



FIAT Month

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

www.fiatclub.org.au

SEP 2024

Vale Peter Bartold

Barry Ellis Memorial EcoDrive



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SEP 2024



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

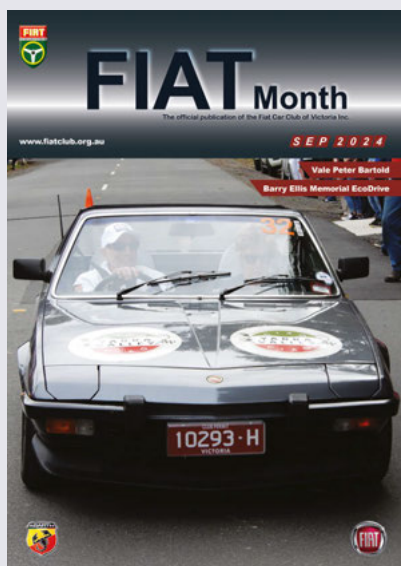
The Veneto Club
191 Bulleen Rd, Bulleen VIC 3105

FIATmonth Editorial Committee

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

FIATmonth deadlines

5th of the month prior to publication.
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Deadline: 5th October 2024



Front cover:
Peter Bartold's X1/9

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2024-2025

THE CLUB COMMITTEE

President

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Vice President

Sandro Cesario, M: 0420 277 701

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Vacant. Contact Secretary
secretary@fiatclub.org.au
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with events up to the end of 2024

Social Co-ordinators

Mario Di Censo; Paul Pozzobon
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M: 0411 185 779

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 2023-24

MSCA Delegate

Marisa Gangemi

CAMS Delegate

Paul Freame

Supper Organiser

Paul Pozzobon

AOMC Delegate

Roger Beattie
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Library

Bruce McCann

Communications Officer

Peter Bartold
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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



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David Plummer*
Graeme Shephard*
Richard Carlson*
Barry Ellis*
Noel Tyzack
Peter Bartold*

Lyn Bartold
William Freame
Colin Templer
Jon Carroll
Robert Judd
Debra Judd
Phillip Buggee

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

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

Life Member and Patron — Peter Bartold

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Bruce McCann
Danny Petterlin

Mark Rae
Tony Romeo
Joseph Sammut

Gary Spencer
Shayne Williams



My thanks to all the wonderful members of our club who have given me so much support and love during this difficult time of the loss of my husband Peter, our Club Patron. Over our 54 years of membership of the club we have always felt, welcomed, encouraged and supported in all ways, and never more so than now.

Lots of visits, phone calls, notes, cards and offers of assistance has helped me to deal with what will be a complete change in my life. I am thankful to be surrounded by club members who have offered all sorts of assistance and will continue to do so over the coming weeks and months to deal with what to do with our collection of cars and the huge amount to spare parts, both new and used, that fill our garages and sheds.

From the Editor...

With my family, we will take our time to work our way through these decisions, but there certainly are things I will not be able to part with because of how much Peter loved them – and anything X1/9 will be top of this list!

This edition of FIATMonth has many tributes and fun stories about Peter and his love of Fiats and the Fiat Car Club so please enjoy them. My thanks also to the club for the “PeterBella” event that was held at La Baracca, which gave us all a chance to bring out our favourite cars, have our usual BBQ and to exchange some of our favourite stories about Pete. Thank you also to club members who were at the Winton Motorkhana and the MSCA event where black tape was put across the cars headlights as a sign of respect.

I am sure I can hear Peter saying “what is all the fuss about” as he was a person who was very easy

going and did not do things in order to be praised. Our love of cars, in particular Fiats and other Italian models was something we shared throughout our life together. Our life in the Fiat Club has introduced us to many life- long friends both here and interstate and those friendships are helping me deal with this unbearable loss – so thank you to you all

I will continue with my commitment to the club and attendance at the great range of events and gatherings that we offer. I really appreciate the offers of help I have received and I certainly will be calling on the experts who can come and start one of our Classics when I can't etc,etc!!!

Let's all remember Peter for what he was – a lover of all things Fiat, his dry sense of humour , his great smile and everything he has contributed to the club in the past 54 years.

PETER'S MUCH LOVED X1/9

Our X1/9 as it was when we bought it in 1984, with new number plate added

The X then changed to Navy Blue, then Grigio as it is today with a new interior (made by Lyn)



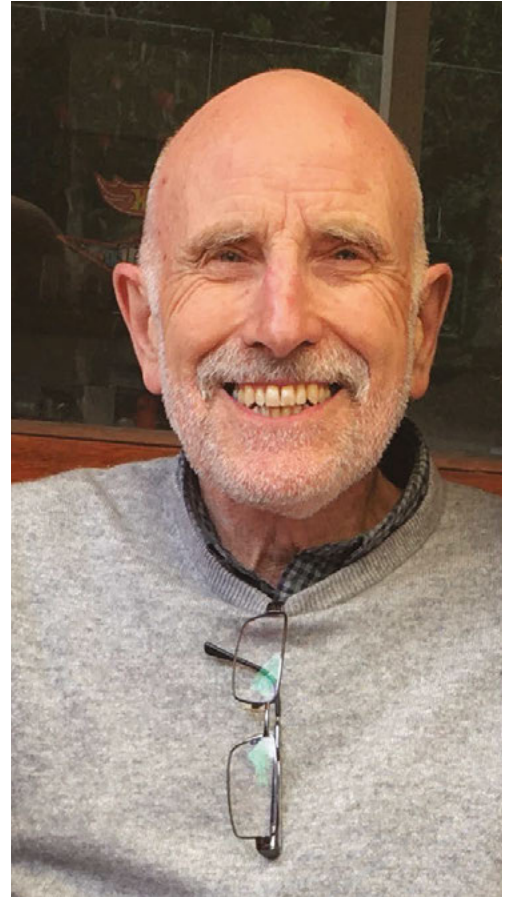
Original colour of our now Grigio X1/9



Rapporto del presidente



It has been another hectic couple of months but the thing that stopped us all in our tracks was the tragic passing of our great friend, life member and Club Patron Peter Bartold. Much will be written in this and subsequent magazines about much he will be missed in all those areas of our lives. Between writing this and the publication date we will be sharing in a 'Peterbella' at the Veneto club to celebrate Peter's life and the part that the FIAT community played in it. I hope that most reading this were able to attend.



Sometimes in the cooler months the activities of a club tend toward hibernation. Apparently the members of this club do not share this trait as we have had all sorts of things going on. One particularly busy day had me attending the La Mana "Family Fun" morning then head off to the Vintage Drivers Club to witness the awarding of the centenarian certificate to Richard Unkles 501 'Taxi'. I have included some pictures of both as they really highlight the broad spectrum of club activities.



La Mana Family Fun morning



The 125 event is really starting to come together for November and another reminder is on the back cover. While I have heard from plenty of people locally that plan to attend the majority of entries received have been from interstate enthusiasts including many that are not part of FIAT based clubs which should make for interesting stories.

While thinking about interesting stories my mind leaps to the Nationals which will be featured elsewhere in the magazine. We have conducted a couple of motorkhanas to sharpen our skills and will enjoy a good run up to Sydney to rekindle old friendships. Recent events have reminded me and I hope all of us of the importance of keeping in touch and enjoying the company of our friends and colleagues. Just like we did at the recent Caffe di Sabato with a surprise BBQ brekky from 'Team Italia'.

The artistic among you will notice the inclusion of the first of our ongoing Photo Competitions. Try to find an aesthetically pleasing way to capture a club event and send in the pictures. So often we see good pictures in all sorts of locations but we need to get them to Lyn for inclusion in the mag. Always happy to help if there are transfer issues due to resolution or other technical constraints.

Until next magazine.



Team Italia Brekky



Richard Unkles 501 'Taxi'

FIATMonth Photo Competition

There are always some great photos taken at club events that appear on our Facebook but when I download them, or ask the photographer to send them to me to include in relevant articles they are very low res, and not acceptable to our Layout Designer or the quality of FIATMonth that we aim at producing.

To encourage our photographers to consider the resolution of their photos, I am awarding a prize for the best photo of the month and it will published in FM. The resolution must be at least 2 mbs and sent to me at editor@fiatclub.org.au



CLUB CALENDAR

SEPTEMBER - NOVEMBER 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.

SEPTEMBER

- Sat 7** **Caffe di sabato Veneto Club 9am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sat 7** **Fiat vs Alfa Bocce Challenge. 6pm Club Italia, St Albans**
Contact Paul Pozzobon 0418 552 290
- Thurs 12** **General Meeting. Veneto Club 8.00 pm**
- Sun 15** **"Harry's Run" in honour of past Life Member Harry Baker. Run to Upper Beaconsfield**
Contact Richard Unkles 0411 185 779

OCTOBER

- Sat 5** **Caffe di sabato. Veneto Club 9 am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sat 5 – Sun 6** **Melbourne Italian Festa. Exhibition Building and Museum Plaza**
- Sun 6** **FCCV Display at Melbourne Italian Festa**
Contact Joseph Sammut 0412 211 581
- Thurs 10** **General Meeting. Veneto Club 8.00pm**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sat 12- Sun 13** **AROCA 10 Hour at Winton. FCCV members competing**
Contact Joseph Sammut 0412 211 581 or Sandro Cesario 0420 277 701
- Sun 20** **Run to Anzano di Puglia Italian Social Club. Leakes Rd Truganina**
Contact Joseph Sammut 0412 211 581

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

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 12th September,
Thursday 10th October,
Thursday 14th November

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

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

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

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

Fiat Car Club of Victoria
Is affiliated with
Motorsport Australia
MSCA

**Compiled by
Roger Langdon**



Membership News

Tony Romeo, Membership 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 –

Julian and Alice Dragone	Modern FIAT 500, Mitsubishi Lancer
Simoen Van Der Meent	(David Reidie's TARGA Co-Driver)
Ashley Fini	1968 FIAT 500
Frank Farina	Modern FIAT 500 Abarth
Manuk Canik	
George Demoel	1925 FIAT 501 (ex David Wright)
David Petrucelli	Collection of FIAT 500 Abarths
Michael and Rita De Martinis	Modern FIAT 500
Frank Marchitto	

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
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 Bill Freame

Photos by Marisa Gangemi

From the Editor – thanks to Bill Freame who is the stand-in Competition Secretary until a permanent one is found. If you are interested in taking on the position please contact our Club President, Roger Beattie.



FCCV Officials at work

Past events

The Winton Festival of Speed, including two days of motorkhana action on the sealed skid pan, also attracted several competitors from NSW, appreciating the double header of two days competition, comprising 24 tests with none of them repeated. FCCV ran the state round on the Sunday and I would like to express my appreciation to Rob and Deb Judd, plus Dallas Benbow who attended to help officiate on the event, rather than being involved as competitors. Competition on Sunday finished at around 3pm, after the 12 tests had been conducted. See the report on the event on page 11,12.

MSCA Sprint at Winton

Marisa as the only FCCV competitor at this event There was a minute's silence held during the drivers briefing for Peter Bartold. Marisa says that she dedicated her race to Peter Bartold, David Langmead and Warwick Eaton, all long-time competitors or officials of MSCA. Marisa says that "Peter Bartold was an important member of FCCV and someone she always looked up to. He was a fellow Abarth racer and X1/9 enthusiast. He was a true gentleman, both on and off the track. Peter you will be greatly missed".

Marisa was lapping quicker than she usually does, breaking out on her nominated regularity time. Well done Marisa!

Nationals Practice Motorkhana Pakenham

Pakenham Nationals Practice Event. This was an interesting day, with tricky surface conditions making tyre grip very limited, especially as the grass surface disappeared, replaced by mud. Therefore, careful application of power could be rewarded and noticed by the assembled drivers watching from the shelter of the club tents. It was a very good practice on low grip surfaces for all of our members that are intending to represent our club at the Nationals, especially if the recent and regular wet conditions continue on the Sydney club grounds, leading up to the event.

As our club will be the defending 'FIAT of Italy Cup' champions it is important that we give ourselves every chance of retaining the trophy for another year. By the time you are reading this report the event will have been run and the winners will have been announced. If we have successfully retained the FOIC trophy it will be on display at the September GM.

Fiat Nationals. The FIAT Nationals event were held on the 24th, 25th of August. FCCV is represented by 15 members The FCCV competitors were encouraged to display a black stripe across their right headlight, for Richard, Warren and Peter, as we have lost the 3 of them since the previous Nationals last year.

Farewell MSCA friends

David Langmead

SOCV
Past MSCA President
MSCA delegate



Peter Bartold

Fiat Car Club of Victoria



Warwick Eaton

TSOA
MSCA Flag Marshall



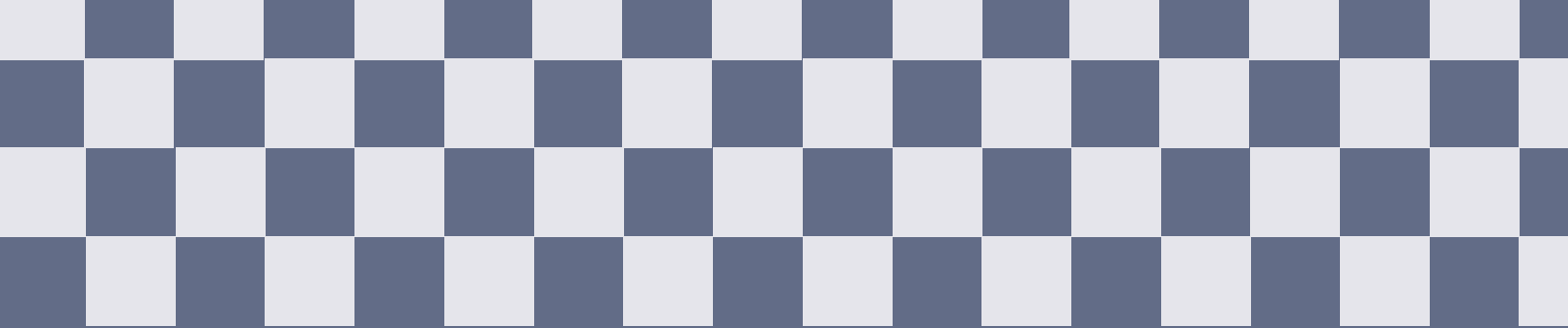
MSCA Friends Farewell



Peter racing his Abarth



FIAT month — September 2024



Pakenham Officials



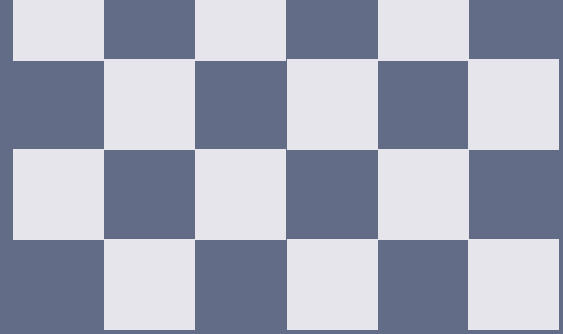
Winton Motorkhana



Pakenham Officials

Competition Report

cont.



COMING EVENTS: SEPTEMBER-OCTOBER 2024

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

SPRINT EVENTS		
Sun 15th September	East Sale Sprints	Sale RAAF Base
Sun 29th September	MSCA Sprints	Phillip Island
MOTORKHAHA/KHANACROSS		
Sun 22nd September	PAC Dirt Motorkhana	Pakenham
Frid 27th September (AFL Holiday)	FCCV Motorkhana Khanacross	Bryant Park
Thur 24th to Sun 27th October	Aust Motorkhana	Avalon (dirt)
AROCA 12HOUR RELAY		
Sat 12th to Sun 13th October	FCCV Team	Winton
HILLCLIMB		
Sun 29th October	GCC Hill Climb	Bryant Park
Sun 29th October	MGCC Hill Climb	Rob Roy

What is blatantly obvious right now is that our club is desperately short of accredited officials who are qualified to help run our competition events. There are a very small group of us who can be nominated on the application for a permit from Motorsport Australia.

If you really do want to help us run a motorkhana or a sprint event, please, do the online training course for whatever you want to qualify as. We need Scrutineers, Time Keepers, Event Secretaries, Stewards and Clerk of Course accredited officials.

This is what we need as a club, however, with many of these licences you can be involved with higher levels of motorsport, if you want to be. That includes major competition events like Touring Car Championship, the Australian Grand Prix meeting, Historic Races at Phillip Island and Winton, or you might want involvement with Rally Championship events. Scrutineers get up very close to the (stationary) competition vehicles, a lot closer than from a spectator mound. We need your help to continue running quality competition events.

Way off in the distant future, Targa Classica is scheduled for 10th-13th March 2025. In my opinion, this is the future of any Targa events, as I can't see much future for the Targa Tasmania and Targa High Country style of events, with the bad publicity following too many deaths in recent years. Targa Classica is ideal for our classic cars, but not limited to them.

The event is conducted on open public roads, for the touring stages with other road users sharing the roads. There are often visits to Go-Kart tracks and Airports for more challenging stages where it is better to eliminate all other traffic distractions. It's all very safe and quite suitable for absolutely standard cars, with plenty of action for both members of the crew to be kept quite busy.



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Winton Festival of Speed Motorkhanas

By Bill Freame

Photos by Marisa Gangemi

The weekend of 3rd and 4th of August was when the Winton Festival of Speed was scheduled to be run and same as previously, additional entertainment was two days of motorkhana competition on the skid pan area which is on the inside of the sweeper. Being a two-day event, there were several competitors from NSW that had decided to make the trip for two days of competition. The remainder of the entrants were from Victorian clubs.

Saturday was a Group 5 event, run by the Toyota Car Club and Ford Four Car Club with 12 tests running, two at a time. There was a great variation across the tests with some quite quick driving, running, two at a time. There was a great variation across the tests with some quite quick driving required on a few and very accurate placement required on others. FCCV was represented by seven members on Saturday and reduced back to six on Sunday.

Sunday had the FCCV running the day as a round of the Victorian Motorkhana Championship, so it was also under the watch of a Motorsport Australia appointed Steward. Bill and Rob were sharing the responsibility of Clerk of the Course duties, with Deb Judd and Dallas Benbow helping as officials on the tests. Again 12 tests would be run, including the eight FIAT Nationals tests to sharpen us up with, by then, only three weeks before the big event. It is with great appreciation that I mention that Dallas, Rob and Deb had made the trip to Winton to help run the day with (just) enough officials to ensure it was a successful day. This club remains desperately short of accredited officials to run a simple day of competition just like this was.

On both days the drivers briefing could only be held during a lull between races on the track,



Otherwise, it would have been a bit too noisy to be heard. Competition began at around 10am and on Sunday was all finished by 3pm, enabling much of the travel back to Melbourne to be done in daylight. The Freame clan were the last to leave and we were on our way by 4pm after a most enjoyable weekend of competition with our two cars.

During a lengthy lull in proceedings on the race track during vehicle recoveries, the trackside photographers often turned their attention to our activities of motorkhana driving which was always happening on one of the two test fields. There is also a possibility that our activities might have been screened 'live' on 'Blendline TV' as has happened on previous years.

As a mark of respect for the loss of our esteemed Life Member and Patron, Peter Bartold, all the competing FCCV cars had a strip of black electrical tape across their right headlight and that action will most likely be repeated again at the Nationals.

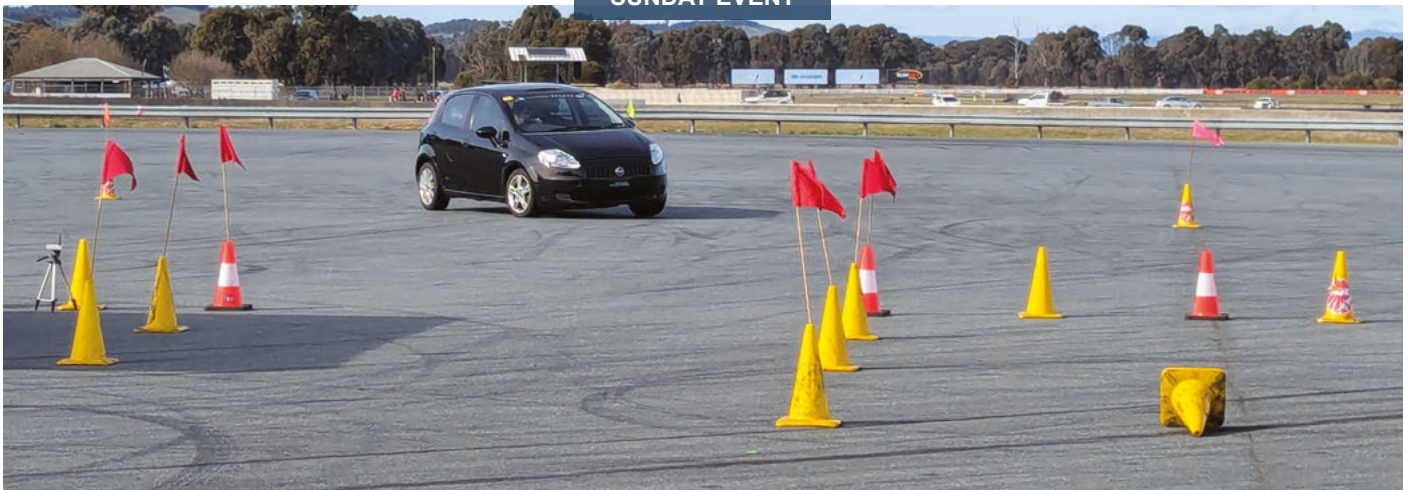




SATURDAY EVENT



SUNDAY EVENT



The Barry Ellis Memorial EcoDrive 2024

By Warren Reid AHSDC
Photos: Jeremy Tassone & Roger Beattie

NOTE (from the Apprentice): Our thanks to Bill & Paul Freame for organising another Barry Ellis Memorial EcoDrive, and also thanks to Phil Buggee & BOI Performance for supporting the event.

The Austin Healey Sprite Drivers Club was invited to join us on the run and Warren Reid from AHSDC has kindly written the following article. Thanks Warren. It is always refreshing to have new writers bringing their perspective to FIATMONTH.

Deb

We've run with the FIAT Car Club on their economy run, off and on over many years. This year it was great to have another invite from Fiat Club stalwart Bill Freame to again join in their Ecodrive on Sunday 21 July.

My first memory of Fiat EcoDrives (Economy runs then!) goes back to the 1980s when we also tended to see a lot of the Fiat club and a number of other clubs at MSCA events and the occasional motorkhana. In those days we generally didn't have to worry about alternative fuel sources such as electric cars (or even diesel cars!), so the calculations in general were much simpler.

Having said that, I can remember having to stand on some scales for one of the early economy runs as Bill would then normalise all the competitors and cars by calculating tonne miles per gallon for each car (also utilising the published tare weight for each vehicle from some reliable publication – no web in those days!). In fact I vaguely remember people trying to find all manner of information to convince Bill that their car was actually heavier than the official published figure by presenting gross vehicle masses or similar.

However, Bill was no fool as he was still working for Automotive Components (previously Repco) then and would politely dismiss their ruse with a wave of the hand and then produce a definitive publication that would rapidly stop them in their tracks. I believe



Andrew & Bill Deep in discussions at the start



Roger's FIAT DOBLO - The most Economical Vehicle

the weighing of car occupants may have gone by the wayside after complaints from some navigators!

I do vaguely remember the first Fiat Economy run I competed in sometime in the 1980's and I'm sure it was raining at that event and I'm glad to report that it was no different for this event. In fact I do also remember and was impressed with how seriously people were taking that event by trying to keep the heat in their engines by using blankets and other

paraphernalia in the engine bay when we stopped for lunch. Sprite club drivers even used to lean the SU carbis back a few flats to try and squeeze a few more elusive MPG out of the 1930s technology under the bonnet. How times have changed! In fact I don't think much engine or fuel system fettling takes place these days, let alone pumping of tyres up to 45 psi. In fact for the four AHSDC club cars entered in the event the easiest option this year was not to take a Sprite, but the lightest car you could find with fuel injection. Derek Pickard even decided to fill his ALFA 147 with fuel before the event!

Owen and Chris Crombie in the Scirrocco looked to be taking the event seriously by closely plotting out the route, whilst Graham and Sue Dows looked supremely confident in the X1/9 knowing they had light weight on their side and Sue's navigation skills. In fact there were no questions to answer as part of the event, rather various Fiat club observers were stationed at strategic points along the course to ensure that entrants hadn't accidentally taken short cuts. I'd looked at the fleet of cars at home and since I'd been denied use of the Mazda 2 by Wendy, went for the next best combination of the 1750 Alfa with the fuel injected twin spark engine.



Ready to go – Bob and Bruce, Jeremy and Tanya

We started at Hungry Jacks in Rowville with approximately 17 other Fiat club teams and proceeded to meander 100 km through the Dandenongs, ending up in Wandin where cars were filled up and then proceeded on to Lilydale for lunch. Not too challenging a run when you have someone to follow from the navigation perspective (thanks Graham, Sue, Owen and Chris) since Derek and I didn't have navigators.

After the first kilometre or so all of that previous economy run driving technique memories started flooding back (pun intended). Once you are a serious economy run driver, then always a serious economy run driver! First thing, momentum is your friend. Trying to anticipate when traffic lights will change to green (or red!) and keeping speed up around corners is paramount. Once out into the back blocks then the

challenge is to conquer the numerous hills that Bill had cunningly found, without using too much fuel.

The analogy I was told years ago was to always think that there is an egg between your right foot and the accelerator pedal. The egg needs to stay intact the whole distance! The technique adopted is to use a trailing throttle down hill (this should cut fuel flow on a FI car), but then make sure you can speed up towards the bottom of the hill and then slowly back off up and over the hill.

This was practiced with great enthusiasm although I began to notice that the others ahead of me would often disappear up the hills, at which point I would then try and furiously catch up on the downhill sections to ensure I didn't lose them at the next intersection.



On the road – Jill & David



On the road: Richard Ferlazzo



Refuelling

The Barry Ellis Memorial EcoDrive 2024 cont.

Anyway, everyone seemed to enjoy the drive (without too much rain) and make the fuel station and then continue onto lunch. Receipts were obtained and submitted to the Fiat club and then results were announced. Of the competitors, last belonged to a Ford F100 with a 7 litre V8, that unsurprisingly was a little thirsty using 20.8 litres! First overall belonged to Roger Beattie from FCCV in a Fiat Doblo diesel using only 3.84 litres.

It was interesting to note that results were presented in \$/100km with a number of sub classes. That way it was possible to compare all competitors on a cost basis – even electric vehicles (in theory). The overall results are shown in the attached table. For those who prefer bigger is better for their fuel economy numbers then the winner had an economy of 20,442 furlongs per barrel (of oil) whilst the worst economy was 3762 furlongs per barrel.

A good time was had by all and we particularly need to thank the Fiat club for the invite again and we look forward to joining them again next year, perhaps even in a Sprite/Midget!



Lunch stop in Lilydale



Lunch at Olinda Creek Hotel, Lilydale

BOI Performance EcoDrive 2024 – Barry Ellis Memorial

Car No	Entrant First / Surname	Passenger First / Surname	Club	Car Make / Model	Class	Fuel Used Litres	Fuel Price \$	Fuel Economy L/100km	Fuel Economy mpg	\$ Economy \$/100km	Class Place	O/R Place	Entrant First / Surname
4	Roger Beattie		FCCV	Fiat Doblo	D2	3.84	1.889	3.87	72.982	7.310	1	1	Roger Beattie
12	Paul Freame	Mark Freame	FCCV	Fiat Punto Emotion	D2	4.18	1.889	4.22	66.929	7.972	2	2	Paul Freame
14	Peter Kerr		FCCV	Peugeot 307	D2	5.43	1.889	5.48	51.540	10.352	3	5	Peter Kerr
3	Bruno Tonizzo	Fiona Tonizzo	FCCV	Ford Focus	D2	5.94	1.889	5.99	47.152	11.315	4	7	Bruno Tonizzo
15	Graham Dows	Sue Dows	AHSDC	Fiat X19	U2	6	1.995	6.05	46.684	12.070	1	8	Graham Dows
8	David Wright	Jill Wright	FCCV	Fiat X19	U2	7.6	1.775	7.66	36.872	13.597	2	10	David Wright
11	Danny D'Mello	Isabella & kids	FCCV	Fiat 500c	U3	8.27	1.775	8.34	33.866	14.804	1	13	Danny D'Mello
19	Warren Reid		AHSDC	Alfa Romeo 1750 GTV	U4	5.41	1.775	5.46	51.729	9.692	1	4	Warren Reid
20	Derek Pickard		AHSDC	Alfa 147	U4	7.19	1.775	7.25	38.957	12.869	2	9	Derek Pickard
6	Rob Judd	Deb Judd	FCCV	Fiat 131 SuperBrava	U4	7.71	1.995	7.77	36.350	15.501	3	14	Rob Judd
10	Laurie Bongailis	Rory	Mk1 Owners	Ford Cortina	U4	8.42	1.995	8.49	33.267	16.938	4	15	Laurie Bongailis
18	Duke Luu	Jenny	FCCV	Fiat 124 Spider	U4	8.64	1.995	8.71	32.427	17.376	5	16	Duke Luu
17	Phil Buggee	Deb Buggee	FCCV	Fiat 124 Spider	U4	8.81	1.995	8.88	31.806	17.716	6	17	Phil Buggee
2	Richard Ferlazzo		FCCV	Fiat 124 Spider	U4	11.3	1.995	11.39	24.797	22.723	7	18	Richard Ferlazzo
13	Tony Tyzack	Martine Tyzack	FCCV	Fiat Punto Sport	U5	4.42	1.995	4.46	63.327	8.898	1	3	Tony Tyzack
9	Bruce McCann	Bob Durrant	FCCV	Abarth Competizione	U5	5.5	1.995	5.55	50.890	11.072	2	6	Bruce McCann
5	Owen Crombie	Chris Crombie	AHSDC	VW Scirocco	U5	7.05	1.995	7.11	39.724	14.184	3	12	Owen Crombie
1	Trevor Haines	Brendan Meers	FCCV	Mercedes SLK230	U6	6.84	1.995	6.90	40.933	13.766	1	11	Trevor Haines
16	Tim Kemp		Melb Cobra	Ford F100	U7	20.864	1.995	21.03	13.430	41.955	1	19	Tim Kemp
7	Jeremy Tassone	Tanya Tassone	FCCV	Abarth 595	U5								Jeremy Tassone
21	Andrew McNab		FCCV	Mazda 3									Andrew McNab





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Vale Peter Bartold

LIFE MEMBER AND CLUB PATRON

Peter's Life in the Fiat Club – Lyn Bartold

Peter and I met at a meeting of the Austin Healey Drivers Club at the end of 1967 – I had a Bug Eye Sprite and he had a Mark 2A Sprite and our first date was to a Sprite Club Motorkhana at Belmont Common in Geelong, so cars have always been important to our lives !

Peter had to spend two years doing National Service in the army spending most of his time in the Medical Corp in Townsville. He had leave towards the end of 1968 and returned to Melbourne and had decided that it was time for a new car – he had decided to replace the Sprite with an MGB but saw a Fiat 124 AC and he was hooked!! He drove the Fiat back to Townsville, a few months later we decided to get married and I moved to Townsville.

Life in Townsville was pretty good and I got to drive the Fiat most of the time. His two years in the army finished in May 1970 so we headed home for a new life. We joined the FIAT Car Club as soon as we returned and got involved in all things Fiat.



Our first 2 Fiats – 124AC and 128 SC at our new house (Somehow I managed to get my initials on the 124AC number plate!!)

We have been active members of the club since then and loved the January Annual trip to Wagga, then Dubbo, then other places to contest the Interstate Motorkhana. Peter built a Motorkhana Special from a 500, which we towed to the Interstate Motorkhanas and many local ones. My greatest memories of Wagga/ Dubbo/ and all the other places the Vic V



The Motorkhana Special

NSW was held, was of dust, and more dust, to the point where you could not even see the flags!! Over the years we owned at least 30 Fiats and Alfas (and that is not counting those that Peter bought to restore and sell).

In 1972 the Vic and NSW Fiat clubs joined together to organise a trip to the UK, Europe and of course to Italy. It was a fun trip and for Peter, it was life changing in that they showed us the newly released Fiat X1/9. Peter was determined that he must have one and thought he had ordered one on their release in Australia in 1978 but found he had missed out. He soon realised that this was not practical with two young children so it was not until 1984 that he purchased a second hand X1/9 and his commitment to the X began.

Peter got involved in motor racing in the 80's and updated the 124 AC to a 128 Sports Coupe and by this time we had two young children. Peter managed to find a tiny trailer for the 128SC, just big enough to fit four race wheels in and installed a removable roll bar and we would strap the kids in the back seat and head for Camperdown or Lakeland Hillclimb to compete!!

Around this time he became more serious about his motor racing and built a 128 Sports Coupe race car which he raced with Colin Templer (I sometimes got a drive as well). His love of motor racing continued and his latest cars have been the X1/9 Dallara replica and the Abarth.

Peter's involvement in the Fiat Car Club has continued to be strong over the past 50 years, he has held many Committee Positions and was appointed the Club Patron 10 years ago. Peter and I have organised trips to Italy and beyond for club members in 2017 and again in 2019. His love of all things Fiat and the Fiat Car Club has continued since we first joined and I am sure he will be remembered for his contribution to the club and his willingness to help anyone who shares his love of X1/9's. Our X1/9 went through a number of colour changes from the original Red to Navy Blue to its present Grigio, now with a new interior (made by me!). Of all the cars we have owned it always remained Peter's favourite and will continue to live with me.

He has been a wonderful father and managed to get both Tim and Amy driving Fiats and X1/9's at sometime during their lives. I am sure his three grandsons will remember Pete (he wasn't having anyone calling him granddad or pop) for the fun times we all had together.

I have been so touched by the beautiful words about him that have been shared in posts on FaceBook and in messages that have been sent to me and the family. His contribution to the club will not be forgotten and I am sure he is looking down on us smiling.



Pete's beloved race car



128SC with trophies



Black paint job 128 SC- Bartolds and Colin Templer



The current incarnation of our beloved X



Pete training Tim for future racing career

Memories of Peter Bartold

PATRON & LIFE MEMBER OF THE FIAT CAR CLUB OF VICTORIA.

David Judd

The name of Peter Bartold is synonymous with the Fiat Car Club of Victoria and is based on his continuous involvement with the Club over more than five decades of his 79 years. Pete was a constant at our Club, always involved, always welcoming to new and long term members alike, usually with some quick witted comment and that big broad smile. Pete was one who helped develop the Club culture and friendliness in the early days.

My reflection is of a man totally dedicated and devoted to all things FIAT and especially all things FCCV. Peter was a long-term Life Member who consistently contributed as: a MEMBER, a LEADER, a FRIEND, a COMPETITOR, a SUPPORTER, an EDUCATOR, a SOCIAL ORGANISER, a constant RESTORER and sometimes a positive critic looking to improve the Club. In making my reflection I can't leave out Lyn, she allowed Pete to achieve his best (and much more with her own involvement that continues), they were the epitome of a life-long partnership who shared a strong family and



Pete Racing the Abarth at Phillip Island

many interests including motorsport and FCCV. How many social functions were held at the Bartold's over the decades? Wine bottling, parties, tomato bottling ... Casa Bartold was always welcoming to members and friends.

A true Club Patron – Pete was very proud to have that role, he will live on with us whenever we get together in the future ... **Vale Peter Bartold.**

Deb and Rob Judd

Our memories of Peter are many and strong. They are of a friendly, easy-going gentleman. A Fiat lover- particularly of X1/9's and a wonderful supporter of our club. Of wine bottlings, trips to Italy, road trips, motorshans, Fiat National events, committees, special days like visiting the Dallara factory in Italy, Napier NZ for the Art deco festival, the Regatta Ball in 1984, sharing accommodation, Costumi d'Epoca...

Peter was, by his example, a mentor and a friend who will be deeply missed.

We will always remember Peter wearing a smile- sometimes huge and instany and then at other times a quiet grin. FCCV resident cartoonist, Graeme (Shep) Shephard, was quick to recognise them too and immortalised those smiles in many FIATMONTHS of the 1970's.



Sandro Cesario

I have never seen Peter laugh as much in my life than when we participated in the AROCA 12-hour in 2022 where he was sitting in his chair just observing the greatest debate of all time – who will go out first, second or third in the regularity race or what we were going to

eat that night! All he needed was popcorn to watch us Italians in action, hands going everywhere along with a few explicit words as we argued our case with great passion, but at the end we sat together for a beautiful meal in the pits.

John Carroll

50 years ago I joined the Club at 19 years of age, just fresh into my first job. I had just purchased a brand new Fiat 128 four door sedan in dark blue with saddle trim from Spencer Motors with the help of my Dad and Mum. Included in that purchase was an invitation to join the Club. I took up that offer and attended my first Club Meeting at the Camberwell Hall in May 1974.

I can clearly remember that Peter was the first to approach me and made me feel welcome to the Club and introduced me around to other members. It was a great experience. I found Peter engaging, friendly and very helpful on that evening and as a result I got very much involved in club activities. Peter's enthusiasm never wavered and we became good friends.

At club events Peter would always be there with a helping hand and advice to ensure that you enjoyed the event activities. When I got married in 1983 Peter and Lyn were there at our wedding and reception with other good friends from the Club celebrating that special day with us. A fond memory indeed.

Over one's life you meet special people that you just "click with" and you know that the friendship will be enduring. Peter was definitely one of those friends.

Rest in Peace Peter.

My friend Peter – Ian Payne

I had been a vintage Fiat guy for most of my life and only became more involved with the 'modern Fiat club' in 2011 when I bought a 1979 Fiat Spider. I found the FCCV very welcoming, especially Peter & Lyn Bartold. I quickly found a kindred spirit in Peter which was maybe inevitable as we were a similar age, our birthdays were only one day apart, we both enjoyed the same kind of music and read similar books.

Therefore, it was not too long before I was attending music concerts and watching bands with Pete and Lyn. I was amazed with Peter's memory as he could remember so much about music whether it be the song or the artist and he would always have a background story to tell. Occasionally, when Peter worked at his sons record store, he would let me know and I'd wander in and together we would listen to some amazing blues music that he'd found amongst the stock.

But there were many facets to Peter, not only music. He could talk on many subjects from travel, health, native gardens you name it and especially his German heritage which he had researched thoroughly even visiting the homeland of his ancestor's.

Over the years Peter and I became good friends and sometimes he would greet me "how's Payneso today" which was always said with that big grin. To me it was just normal banter between good mates as the era we both grew up in, especially at school everyone was known by their surname with a 'y or o' added to the end. Like Barnesy or Smithy.

Peter was always ready to help with advice on Fiat's and on some occasions, He would say "look it's easier for me come over and show you than explain over the phone." This was not so simple as I lived 35km away but over Pete came and we would work through the problem until fixed. When it came to payment for his time and expertise Peter would just say "don't worry we'll work it out" so invariably when Peter needed help, I'd be there



whether machining parts for a restoration or helping with repairs around his home. But usually, a trip to Casa Bartold for a small repair would often end up being an all-day affair! Lyn would very generously prepare lunch and Pete would say "have you heard this" and put on a blues album or "have you read this" and show me an autobiography he was reading and would give it to me once finished. Often it was "Did you know....." and Peter would be off taking about a myriad of things sometimes as obscure as *Tin Mining in Malaysia.* It was enthralling with a lot of laughs and great camaraderie with Lyn adding to the story as needed.

What I valued in Peter was his down to earth manner and treating everyone the same. On some occasions when we went out together, he would throw me the keys to the Abarth's, saying "you're driving" while he would attend to the music.

One special memory I have is. We had been out on a Club run in the X1/9 and on the return journey Peter hands me the keys to drive home. So, picture this; we are cruising along the highway with the roof off, Muddy Waters is playing loudly and both of us are grinning like Cheshire cats. It is a memory I will cherish for ever and one I'd hoped there would be many more of.

Rest In Peace Peter.

Mark Weinberger X1/9 Australia

I wanted to express my deepest condolences for Peter's passing. Even as I write this, it's hard to comprehend that he's gone. I will always treasure the conversations we shared, and he will be truly missed. Peter was a significant contributor to the X1/9 community, always so helpful and generous with his time. He will be deeply missed by many.



Mario Di Censo

Peter was a gentleman and a great friend who always had time for everyone. I will sadly miss your face and cheeky smile. **RIP Peter]**



Bruce McCann

It has been my privilege to have known our Club Patron, Peter Bartold, for a period exceeding 50 years. Peter and Lyn have always been an amazing couple with their combined sound judgement and friendliness, have been at the very core of the success of the Fiat Car Club of Victoria, we all enjoy. Having held so many committee positions and so involved, encouraging such a diversity of club activities, from motorkhanas trips interstate to Wagga and Dubbo in the 1970's.

Our club has always been led by a sound and responsible committee, reflecting the image of stability, responsibility to the community, and above all an atmosphere of "Family Friendship".

Peter always gave freely of his advice and expertise, especially with the X1/9 Register, Abarth interests, Autobella and FIATMonth production.

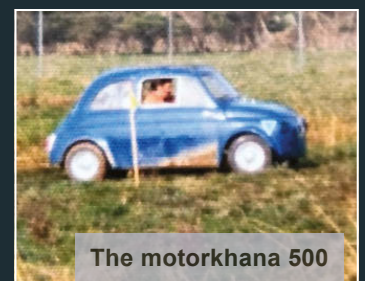
Quite a number of us have been fortunate to do club European and British International Trips, largely coordinated by Lyn and Peter. I really enjoyed the 2017 trip to Italy to visit so many car displays and collections as well as taking in the sights and culture of the country.

Peter also kept members up to date with the latest events by video and date projections as part of the monthly meetings.

We all wish Lyn and family our sincere condolences and ongoing support.

Bill Freame

Peter Bartold was a very active member of the club from when I first met him when I joined in 1970 and he will be missed by all of us who knew him. Peter always seemed to be on the Committee each year and this club's current strength is because of busy members like him, always acting and making decisions in the best interests of the club. Multiple times he was elected as the President, without hesitation always accepting the nomination. I will also always have fond memories of the Bartold Motorkhana 500 competing at multiple Waggas and Dubbo's. How did somebody so tall fit in something so small? **RIP Peter, and thank you for your unstinting service to the club and sharing your love of the FIAT marque.**



Gary and Julie Spencer

I have many memories of times with Peter from Dubbo Motorkhanas, borrowing his trailer when I bought my X1/9 and later on a more regular basis when Jason and I were campaigning our 500 Motorkhana Special.

Peter was always generous with his time and advice, especially when I was sorting out an issue with my X1/9, offering advice and a ready parts supply at short notice when required.

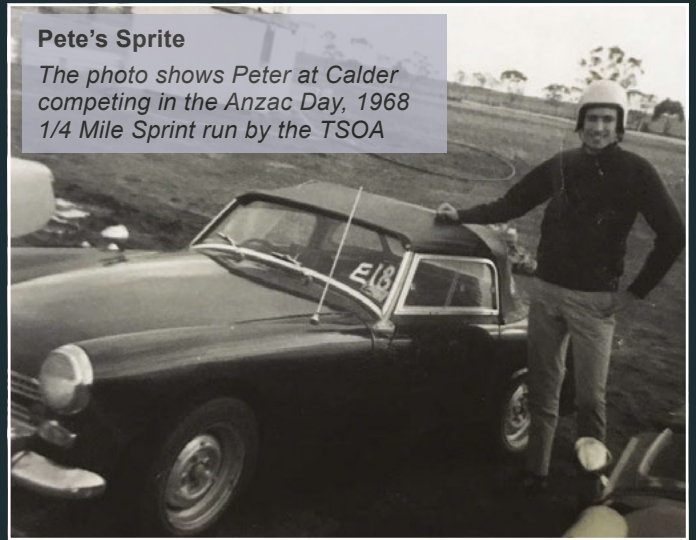
Thanks for all the fun times and your assistance over the years Pete. You will be missed by all of us.

Peter Westcott

Most FCCV members may not know that Peter started his sports car journey with a Sprite Mk2A, a real sports car and was an involved member of the Austin Healey Sprite Drivers Club (AHSDC). Peter was an enthusiastic competitor to the extent that he tipped the Sprite over at one event, albeit without significant damage to the Sprite or himself. It was through the AHSDC that Peter met Lyn, who owned a Bugeye Sprite at the time, and their first date was to attend a motorkhana at Belmont Common in late 1967. In 1968, initially intending to buy an MGB at Lance Dixon, Peter was persuaded to trade the Sprite against a Fiat 124 AC Sport coupé, and the rest is history. Always generous with his time and knowledge, Peter will be greatly missed.

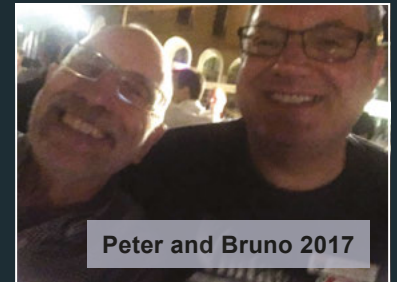
Pete's Sprite

The photo shows Peter at Calder competing in the Anzac Day, 1968 1/4 Mile Sprint run by the TSOA



Bruno Tonizzo

I have many happy memories of Peter Bartold, but there is one that I will always remember. It was during the FCCV Tour of Italy in May 2017 when Peter and I celebrated our birthdays during a night out for dinner. The photo shows the friendship, and joy we shared that night. Condolences to Lyn and family, Peter will be forever in our hearts.



Peter and Bruno 2017



The 128 Race car in its red era

From Lyn

Thanks to everyone who has shared their stories and love for Peter, both here, on Facebook and through lovely messages sent to me. He was much loved and respected throughout his 54 years of membership and certainly leaves a legacy that will be remembered for a long time to come. I can imagine him rolling his eyes at all these lovely memories but really he be very chuffed by it all, with a big smile on his face – keep those lovely memories when you think of him.



PeterBella Memorial Event

By Lyn Bartold
Photos by Roger Beattie

To honour our Patron and longtime Life Member, Peter Bartold, the club held an event at La Barraca at the Veneto Club to honour Peter. The area was perfect to accommodate the around 80 cars that arrived with an estimated 160 – 170 members and friends present. We also recorded the largest turn up of X1/9's with 24 at the display(a record for the X owners in the club!) I am sure Peter would have been most impressed.

Thanks to Roger Beattie and all the club members who set up the area, cooked the wonderful BBQ (meat supplied by Frank Russo - Rainbow Meats) and the Ice Cream (supplied by Toni and Tony Romeo - Yumbos Ice cream Carlton) and directed traffic.

It was a fantastic day that allowed us all with remember Pete, with lots of acknowledgement of his contribution to the club since joining in 1970, happy and funny stories and a beautiful and relaxed way to remember Peter who was a friend to so many FCCV members

The other love of Peter's life was his guitar and music so it was also wonderful to have The Long Gone Daddy band, at PeterBella to entertain us – thanks to band members Frank Gammilonghi, Tony Accetta and Anthony Spinosa for some great music , many of Pete's favourites! I was also overwhelmed with birthday wishes – thanks to everyone for those!!

My thanks to all of those present and others who have sent me wonderful cards, messages, and phone calls to express their sorrow. It is a very hard time for our family but the PeterBella event was a shining light at a time of such sorrow – Thanks to you all







FIAT NATIONALS 2024

Ansell Park Sydney

Aug 24-25th

By Rob Judd

Photos by Roger Beattie & Deb Judd

The Fiat Club of NSW hosted the 2024 Fiat of Italy Cup Nationals Motorkhana this year, celebrating the 60th year of the event.

The Fiat club owned ground at Ansell Park, Windsor was chosen as the location for the motorkhana and this meant a return to a dirt surface after many years of bitumen. This ground had been previously used for the 1999 event to celebrate the 60th Anniversary of the Fiat Club of NSW, but thankfully this year the ground was in perfect condition (not wet and muddy like last time). There had been concerns leading up to the date with heavy rains predicted, but they did not occur and the event went off without a hitch.

FCCV was represented by a good number of competitors and social attendees, but there was room for more! Most of us stayed at the Hawkesbury Race Club Motel, which was a five minute drive from the ground and a five minute walk to the presentation dinner location. It proved to be a good location and a wonderful place to get a team feeling together as we shared breakfasts and a Friday night dinner together with Mike and Alan from South Australia and Ian and Lindsey from NSW.



Frank, Noel & Bill Friday evening



Tony, Di, Ruth, Paul & Mark Fri Evening



SETUP



Tony's Panda



Lunchtime

Saturday morning started with an overnight rain sprinkle on the grass, which made it slightly wet to start, but the sun came out early and by the time the event got underway most of the area was drying up. By afternoon there was dust starting to be kicked up by the more aggressive drivers.

After the event we had time to clean up the cars and relax back at the motel before getting ready for the Presentation Dinner.

The Presentation Dinner was low key with minimal speeches. The results were read from bottom to top and trophies handed out as they went along. NSW had a good involvement of juniors and six "Come & Try" attendees, which boosted the numbers. Victoria provided 12 entries of the total 32 (38 with C&T). The team scores were very close with NSW gaining 50 points against our 46 making the Fiat Club of NSW winners by a small margin and taking home the Fiat of Italy Cup.

Glenn Smith won first outright once again, beating me by some 7.6 seconds to second place.



President Roger, always ready to assist



Ian's 124



Quiet Reflection



1st Outright Glenn Smith 1st Outright Glenn Smith



Teams VIC & NSW

FIAT NATIONALS 2024 CONT.

Other trophies to Victoria were Paul Freame 3rd in class F, Tony Russell 2nd in class E, Keith Ellis 1st and Rob Jorgensen 2nd in class D, Tony Tyzack 3rd in class C and Ian Maud 1st in class A. Our team all performed well and it was great to see Mark Freame get 2nd in the Juniors class and also to see the return of Noel Tyzack to the motorkhana scene after many years away. (Full results in the table below).

I really enjoyed getting back onto dirt again and found myself quite at home. Sadly, the use of a dirt surface is likely to be a one-off as Queensland have a strong preference for bitumen and the return of sprint and Show'n'Shine for next year makes for a logical approach to a single tyre selection and keeping the car as clean as possible.

On Sunday 25th there was a bonus event at Sydney Motorsport Park. This was the Shannons CMC car display, where the Fiat Clubs had a location for Fiats, and a special area provided for the display of fuive motorkhana rails/specials. This turned out to be a

fantastic day, where the drivers/passengers of the road cars were allowed to do a drive around the race track and we all had the opportunity to walk around the area where well over a 1000 cars of all varieties were on display. Imagine the British and European display in February this year, without any country of origin restrictions.

Thanks to all our competitors and also to the members who travelled up to support and enjoy the camaraderie of the weekend. Those people were Frank & Diane Newton, Roger Beattie, Debbie Ellis and Jan Fry with her three 'youngsters' Anna, Guy and Peta.

Thanks also go to Martin Gallard and Michael Mc George (and families) for all their efforts to get this event up and running and to the Fiat Club of NSW (and Wollongong Car Club) for their support.

Having kept the Nationals alive, it is now over to the Queensland Fiat Club to put something together for 2025. I can't wait to hear what might be happening.



FIATS at Shannons CMC Car Display



More FIATS at Shannons CMC Car Display



FIATS at Shannons CMC Car Display

COMPETITOR RESULTS FIAT OF ITALY CUP NATIONALS 2024

O/R Posn	Class Posn	Class	Jnr	State Points	Entrant	Club	Aggregate Time
1	1	F		9	Glenn Smith	NSW	312.1
2	2	F		6	Robert Judd	VIC	319.7
3	1	E		9	Martin Gallard	NSW	330.5
4	3	F		4	Paul Freame	VIC	335.1
5	4	F			Bill Freame	VIC	337.4
6	2	E		6	Tony Russell	VIC	338.5
7	3	E		4	Travis McGeorge	NSW	340.4
8	4	E		3	Michael McGeorge	NSW	342.3
9	5	E		2	Phil East	NSW	349.3
10	1	C		9	Nick Filippetto	NSW	354.9
11	1	D		9	Keith Ellis	VIC	362.2
12	5	F			Debra Judd	VIC	363.7
13	2	D		6	Rob Jorgensen	VIC	369.6
14	3	D		4	Drew Carter	NSW	373.1
15	4	D			Russell Matthews	NSW	381
16	1	A		9	Ian Maud	VIC	382
17	2	C		6	Dave Filippetto	NSW	385.7
18	6	E		1	Naomi McGeorge	NSW	389.6
19	7	E			Rebecca Gallard	NSW	389.7
20	3	C		4	Tony Tyzack	VIC	390.4
21	4	C		3	Grahame Bailey	NSW	394.2
22	5	C		2	Ruth Freame	VIC	399.5
23	6	C			Roger Malcolm	NSW	403.2
24	8	E	Y		Hayley McGeorge	NSW	406.1
25	5	D			Austin Carter	NSW	408.4
26	7	C			Kevin Haliburton	NSW	409.2
27	6	D			Brad Matthews	NSW	410.4
28	9	E			Luke Bailey	NSW	414.6
29	8	C	Y		Mark Freame	VIC	424.3
30	10	E	Y		Abbie Gallard	NSW	429.9
31	9	C			Noel Tyzack	VIC	441.9
32	11	E	Y		Ella Gallard	NSW	585



MALING RD AUTOCLASSICA

By Rob Judd

Photos by Roger Beattie, Deb and Rob Judd



Nearly set up

Maling Rd Autoclassica has been successfully run again this year!

The weather gods smiled on us again this year and there were 300 cars and an estimated 15,000-20,000 attendees.

With some revised layout and categories, we were able to have 14 Fiats on display, in officially three locations. The general Fiat display of 6 which featured a variety of classic and modern as well as the new restoration of new member, Mark Lissek's Fiat OSCA 1500, our usual small car display of 500's, Giardiniera and 126, the a feature car, this year being the Lemm's 2300 Coupe. The Mansfields had their 500A Topolino there also and it created quite some attention.



Kevin and Vicki's 2300 Coupe



Mansfield Topolino



Due to traffic jams late in the set-up timing, we had one of you 500's (Tony Sanfilippo's) located separately near the Mercedes Gullwing and a classic Bentley, so it was probably the most photographed of our cars!



Tony Sanfillippo's 500

Augustine has his Alfa Romeo 5C 1500 Sport nearby in a special area with the Alfa Club and there was a random 124 Spider next to the VW Display as well as a Lancia 037 tribute rally car in the VHRA area.



Lancia 037 Tribute



Lancia 037

Of course, the usual Ferrari's, Maseratis and Lamborghinis were sprinkled around in key positions also.

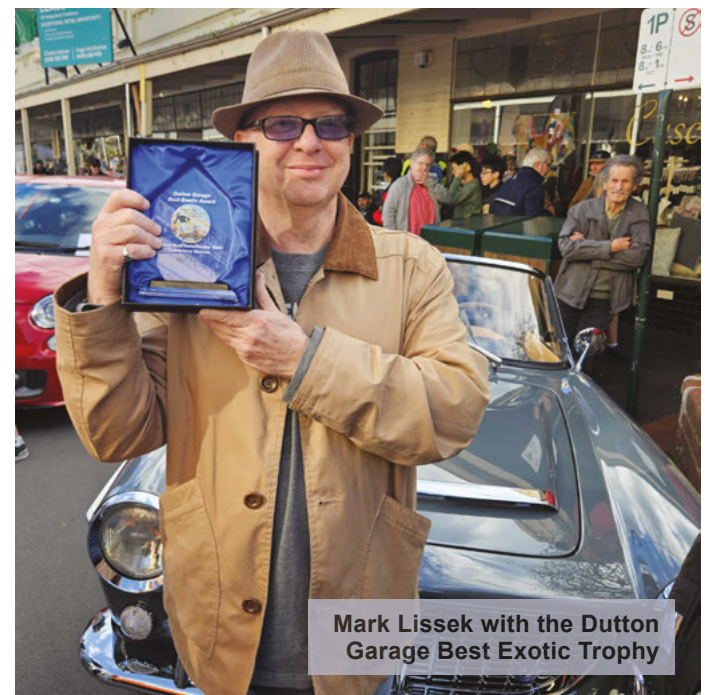
In all it was a good display, and a couple of our members were successful in taking out some trophies on the day. Congratulations to Augustine Banko with the Shannon's Award Trophy and Mark Lissek winning the Dutton Garage Best Exotic Trophy.

Thanks to everyone who displayed and those who came along to view the display.

It is always a popular event in this historic part of Camberwell.



Augustine Banko with the Shannon's Award Trophy



Mark Lissek with the Dutton Garage Best Exotic Trophy



1970 Saab



The News Stand

Richard Unkles

This time a very abbreviated News Stand due to your scribe and Elsa travelling in Norway. News of the Strykeproven Rally (Means Trial of Strength) next issue.

Brodie Bishop has been busy in Adelaide. He has discovered a difference in the timing gears and found one that has a five degree advance on the others. It is not known if this is from a 503 or just a machining error. Regardless, after a trial fitting he found the engine had more torque down low and ran better overall. This fits with a theory and practice by A New Zealander, Mike Stuart. Theory is that modern fuels have a slower burn rate than the old fuels and so the inlet valve is best opened earlier. This information is best used in any future engine rebuilds for 501 etc.

Brodie has also made a few new fuse holders for the 503 and 509 switchboxes. These are the first thing to be discarded by the unknowledgable and are available from Richard Unkles.

Sad news from UK is that Jim Balton is devastated having suffered an overnight fire of his garaging that housed his 509 van and his latest work his 509S recreation. At this stage no information is available on the cause, but his 501C tourer he bought from Stephen Mayer was stored elsewhere. More detail next issue after a visit to Jim and Jenny. A salient reminder to be sure your car insurance for your everyday and collector cars is up to date. Also remember that if you have a car on the CPS your club membership renewal must be paid ON TIME or your driving a car that is technically not recognised as legal by Vicroads.

The Norwegian Road Transport Museum at Lillehammer

This has been created by the amalgamation of the existing car museum at Lillehammer with the creation of the Road Construction Museum. The equipment of the latter is primarily outside but with significant background inside the museum.

Roads were first required by the Danish King in 1624 to transport his silver from the Norwegian silver mines at Kongsberg to Denmark. Before that the roads were only horse tracks. Roads were slowly improved but after Hitler's invasion he wanted better roads to obtain access to Russia in the north. He used some 133,000 Russian and related POW's in extremely poor conditions for build the roads bridges and tunnels with minimal aid of modern machinery. Some 32,000 died in the process.

The museum is excellent and worth travelling to when in Norway. Entry is free but parking has to be paid for.

The two massive ski jumps built from the 1994 Olympics are still in use each winter.

The following details have been selected as samples of what is on offer.

1917/1927 Mustad. Double dated as it was rebuilt in 1927 with a 7 litre engine. Note the two rear ends, both of which are driving units. Theory being that it would provide better traction on poor and snowy roads. The long length would have caused some trouble on the tight corners in the mountains. Car is unrestored and is a one off of local production.



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TORQUE

521 tipo 1 501c

FIAT



Fiat 1100 Station Wagon



Fiat 500 Playstation

The Lada 1600 is nicely presented in period with both model parents smoking and the bored teenagers in the rear. Likely the most rust free surviving Lada (Russian Fiat) around.



Orange Lada 1600

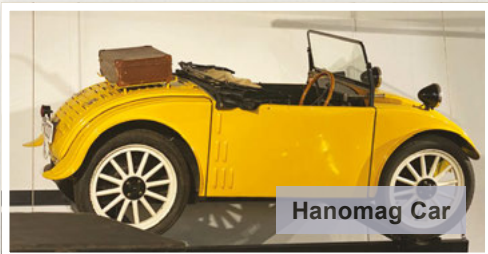
A Fiat 500 wagon has been set up near the café for kids to play in.



Bjerling car on skis

1923 Bjerling Tandem car – a total of six cars were made in Norway. Design provided for a central engine with adequate weight over the rear wheels. Total weight 300kg. Also fitted with front wheels for the summer period.

1928 Hanomag car – German made with some advanced features but a single cylinder and chain drive with rope start like a mower. Shape gave it a nick name like the shape of the bread given to German soldiers.



Hanomag Car

1938 Fiat 508C – bought off the motor show stand in '38 due to the colour scheme. Requisitioned by the Gestapo in 1940. Found in a sawmill and restored to original colours. Cabriolet body by Viotti.

1956 Mustad Scooter designed to be folded and carried on the baggage shelf of a train. 50cc engine. Regulations forced changes that increased the weight and so few were sold.



Blue and cream Fiat 508C

Fiat 1100 station wagon displayed with serviceman/mechanic. Popular model and the start of more cars sold as station wagons prior to the modern move to SUV's.



Fiat 127

Fiat 127 sedan displayed in original colour. Popular car in Norway due to size and price.

1970 period all plastic bicycle. Great idea for the time but proved unserviceable over time.



1956 Mustad Scooter



1970 Plastic Bike

REMARKABLE SURVIVOR

By Bruce Lindsay

Early Fiats tend to survive well in this country. It is fair to say however that most of the survivors have been the smaller-engined varieties, even though components for the now-rebuilt 300hp Fiat were discovered here.

Tasmania has not been a happy hunting ground for lovers of fine cars of any description, largely since until relatively recently its road system was primitive, and service facilities for all but the most rugged and common were non-existent.

But latterly car collectors have brought to the island some remarkable cars, and I learned of one – a 1912 Fiat Tipo 2B limousine – through a fellow enthusiast, who introduced me to its owner.

What a truly remarkable survivor! Sold new in Melbourne, it was reportedly one of a number of 2B cars, some of which became some of Melbourne's earliest hire cars. It had been totally rebuilt prior to being purchased by the current owner, whose collection includes a 1934 Cadillac V16, 1939 Lagonda V12, supercharged Auburn, an Austin A30 (!) and more.

The Tipo 2B was powered by a smallish 2815cc long stroke side-valve four (80X140mm) delivering 28bhp at 1800rpm. Speed when new was quoted at 47mph (75kmh), but possibly due to improved fuels, the current owner says a 45mph cruise is readily achievable. When recently his car was displayed at the Launceston Motor Museum, he drove it there and back.

The interior is lavishly trimmed, and its original coachwork remains in excellent condition. For my money, its early and attractive radiator shape trumped the later cars' pear-shaped affair which was not unlike the 501 which succeeded it. Some 2332 were built in this form from 1912 to 1914, total 2B or 52B production reaching 22,518 by 1920 – many such vehicles serving as ambulances and staff cars during WW1.

This is a wonderful survivor, superbly maintained.



1912 Fiat Tipo 2B Limousine



1912 Fiat Tipo 2BB Limousine



THE STORY OF TWO 509'S

By Kevin Lemm

Photos by Jim Dalton

Our friend from the UK, Jim Dalton, recently reported the loss of both of his FIAT 509s in an overnight garage fire. The fire razed the building to the ground and destroyed both cars, his tools and machinery and his irreplaceable automotive paraphernalia.



Remains of Cars and Garage

Jim purchased his two 509s, a 2-door Saloon and a Commercial Van, in the late 1970s from a gentleman who had brought them back to the UK from the Canary Islands. Some research at that time verified that Jim was the third (and now last!) owner of the cars. Initially Jim restored the saloon and put it to use on VSCC and LCES events. His efforts then moved

to the Van and by 1980 it too was on the road. But the tiny cabin proved far too small for Jim's 6'3" stature and was put aside in favour of the Saloon.

His search for information led initially to correspondence with Richard Unkles, and later, a visit to Australia. In Jim's words.....

"In restoring the saloon, I somehow got into contact with Richard Unkles who is the Vintage FIAT guru in Australia. Whilst on holiday there after retirement I met him at his house where he has a genuine 509S with bolt-on wire wheels. I believe the body had suffered some fire damage in a bush fire, but the rest is original and real. THAT was the moment I decided to make the van into a replica 509S. After all the chassis and running gear are the same as any other 509 with just a 'longer' back axle ratio and a lightly tuned engine.

I took lots of photos of Richard's car and made many measurements. It is the only real 509S I have ever touched. There are perhaps 5 real ones left in the world plus maybe another 5 replicas. With the photos of Richard's car in Australia and various bits of advertising material I felt I had enough data to make a fair copy of the original design so using my rusty Italian I rang Fiat Centro Storico to ask what drawings and data they had on the 509S. The answer I got was none, as such records were all destroyed in Allied bombing in 1942/3. That stopped the conversation.

As far as I know there were three versions of the 509S body, the laminated Cuban Mahogany, a similar version in plain wood panelling and some ultra-light aluminium ones. I chose to build the compound curve wood panel body, but then I realised how difficult that would be.

However, my longtime friend Tim in a neighbouring village turned out to be an expert in wooden structures having had at one time his own small yacht building business and also makes and flies large model aircraft of pre-war designs. From the basis of three period photos Tim then made the drawings, from which he



The Van

built the body and the bucks for the wings.”

Jim has used the Sedan for club events and just completed the 509S recently, only using it in one event. Part of the fun in the build process included scavenging for parts at Bendigo Swap Meet and refining the gearbox with gears made by COLGEN Gears in Heidelberg West. The high ratio back axle was obtained after a

visit to Clive Sandham in NZ who also has a 509S replica. Jim has been pretty handy at making some of the missing small pieces with his 3D Printer and was well along the road to making a set of bolt-on wire wheels similar to the ones fitted to the Unkles 509S.

Jim, of course, is devastated after owning the cars for over 40 years and is still working through the insurance process. If there

can be anything positive to take from the loss, maybe it's the fact that Jim's lovely 501 (previously owned by the late Stephen Mayer) was stored elsewhere and spared the same fate. And, who knows, maybe there'll be enough parts, including that nice gearbox, for another enthusiast to build an interesting FIAT from the ashes?



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FIAT ECCV MERCHANDISE

Our club has a wide range of merchandise which is updated often. It is available for purchase at club meetings and events such as Autobella. Fiona Tonizzo will be looking after merchandise and can be contacted on 0417 508 299 if you wish to purchase any items.

Current merchandise will be available at each General Meeting

SOME OF THE CURRENT RANGE OF MERCHANDISE:-







Coming Events

General Meetings

September 12th 8pm Veneto Club
October 10th 8pm Veneto Club
November 14th 8pm Veneto Club

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

Contact Sandro Cesario 0420 277 701

Caffe di sabato

Sept 7th Veneto Club
9.00am
Oct 5th Veneto Club
9.00am
Nov 2nd Veneto Club
9.00am



Melbourne Italian Festa 2024



FCCV Display

Sunday October 6th

Contact Joseph Sammut – 0412 211 581



AROCA 12 Hour Relay October 12th-13th Winton

FCCV will have a team competing
Visit either day to cheer our
drivers on

Coming Events



Italo-Australian
Sports & Social Club

Run to Anzano di Puglia Italian Social Club

Truganina
Sunday October 20th

Contact Joseph Sammut for details
0412 211 581



Maserati Day Display

November 17th

Ripponlea Estate
Hotham St Elsternwick



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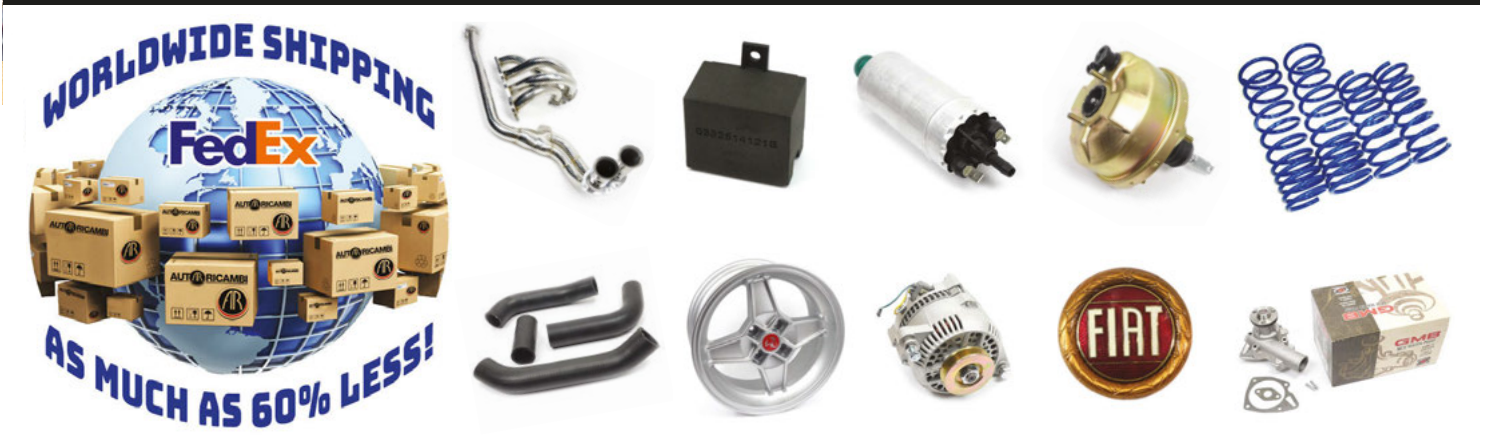
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Our experienced staff of enthusiasts have over 100 years of combined FIAT experience makes us *THE* FIAT 124 experts.

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FIAT 125 YEARS



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November 8-11, 2024

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But mainly for the fellowship and good fun

Friday 8th	Arrive, settle in and Registration at Event Central
Saturday 9th	Morning meet up, Drive, Lunch, Free time, Evening display under lights
Sunday 10th	Morning meet up, Drive, Lunch, Event Dinner
Monday 11th	Morning meet up, Remembrance Service, Farewells until 2026

Beachside location a few hours north of Sydney
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Great drives to experience both ways.

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here enjoying the
cars and the company

