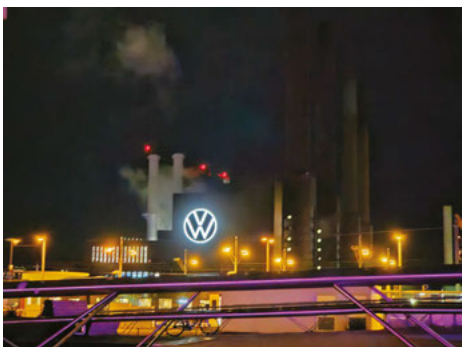
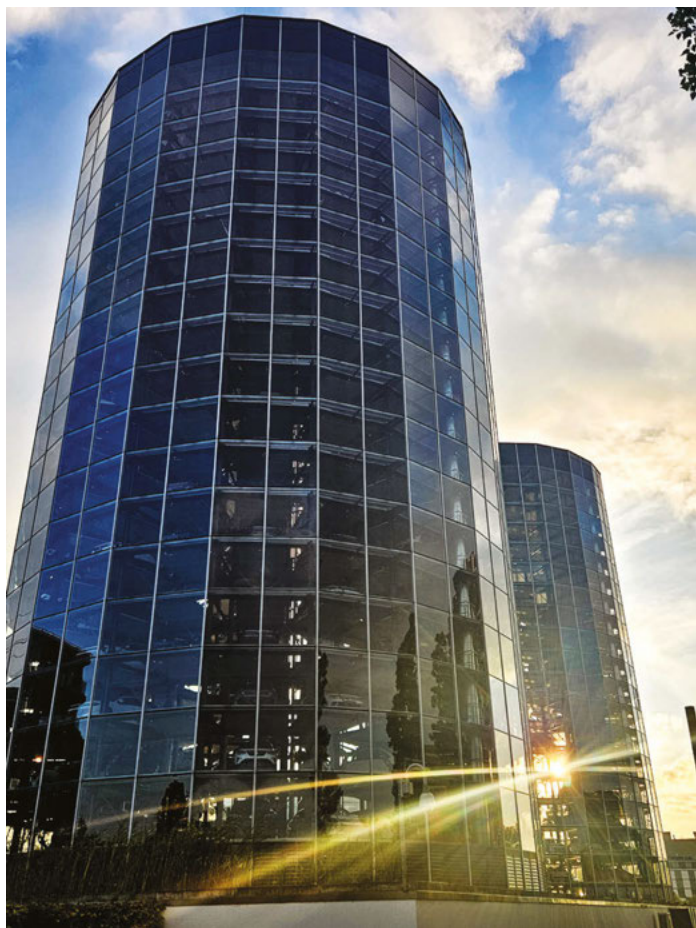
For this event FIVA (Federation Internationale des Vehicules Anciens) has taken a role in assisting with the organisation and logistics. This has broadened the market to a global group and after some discussions with the organisers the search is on for more content from the Asia-Pacific region for future events.

The location for the next event has not been arranged but there are certainly some interesting sounding prospects that might fit the bill. In the northern autumn of 2026 I expect I will be travelling to some exotic location with a presentation or two up my sleeve and the expectation of another fun conference.

As always, please chat to me about any aspects of history that you find engaging. As VP of the local automotive historians group I know there are many stories left out there to discover and bring to life in presentations or book form. A number of contributors to this magazine have their own secret archives of interest that we may uncover later in some dedicated articles. I am looking forward to reading them already.









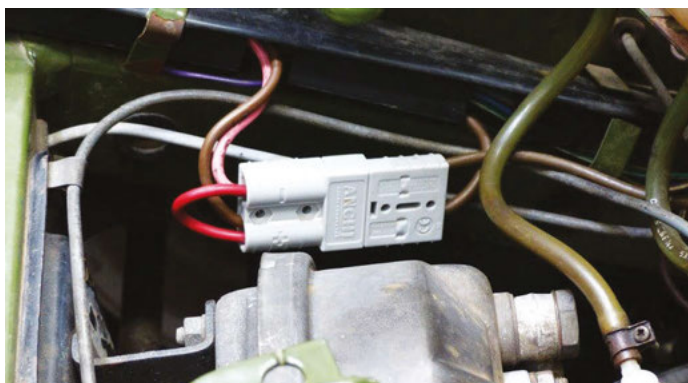
# FIAT 128 ELECTRICAL UPGRADE

*By Keith Ellis*

A few members have expressed a loss of voltage especially to the wipers in their 128 Coupes. I had first found the connectors in the 4-way block mounted on the “chassis rail” adjacent to the brake booster were quite loose. Possibly though heat when electrolysis set in?

Initially I tried cleaning up the terminals and closing over the original lugs but this was only a short-term fix.

A small Anderson type connector has higher quality terminals and although designed to transfer both -ve and +ve I added a link on the downstream “half” to ensure that when the 2 parts are separated it has isolated the low-tension side of the battery supply.



**Pic 1.**

Being quite old school, I have cut off the old terminals to get some clean copper wire, tinned the wires before soldering them into the new terminals. I have not bolted the connector back to the chassis rail but left the connector floating to make it easy to separate and isolate the low-tension side of the battery.

Around the same time I found that if I ran the heater fan, the indicators would stop working at idle.

Again, out with the trusty volt-meter. The culprit, the voltage regulator. I have replaced the original Bosch regulator with a solid state electronic regulator, as per

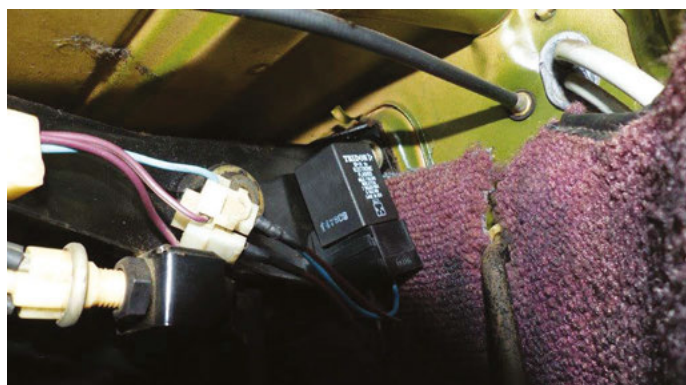
the attached pic. Do a search on your trusty internet search engine for Bosch RE55 regulator will find sources with prices from about \$50 to \$80.



**Pic 2.**

I can be a little pedantic so I carefully removed the regulator wiring terminals from their white plastic housing. The white/black (bianco-nero) wire is an earth and I had a male spade terminal designed to be bolted to earth. The other wires received some rubber insulators. A very easy fix as the new regulator even fitted to the old mounting holes.

While fossicking around in my electrical spares, I found a Trico Electronic Flasher “Can”. I have mounted this in a Hella relay plastic mounting block and extended the wiring as you can see in pic 3.



**Pic 3.**



# Coming Events

## General Meetings

November 14th 8pm Veneto Club

December 12th 8pm Veneto Club

January 9th 8pm Veneto Club

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

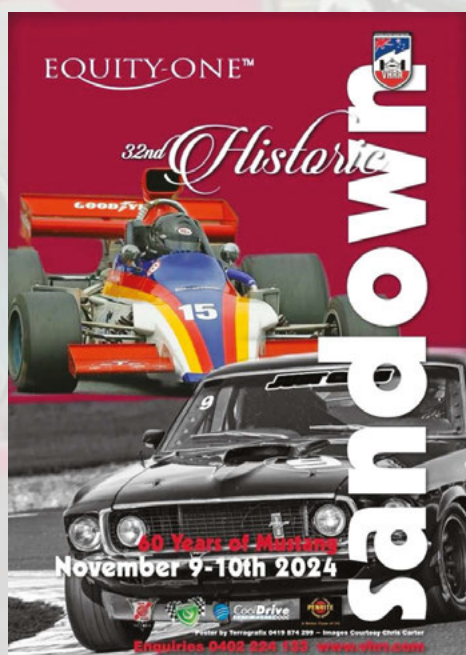
Contact Sandro Cesario 0420 277 701

## Caffe di sabato

Nov 2nd Veneto Club  
9.00am

Dec 7th FCCV Festa  
La Baracca

January No Caffe di sabato in Jan



## Historic Sandown

**November 9-10**

**FCCV will be having a display  
on Sunday 10th**

Contact Sandro for details  
0420 277 701



## Motors and Masterpieces

**November 22-24**

**Melbourne Showgrounds**

**FCCV Display**

Contact Sandro Cesario  
0420 277 701



# ***Coming Events***

## **GEELONG REVIVAL**

MOTORING FESTIVAL



WATERFRONT GEELONG, VICTORIA  
[WWW.GEELONGREVIVAL.COM.AU](http://WWW.GEELONGREVIVAL.COM.AU)

# **Geelong Revival**

## **November 23-24**

## **Geelong Foreshore**

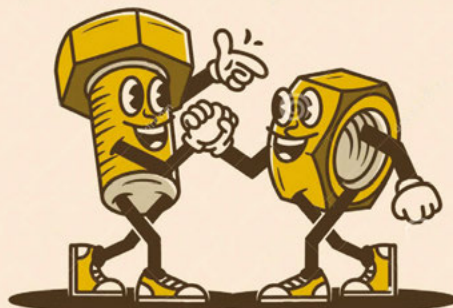
Not an Official FCCV Event but there will probably be members attending. Watch for notifications by Fiat Pronto

[WWW.GEELONGREVIVAL.COM.AU](http://WWW.GEELONGREVIVAL.COM.AU)

# **Nuts and Bolts Quiz**

**December General Meeting**

**Thursday December 12**



**Come along and form a team to take on the challenge**

**Held after the General meeting**



# SHOP THE FIAT 124 EXPERTS

## We know FIAT Spiders

Auto Ricambi travels the world to find the highest-quality items for your FIAT. If we cannot find them, we have them produced. We stock the hard-to-find items that you need for your classic FIAT. This focused effort has resulted in the largest inventory of Fiat 124 parts in the world.



**As much as 60% lower international shipping rates!**

## #AutoRicambiLocal support

Owning a classic or new FIAT is an experience that takes you back to a time when driving was fun. Guess what, it still is, in a FIAT!

Auto Ricambi is committed to supporting local enthusiasts. Our team of experts is always ready to assist you in maintaining your classic or new FIAT. We ship globally every day, now with new, more affordable international shipping rates that help you save. Ordering is a breeze with our user-friendly website, which displays your purchase in local currency and includes all duties and taxes. This ensures a hassle-free experience with no unexpected costs!

## Auto Ricambi has the Experts

Our experienced staff of enthusiasts have over 100 years of combined FIAT experience makes us *THE* FIAT 124 experts.

Visit our website or email us for helpful information and tech support. **AUTORICAMBI.US**

PHOTO BY KILLBOY.COM

60% LOWER  
SHIPPING



Auto Ricambi proudly supports FIAT clubs and events such as the FIAT on the Dragon! #AutoRicambiLocal

**EVERYTHING FOR YOUR FIAT, FROM THE FIAT EXPERTS!**





# **FIAT CLUB FESTA**

**Saturday December 7th**

**LA BARACCA,  
REAR OF VENETO CLUB**

**BBQ AND CAR DISPLAY**

**Breakfast till 11am**

**BBQ Lunch 12noon – 1pm**

**Members and Families are invited to bring your cars to Show n Shine  
All food provided, BYO Drinks**

**Pre purchase tickets on Eventbrite \$10 p/p  
Tickets must be purchased by 2nd December deadline**



**CONTACT MARIO DI CENSO 0419 171 661  
PAUL POZZOBON 0418 552 290**