



FIAT Month

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

www.fiatclub.org.au

JAN 2025

FIAT 125 Years

Fiat Club Festa



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JAN 2025



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
Roger Beattie – Advertising
Fiat Pronto – Roger Beattie

FIATmonth deadlines

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Front cover:
Fiat 125 Years Forster-Tuncurry NSW

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2024-2025

THE CLUB COMMITTEE

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Geremy Tassone

NON-COMMITTEE POSITIONS 2024-25

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CAMS Delegate

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Paul Pozzobon

AOMC Delegate

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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 — Lyn 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



The last couple of months have continued to be very busy for me as I come to terms with all the responsibilities that go with a single person household and a car collection that needs to be culled. It is with great sadness that I have had to say goodbye to some of our car collection but I am confident that the new owners will love them as much as Peter and I did.

I am also very honoured to be invited to take over the position of Club Patron, a role that Peter has held for the past 10 years. In the earlier years of the club, if we had a Patron they were not active Club members and not mentioned in Fiatmonth so no records of any appointments made by the club. Peter very much enjoyed holding the position as, I am sure I will also, so my thanks to the Committee for inviting me to take on the position which I will hold alongside my job as Editor.

The Patron now is invited to chair Annual General Meeting and is

recognised in important social events eg the 60th Anniversary Dinner and is named with a photo on the Club Committee page, The Patron also can be a member of the Committee, as I will remain in my role as Editor. I am very honoured to be asked to take on this role.

As usual, January is a quieter time in the club calendar with Christmas, New Year and the holiday season taking first priority. There are a few events in our calendar, so make sure you check this and read your Fiat Prontos if you are looking for some Fiat or car related activities over this period. As I write this we have had a very busy November and December with lots of events you will read about in this FIATMonth, finishing the year with our Annual Festa which has been a fantastic day of getting together with our Fiat friends.

Once again, we had an excellent turn up at the Festa, on what turned out to be a very pleasant day weather-wise. The breadth and range of Fiat models and other Italian makes was excellent as you will see in the

photos in the Fiat Club Festa page in this magazine. Thanks to Mario and Paul for organising it and to all the helpers without whom we could not operate.

2025 is shaping up to be another busy year with plenty of events on the Calendar and lots of opportunities to get out your cars and enjoy our wonderful club spirit. I will continue to hold the Photo Competition so make sure you continue to keep snapping (I would love to see some real cameras out there again as they usually produce the best pics) and send them to me at editor@fiatclub.org.au

My thanks to all the contributors to this magazine—we all know how busy it gets in the lead up to Christmas and New Year. I know I speak on behalf of the FCCV Committee in wishing you a wonderful Christmas and New Year – we look forward to seeing you in 2025.



From the Editor...

EDITOR'S PICS OF THE MONTH



Me enjoying the Fiat Club Festa in December with lots of fellow Club Members with my polished Abarth (another job that has been added to my list!!)





Rapporto del presidente



The year is winding down and it is nice to have a few quiet moments to reflect on events since the last magazine before they start to get out of hand with organisation for next years events which are already beginning to queue up for some attention.

Above all I would like to thank everyone in the club who has contributed to events, committees and meetings with particular praise for contributors to the magazine. Our editor has had quite the year, and I realise the level of understatement there, but has still continued to oversee the production of another wonderful set of records for the club. Regular contributors are great but it is the additional extras that add real flavour to any journal. Hit the keyboards next year and send something in, an event report, a restoration story or a letter to editor complaining about the rot that the President carries on with. Try to accompany it with a picture or two and we can all share in it.

My last couple of months have been a blur of activities and catch ups. From the wonderful FIAT 125 event in Forster Tuncurry to the 124 Riunione in New Zealand and a number of local events crowned by our Christmas Festa I have been glad-handing and chatting to people all over the place. It makes the role a pleasure and I am sure most people realise how much I enjoy a chat about a Fiat almost as much as I enjoy a trip to see some new ones and their owners. On that front I am planning a couple of trips next year to international Fiat events so if you are feeling adventurous and have some spare time drop me a note ... There are myriad opportunities to combine a bit of travel with our hobby.





The big display at Yarra Glen is on again. February 16th is the day and as we are working to get all the Italian Car and Bike clubs to join in we have coined a new name for the event "Autofesta Italia". All the usual highlights will be in evidence and we are hoping to enlarge the 'Costume d'Epoca' by inviting those interested from the other 1,000 cars present to join in. You can help too by coming along with your car

and a costume (if that's your thing). The back cover of this magazine will have more detail.

So buckle up, 2025 will be upon us by the time you read this and I feel it will be a big year for the club If we all work together to make it one.

Remember we all share the roads.



Roger's latest project
1949 Fiat 1500E
(it is hanging out in the
my garage) Editor



CLUB CALENDAR

JANUARY - MARCH 2025

At the time of printing all information regarding listed events is correct. Members are strongly advised to read **Fiat Pronto** emails as they often contain new events not listed in **FIAT Month**, changes to advertised events and further details of the events.

JANUARY 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

FEBRUARY

- Sat 1** **Caffe di sabato. Veneto Club 9 am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 13** **General Meeting. Veneto Club 8.00 pm.**
- Sun 16** **FCCV Club Display featured at AOMC British and European Motor Show Yarra Glen**
Contact Roger Beattie 0400 177 278
- Sun 23** **Hobson's Bay Men's Shed Event. To be Confirmed**
Contact Joseph Sammut 0412 211 581

MARCH

- Sat 1** **Caffe di sabato. Veneto Club 9 am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sat 8 – Sun 9** **VHRR Philip Island Classic Festival of Motorsport**
- Sun 9** **Autoitalia Adelaide**
Contact Roger Beattie 0400 708 284
- Mon 10 – Thurs 13** **Targa Classica**
- Thurs 13** **General Meeting. Veneto Club 8.00 pm**
- Thurs 13 – Sun 16** **Melbourne F1 GP Festival – possible FCCV Display**
Information will be sent by Fiat Pronto
- Sun 16** **Melbourne F1 GP Race**
- Sun 23** **67th Kalorama Rally for vehicles prior to 1990**
Contact David Stott 0414 442 518
- Sun 30** **FCCV Autobella at Wesley College Glen Waverley**
Contact Sebastian Bongiorno 0419 536 876, 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 9th January,
Thursday 13th February,
Thursday 13th March

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

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

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

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

Fiat Car Club of Victoria
Is affiliated with
Motorsport Australia
MSCA

**Compiled by
Roger Langdon**



Membership News

Tony Romeo, Membership Secretary

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

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

NEW MEMBER UPDATE *By Tony Romeo*

WE WELCOME THE FOLLOWING NEW MEMBERS –

Angelis Ierodionou	1950 Fiat 500 Topolino C
David Holckner	1969 Fiat 500
Anthony Rebesco	1969 Fiat 500
Remo Dipetta	1981 Fiat X1/9
Frank Dieni	
Casper Graham	1979 Fiat X1/9
Peter Kovacs	1989 Fiat Niki
Ross Taylor	1975 Fiat
John D'Ambra	2023 Fiat 500 Abarth
Erika Struck	
Massimo Ingresso	2022 Fiat 500 Abarth
Norm Gordon	1949 Fiat Topolino, 1972 mini Clubman, 1995 Ford Ute

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 - 348md911@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.

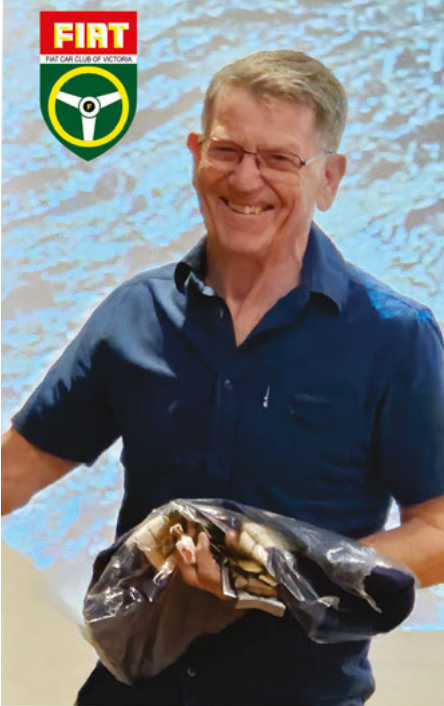
To use the electronic process please send a scanned copy (or good readable photo) of your renewal form to our dedicated email address permitrenewals@fiatclub.org.au

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 Keith Ellis, our new Competition Secretary



On the 9th-10th November the Victorian Historic Racing Register (VHRR) ran a race meeting at Sandown. Phil Buggee (Fiat 124 SC Spyder Abarth) and Ernst Luthi (Fiat 124BC 1608) were both running in Group S Production Sports Cars. Both vehicles ran reliably and were quite consistent despite the ever-changing weather conditions.

Phil and Ernst had used a sprint meeting at Sandown on the Tuesday Cup Day Public Holiday as practice for Phil and shakedown for Ernst as the first event for the 124BC. Both vehicles ran reliably and were quite consistent despite the ever-changing weather conditions.

The irrepressible Marisa Gangemi back from overseas was straight back into getting her Motorsport fix. See below for her reports from the following events:

20th October, MSCA Calder Park Sprint

Photos by Marisa Gangemi and Chris Barbour

The MSCA returned to Calder Park for the first time in around a decade for their final round of the 2024 season. I competed in my Abarth 500 in the regularity group and was joined by Brian Garrett in his X1/9. The Calder Park track has plenty to offer, for a smaller track compared to say Phillip Island or Winton it has quick corners, a hill, chicanes and then a big straight.

It was my first-time racing at this track, and I found it quite challenging but as I did more sessions I started to get into a groove. The fastest lap time I got for the day was 1:29.5443. Brian was a lot faster with his fastest time of 1:15.9525. MSCA held a survey post-race and will be returning to Calder Park on Saturday 11th October in 2025.

23rd November Group 5 Festival of Non-Speed Motorkhana, TOCA Werribee



On Saturday 23rd November I competed in the Group 5 Festival of Non-Speed at the TCCA Grounds in Werribee. It was a very hot 38-degree windy day, but the competition went on. The premises of the Festival of Non-Speed is that it is the Group 5 Motorkhana end of year event which only invited clubs and drivers are involved.



Brian Garrett



Marisa Gangemi



I was invited to be part of team VMC again with Brian Shanahan and Trevor Ellington. The event is basically each team of drivers competing in six selected cars for the day across two motorkhana tests. The six vehicles we had were Scooby the Subaru, Nugent the Nissan Pulsar, Festa the Ford Fiesta, Scotty the BMW, Sir Lancelot the Mitsubishi Lancer and Millenium Falcon the Ford Falcon.

Test Area A was "Armless" Fun and Test Area B was Four Leaf Clover. Ford Four Car Club won outright with team VMC finishing 4th. I finished 2nd in Ladies class and got 3rd place for constancy of driving all six cars each of my times being within 2-3 seconds of each other which is crazy! I really enjoyed driving each of the cars and the event and looking forward to the 2025 motorkhana season.

30th November MSCA Come and Try Day at Phillip Island



MSCA Come and Try day was a roaring success again this year with 92 novices signed up to take on Phillip Island racetrack for the day. The weather was challenging with rain on and off all day but that didn't stop everyone from having fun. It was great to see a couple of Fiats and Fiat Club and Abarth Club members on the day.

I was the group coordinator for Group 1, the ladies' group and it was great to see Natalie Abela in her beautiful red Abarth 595 and her dad Adrian Abela was in Group 2 with his black Fiat 500. Also joining Adrian in Group 2 was Bryce Hocking the son of Stuart Hocking in their Black Toyota GR Yaris. It was a jam-packed day with a tight program, but everyone left with a smile on their face. I had the opportunity

to take some passengers out at the end of the day in my Abarth which was a lot of fun. MSCA will be holding their Come and Try day again at Phillip Island next year on November 29th.

On the following day, 1 December, Ian Maud competed in the AROCA Sprints until the clutch let go. The extent of the damage is yet to be fully assessed. The only positive was that Ian had the car back on the trailer before the rain came.

If there are any events where members have competed, please call, text or email and I will include this in future competition reports.

As I write we are in the first week of December and I wish you all a Merry Christmas and a safe festive season. Stay safe and I look forward to catching up in 2025.

Here is also the MSCA 2025 Super Sprint Calendar:

Round		
1	Saturday February 1	Phillip Island
2	Sunday March 2	Winton
3	Saturday March 22	Sandown
4	Sat 26 & Sun 27 April	Tailem Bend

2025 VMC VKC Calendar February – March

Feb 8	VMC	FFCC/ TCCA	Werribee	Dirt
Feb 22	VMC2	WMS	Westmere	Dirt
Feb 23	VKC 1	WMS	Westmere	Dirt
Mar 23	VKC2	VMCi	Pakenham	Dirt
Mar 29	VMC3	WDCC	Avalon	Bitumen
Mar 30	VKC3	WDCC	Avalon	Bitumen

A Spoke in the Wheel of Motorsport

Bill Freame

I have been a licenced official of the 'Motorsport Australia' organisation for over 20 years and so I decided to volunteer to help as an official at the Australian Hill Climb Championship that was to be held at Bryant Park, near Moe. I was offering to officiate on the untimed Thursday practice and again on the Friday timed practice, the first two days of this national championship that would be held over four days. Ian Maud also volunteered to do the same officiating, as well as also competing in his Fiat X1/9 in the Production Sports Cars class.

GCC is a club just like ours and had made a substantial financial and physical commitment to conduct the 2024 AHCC at Bryant Park. I anticipated that they might be short a few vital officials on the first two days, being working days for employed people. Ian must have used his influence as he had arranged for us to be able to choose how we would help and I suggested the flag point at the end of the fast back straight, in easy? walking distance to the food vans and pit area. Normally that location is controlled only by two orange lights on the earth bank above the RH turn at the end of that fast straight, however as Motorsport Australia had appointed three Stewards for this event, an unusual requirement was for officials to attend at three locations around the course.

My job was to wave a red flag if there was a car stopped between my location and the return into the pits, warning the following driver the track was blocked. As it turned out, on the Thursday I waved the flag on three occasions to slow three competitors. I had two cars that ceased to proceed into the final turn and another that crashed after the finish line. Each of the flag locations were provided with radio communication with Event Command, located adjacent to the start line. Thus, they were also advised why, each time the red flag was used.

I became an accredited official a long time ago, it was when CAMS eventually insisted that officials at all levels of motorsport needed to be trained, educated, capable and licenced. Without licenced officials we wouldn't have been able to obtain a permit to run

even a club level motorkhana. A permit from CAMS (now trades as Motorsport Australia) provides some financial protection for all the committee, club members and the land holder should an accident or incident happen. I didn't mention that a competition permit costs money, the fee depending on what level of competition it is issued for. We also can apply for a permit for our non-competitive outings, picnics, club register runs and car show displays with the same level of protection to the club and the members but these permits are issued for free. Way back when I applied to become a licenced official I attended a training course, however now those courses can be done 'on line' when it is more convenient to you. The only other requirement is to obtain a 'Working with Children' accreditation, issued free to us that are volunteers, whereas those that need it for their employment have to pay a fee. So, if you are no longer competing, please consider becoming an official so others who want to compete can do so.

An official's licence can get you up close to the action at many motorsport events, if that's what you want. That's at Bathurst, Albert Park, Sandown, Phillip Island, Winton and Calder. These larger events provide a lunch each day for the officials, often as a voucher so they can choose the food and a drink.

An official's licence can also help you get involved in helping run our motorkhana and khanacross events. This club needs more licenced officials to spread the load over more people when we run our events, and long into the future. We need CoC, Timekeepers, Event Secretaries and Stewards, all with having their own level of responsibility.

I was glad and happy to be just a little spoke in the big wheel of the 2024 AHCC at Bryant Park, up close to the action, helping them to make it a safe event.



Australian Hillclimb Championship,

24-27th October

By Ian Maud

Yes, there was a FIAT in this event: just one, and with a bit of a tale to the weekend!

This event was the BIGGIE on the hillclimb calendar: the best in the business from around the country were converging on Bryant Park in Yallourn for four days, and as it is in my 'backyard,' it seemed a good opportunity to have a run with the aim of seeing how far from top of the class we were, for future goal-setting and planning.

In the weeks leading up to the event I had hoped to have a few improvements made and be all set to do as well as possible: then one by one, other things came up or planning didn't work out as intended... so that in the days before the AHCC I had convinced myself the motor wasn't right, the suspension wasn't right, I hadn't made the improvements I wanted – so I believed I wasn't going to do well, and had also been placed in a class against four rapid clubman cars (Lotus 7 – style) which pretty well assured I would be last in class – but since I'd already paid the entry fee I rather despondently decided I might just as well go along and have a run for the experience, if nothing else.

Thursday and Friday were practice days and Bill Freame generously came down to act as a flag marshal for these. Together we sat at the end of the back straight and were sequentially rained upon, pelted by a forceful wind that made the eyes water and threatened to take our small marquee off to the nearby open cut mine, or – of all things – seared by sunburn-causing sunshine! It was a wearying two days, but we had a good yarn together and got to see a lot of cars at speed up very close.

Bill convinced me to do a practice session and I put in a couple of runs in the dry that actually didn't feel too bad. I resolved for the weekend to adopt the advice from a fellow competitor some years previously, when he told me: "You know – you can make all the measurements, do all the thinking and play with all the adjustments, but sometimes you just need to get in and drive the #@&\$!!! off the thing!" That spontaneously became the plan.

Saturday was the beginning of the serious stuff, and competitive runs began around 10:00am. On my first run the track was still cool so I kept a little in reserve and to my great surprise, beat my previous best time (66.6s) on that layout by over a second! To get a 65.0s time – maybe the car wasn't so bad after all. The track was looking good for the second runs so I pushed pretty hard, and was ecstatic to see a 64.01s. Suddenly, the weekend was looking a hell of a lot better!

At this stage, my recent past came to haunt me a little. As I didn't think I was going to do very well, I had agreed to supply an emergency bridal car (and driver – me!) for a friend's wedding that afternoon (their driver and car having pulled out on them), which would mean having to leave early. I had consoled myself with the thought that I still had all of Sunday's runs yet to come.

As the third runs were about to start, I spoke with the organisers, requested I be allowed to start early, and so had a third run. I tried hard and it was going really well...right up to when I spun. Bugger! That was the ideal track condition for the weekend, and I have no doubt I would have been in the 63s. Ah, well: the wedding was very nice and they appreciated having the car provided.

Sunday morning was again fairly cool, and my first run was steady at 65.5s. Bill arrived to spectate but we had another incident which delayed running, so by the time the second run came around, the track was at it's peak for the day. I decided this was 'it,' and pushed everywhere. It was a fantastic run! Again, I reckon in the 63s. I was just about finished and was probably subconsciously already celebrating, when the tail came out as I accelerated hard to the finish line: I ran out of opposite lock, and spun. Poo! As I said to someone, I was literally so close to the finish line I could have taken my helmet off and thrown it through the light beam! What a bummer! Not only had I blown what would have been my fastest run, but of course, as these things always seem to go;

Australian Hillclimb Championship cont.

a) Bill was on the spot to capture the moment in a photo, and b) a local car club of which I am Secretary had arrived in convoy just in time to see me spin directly under the spectator balcony, ensuring a steady supply of ribbing for the next week or so!

I had one run left for the event, but the track had cooled a little and I could only get another 65s run. Still, I went home very pleased with how the car had gone, particularly given my earlier doubts. The AHCC had been run to a very high standard by the Gippsland Car Club; Bryant Park was a superb venue for the event; and a large crowd of spectators had been suitably entertained and impressed.

How did the sole FIAT perform in the scores? As anticipated, last in class! A mainstream sports car just isn't in the same league as a featherweight, tubular-framed clubman. The irony of the weekend (to me) was that if we had been put up against the 2-litre sportscars, the FIAT would have been a top scorer! We came 46th outright of 87 entries, which included around 22 open-wheeler specials and clubmans, so about 24th after the specialist, hand-built vehicles. Speaking of which, if you've never seen the outright hillclimb specials perform, you're missing out on something!

These are the Formula One cars of hillclimbing, and accelerate like a scalded cat. To put this into perspective, Dean Amos set a new course record of 48.5s. My fastest run made me very happy, but imagine Dean crossing the line, and then counting about 15s before I got there: 15s in a one-minute run!

Most of the FIATs owned by our club members are agile, well-handling cars. Hillclimbing is an event that is suited to these, and it costs a good deal less than even circuit sprints. A hillclimb event at a track like Bryant Park is a technical challenge: you need intense concentration, precision in braking, turning, and deciding when it's safe to begin accelerating. You need to place the car correctly, have the right (car) attitude, read the track conditions, anticipate the weather, choose the right tyre, etc, etc. A FIAT can do well in class, and I believe many of our members would enjoy a run in these events – why not give it a try.

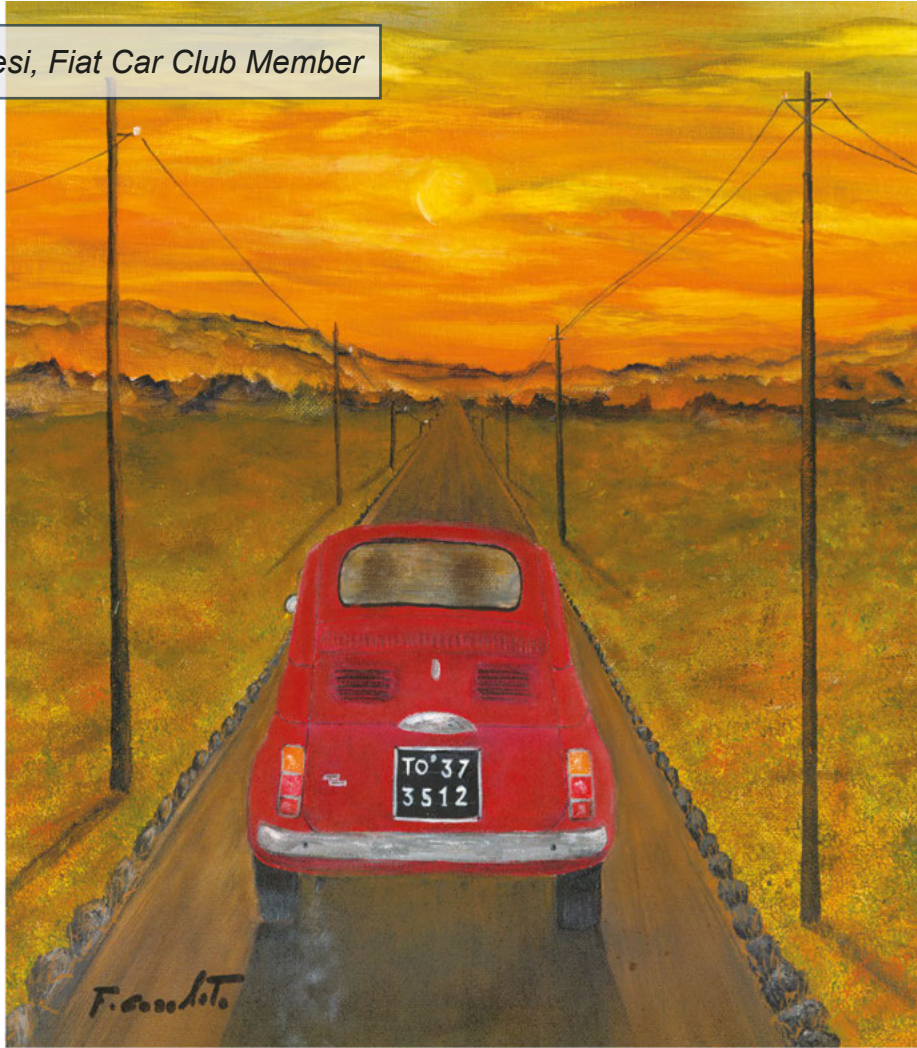


© Chris Barbour Photography



FIAT 500 PAINTING

By Frank Campesi, Fiat Car Club Member



Coming to Australia in the late 60s on the Galileo as 10 year old, it was hard to leave relatives and friends behind in Italy. Like many other Italian families growing well is a High Priority, so is keeping in touch with the cousins and friends you left behind .

After finishing my Auto electrical apprenticeship in the late seventies the opportunity came up to travel to Europe with two other friends. When the holiday was over, I stayed on in Italy for another five months, spending some of that time with my family down south, and quite some time up north in Aquila, Piemonte region, approximately 120 kilometres from Torino with relatives, my aunt and uncle and cousins Francesco and Renato.

My uncle Giuseppe had been working at Fiat for many years. Every morning, he would get up very early, through summer and freezing cold winter to catch trains and buses to travel 120 kilometres to Lingotto, where, with so many other hard working Italians, they would spend the day pumping out Fiats of all shapes

and sizes, then travel home again, 120 kilometres back, We would have a late dinner listening to uncle Giuseppe's Fiat stories .

I recently visited Lingotto, walking the full track on the roof thinking, I wonder which part of the building uncle was working in.

My cousin, Francesco Cosoleto, showed his talents as a great artist from a very early age.

This oil painting of the Fiat 500 (called Tramonto) is a tribute to his dad, who worked so many years at FIAT.

If you are in the north of Italy and happen to be driving through Cairo Montenotte, Savona region, stop your car and get out, look around obscure places where, if you're lucky, you might find one of many rocks with nature scenes painted on them, scattered around the town, for locals and visitors to the town, to find and keep for themselves. These were painted by this brilliant talented artist named Francesco Cosoleto.

From the Editor

Thanks to Frank for provided this beautiful painting and story of the 500, an iconic and much loved Fiat model that so many of us in the club love so much.

FIAT 125 FORSTER TUNCURRY EVENT

By Roger Beattie



A Sea of Cars

It was back in the pre-Covid era that I first came up with the plan to hold an event to commemorate the 125th anniversary of the founding of FIAT. The overriding thought at that time was 'don't think that there's plenty of time ... it soon goes'. Here we are 5 years later and the event has been run and enjoyed. In fact, it was the second in a series of events which seem to include a requirement for exponentially increasing complexity. That could be due solely to the growth of my ambition but I really hope that it isn't as there are at least two more coming in the next few years.

It has been particularly gratifying to hear from a number of people who had also attended the 'Historic Rallies' like Parkes, Swan Hill and the like that they enjoyed this one in a similar way. A bit of driving, enough display and eating but with ample opportunity to stand around and discuss our shared interests and potentially discover new ones without being tied to a minute by minute schedule. Those who know me well or have worked with me know how much I like to try to get that balance right even if it only through luck and optimism.

The next in this series of events is the celebration of the centenary of the FIAT Club of WA visit 'Over East' in 1926. A recreation of sorts but with all FIAT vehicles welcomed and made decidedly simpler by the fact that there now is a road between Perth and Adelaide. Another change will be from the more romantic but less practical use of camels to leave fuel

drops to visits to the regularly spaced service stations across the Nullarbor.

Watch this space for future updates and information.

From the Editor Although I was not able to attend this event I have heard so many wonderful comments about it and admiration for the effort that Roger put into organising it.

Well done Roger !!



FIAT 125 YEARS ANNIVERSARY EVENT TO FORSTER TUNCURRY

By Deb Judd

Photos by Deb Judd, Roger Beattie,
Daniel Capri

Having decided that this was an event not to miss – 125 year anniversaries are pretty special – we decided to take a few of days leisurely travelling to Forster-Tuncurry, travelling about 400 km each day and in convoy with David and Robyn Judd. We were both travelling in 1960s Fiats – the Dino coupe and 130 coupe.

Day 1: The plan was to leave Wednesday morning, 6th November. After a couple of technical issues with the cars we were on our way later in the day.

I am very pleased to say, from here on, both cars ran very smoothly for the whole trip.

First stop: Woomargama. Just in time for dinner at the adjoining pub.

Day 2: Thursday 7th November: Heading for Mittagong: Fuel and coffee stops in Tarcutta and Yass. And I managed a quick op shop stop looking for Costumi d'epoca outfits in Yass too. Along the way the Dino turned over 100,000kms!

Day 3: Friday 8th November: The cars were running beautifully and this was the last 400km before event arrival - and with plenty of time to spare. Robyn had suggested a visit to the Bradman Museum in Bowral, so off to Bowral for breakfast and the museum. If you get the chance this is worth the stop. From a gallery of cricket history, to Bradman photos & memorabilia, and the International Cricket Hall of Fame, there is plenty to peruse for an hour or so. There was even a local cricket match happening on the Bradman oval.

4.30pm: Arrived at Forster-Tuncurry and Registration & Welcome at "Event Central", the Tuncurry Memorial Hall. Roger Beattie was everywhere all at once, welcoming everyone, handing out event shirts and information. Vicki and Kevin assisted with payments, commemorative wines, programs and shirts.



Resplendent in
125 years shirts

Day 4: Saturday 9th November: 9am-ish (I love start times like this!) after breakfast at a beachside cafe. Meet again at Event Central for a coffee and a chat, catching up with interstate friends and meeting new ones. With 60-70 vehicles there was plenty to see.

After a short briefing at 10am-ish we all set off for the Villa d'Esta Vineyard. Roger had organised two routes – a shorter, more direct route for older cars or for those wanting to 'spend more time over morning coffee'. We took the longer, scenic route through small townships, bushland, and forest.



Villa d'Esta

FIAT 125 YEARS ANNIVERSARY EVENT TO FORSTER TUNCURRY CONT.



Over 60 cars, their drivers and passengers met at Villa d'Esta Vineyard for wine tasting and sausage sizzle lunch. The venue provided a wonderful opportunity for a FIAT display. Roger had a callout for 2300s. Whether or not the number of 2300s in the one place at the same time was an Aussie record, it was certainly impressive to see all 13 together.

After a leisurely lunch the rest of the afternoon was free to do as we pleased. On the way to the vineyard we had noticed a sign to The National Motorcycle Museum in Nabcac and decided that it may be worth a visit.

At first appearance I wondered how this little town of Nabcac could possibly house "The National" Motorcycle Museum. I now know it can and does!

On entry there was a vast hall filled with hundreds of cycles – then there was another hall ... and another. Not only were there motorcycles but vintage & veteran cars, a number of goggomobiles (one of which is a 3-wheeler), vintage toys, teasetts, tricycles, model cars, posters, photos books, horse-drawn buggies (no horses) ... Julie Spencer, Robyn and I glanced at the motorcycles, then spent an hour and more looking at everything else. The guys had to come and find us!



(The National Motorcycle Museum of Australia has a facebook page with lots and lots of photos if you are interested).

Saturday evening was the display of our cars at John Wright Park. Dinner was fish and chips from the local place at the end of the park. They were some of the best I have had in a very long time. There were so many of us the queue and wait was long but this gave us plenty of chat time. Roger had organised lights for the park and the photos are stunning with the bridge in the background.

Day 5: Sunday 10th November: Another 9am-ish start at Event Central – for coffee, a chat and some home movies of past Dubbo events from the late Warren Smith's (NSW) collection.

The mornings drive to lunch again had a short and long route to our destination for lunch and display of our cars. Lunch was at Pacific Palms Recreation Club on the shores of Wallis Lake. The drive was again over some lovely, winding roads. Some stopped at the local beaches for a swim on the way.

We were back in Forster with plenty of time for an ice cream and a swim. Then to the convoy meeting place to head off for dinner at the Tuncurry Beach Bowling Club. There were plenty of photos of the convoy crossing the bridge taken by Daniel Cipri using a drone (see the club facebook page). Thanks Daniel. Lots of chatter, announcements, thankyou's and farewells had over the evening.

Day 6: Monday 11th November: We left early for the (2 day) trip home to Melbourne. Many who stayed a little later met at Event Central one last time (at 9am-ish!) for coffee and a chat and at 11am attended the Remembrance Ceremony at Lone Pine Memorial Park.

Our heartfelt thanks to Roger Beattie for his vision and tremendous work putting this event together – it really was a one man organisation for the benefit of the 160 or so FIAT folk who attended.

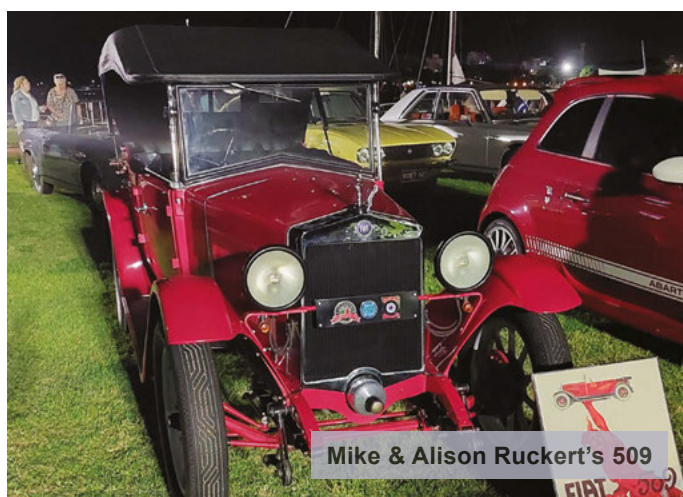
And thanks to all who made the trip to Forster-Tuncurry because you make the event a success.



The only FIAT to be found in the Museum



Cars under lights



Mike & Alison Ruckert's 509

Vale Jan Fry



By Deb Judd

Photos: Deb Judd, Anna, Guy and Peta Coward

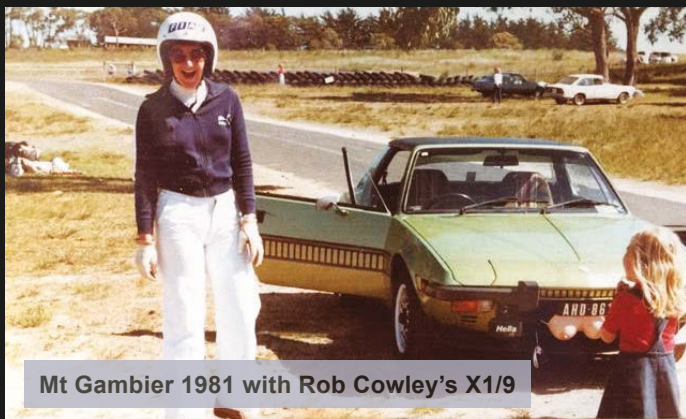
It is with great sadness we advise that life member, Janet Fry, has passed away. Jan joined the FCCV in late 1980 having recently purchased a Fiat 128Sport L. Jan was a car enthusiast and there was some family history with Fiats which included a vintage 501 of Jan's grandparents and a 128 sedan – her mother's car.

Jan was an active, keen & involved member from day one. She jumped into club events immediately by attending the Presidents' Motorkhana at the club ground in Athlone, Gippsland on 11th January 1981. Jan didn't just come along to have a look at what a Motorkhana was all about – she competed – without a mistake. Pretty good for a first try!!

Two weeks later was our Fiat Nationals Motorkhana Championship event in DUBBO, NSW. Held over the Australia Day weekend, with NSW & Qld FIAT Clubs, and an 850km drive away, Jan was there too – competing and getting to know Victorian and interstate members.

Before the end of the year Jan competed in an Autocross, treasure hunt touring assembly, two further motorkhanas, Camperdown Hillclimb, SAVIC challenge Lapdash in Mt Gambier and an Economy run. Jan continued in 1982, competing in the May Day Night Rally, Lakeland Hillclimb, and a Winton Lapdash amongst other events. In all of these events she was driving her beloved Fiat 128 Sport L which

she had christened "Giuseppe". When not driving, Jan would be found helping man the controls for our rallies, and loved recalling stories of candelabras and 'fine' dining at control points. Jan and Grant managed to fit in their wedding during 1982.



Mt Gambier 1981 with Rob Cowley's X1/9

Very quick to be involved in competition, Jan was also keen to assist. Within a few weeks of joining the car club Jan organise a run to San Remo for the Annual Beach Day.

Jan was very social and welcoming and was a good conversationalist. She enjoyed meeting new people and always wanted members to feel welcome, going out of her way to engage with new faces. Over the years there were a number of beach runs or parties held at Jan's beach place in Silverleaves, Phillip Island. Jan loved a party and on more than one occasion also offered her home in Mentone for club events – the "P Party" dressup party included.

Jan loved being involved in all things Car Club and very soon came onto the Committee. In July 1982 Jan joined as Secretary and continued in various roles until the mid 1990s – as Secretary, Membership, Social Secretary, and Publicity & Advertising.

Even for the couple of years 'break' she took when first child, Anna, was born, Jan (with Grant) continued to manage the Memberships. Soon the family grew, with the birth of Guy in 1986 and Peta in 1989.

Fittingly Jan was accorded LIFE MEMBERSHIP in 1993.

With family, work, some health issues and other commitments Jan's time in the club went quiet for some time, but she remained connected through Fiatmonth and club friends.

In 2007 Jan became involved again when the club organised a 50th Anniversary dinner. Jan was part of the sub-committee tracking down past members for that dinner.

In 2017 she joined a group of members for a trip to Italy. New friendships born, old ones reacquainted and experiences shared. The same year she offered to help track down members for the 60th Anniversary Dinner.



FCCV European Tour Group at the Ferrari Museum which Jan was part of in 2017

In 2022 Jan came back onto general committee to help investigate new membership systems and look into the future direction of the club.

Over the past 12-18 months Jan was limited by health issues, but made every effort to remain connected to the club. With the support of her family, she attended Club Meetings and Cafe di Sabato mornings, the Winter Warmer run and in August this year, with Anna, Guy and Peta, attended the Fiat Nationals in Sydney.

When not involved in club activities, Jan found time to take painting lessons and enjoyed painting with oils – especially of scenes on Phillip Island. Jan enjoyed music – from Black Sabbath to, I think her favourite, classical music – and the ballet. She had season's tickets to the opera and ballet in Melbourne. In her recent trip to Sydney with Anna, Guy and Peta the family saw Tosca at the Opera House. This was a highlight and one of Jan's bucket-list events.

All of these things reflect the person Jan was – her generosity of spirit, sense of community, independent & strong nature, hospitable and good company, creativity, looking for the fun and sharing it. She was resilient, determined and hard working when times were good and when they were a bit tough. In the end, she was such a fighter too. Rest In Peace, Jan.

Anna, Guy & Peta, with Rob and I, would like to thank everyone for bringing their FIAT to Jan's Funeral – a fitting display for a lady who loved the club and the marque.

Vale Jan Fry cont.

My Jan Memories – Lyn Bartold

Jan had been a member of the FCCV since the early 1980's and she held a number of Committee positions during her time in the club. There are many club members who have great memories of Jan from when she joined the club .. I have wonderful memories of when Jan and Grant hosted a number of great parties like the P Party (where Peter and I dressed as punks) and also the runs to Phillip Island where Jan opened up her house for Beach Run events which were always great fun.

Jan was always a willing competitor in motorkhanas and other events in her grey Fiat 128SC (we were owners of a 128SC also at the same time) and Jan and I did a couple of night rallies with her driving her 128 and me navigating. Those were the days when the rallies began late afternoon and finished somewhere in the middle of nowhere in the early hours of the morning, with the group gathered around a campfire before the long trip home!

There were also night rallies where a group of we ladies, including Jan, would man control points on the rally, in very dark and isolated spots as officials. I think we had a few "weapons" (spade and metal bars etc in the boot) in case there were had any unwelcome visitors in these dark side of the road spots in the middle of the night!! Jan was always confident that we had it covered!!

Jan's very organised "business" brain made her a welcome Committee member in various roles over the years and she held a number of positions.

Unfortunately with the deterioration of Jan's health of recent years she was not able to be as active as she would have liked, but she was able to persuade her children to take her to the Fiat Nationals in August this year to support her beloved FCCV.

We will miss you Jan, but lots of great memories.



Jan at P Party 1983



Jan and I rallying in her 128SC (Guisseppi) 1982

Memories – Fiona and Bruno Tonizzo

More than once we headed off with Jan on a road trip, not always for a FCCV event. Jan was forever ready for fun along the way. For her, the shared journey was as important as the destination.

She willingly shared her beachside retreat on The Island too. Many FCCV Beach Runs finished there and along with NYE parties and weekends the backyard was often filled with cars and tents with queues for the bathroom and the sound of Jan's infectious laugh filling the air.

But there was so much more to Jan – she valued people and learning, was genuinely interested in others and would happily hold in-depth conversations on a wide range of topics. And that is the enduring memory of Jan. Fun, intelligent, caring and open.

Jan will always be remembered and is missed already. She will always be missed.



Birthday celebrations at Cafe di Sabato July

Remembering Jan – Keith Ellis

My oldest memories of Jan Fry go back to the early 80's. There were a lot of social events that were held at either Jan's Mentone house or at her Phillip Island beach house. Jan was always a wonderful host. Whether it was tents in the back yard or some spare floor space there was always room for one more. At competition events, Jan never set the timesheets alight, but she loved her grey (or should that be Grigio?) 128 Sport Sports Coupe. Jan was happy just driving her 128. It didn't matter what the event, just driving the 128 was what mattered.

I remember being on the Committee with Jan and her ability to moderate the many male egos with her well-considered opinions ensured we achieved a balanced outcome to any issue.

My wife Debbie, had a number of opportunities over the last 12 months to have long discussions with Jan. Jan attended the Fiat Nationals in Sydney with her adult "children", Anna, Guy and Peta and was delighted to see my 128 competing. Jan was even more delighted that an old Fiat 128 could still beat the new cars in the same class.



Jan waving to the camera at the Nationals August 2024

Many times we discussed the future of her 128. I hope that Anna, Guy and Peta with the help of myself and others can bring it back to life. That is a promise that I made to Jan over this last year.

Considerate, unassuming, bubbly, warm hearted, hospitable, but always a Lady.

Memories of Jan – Deb & Rob Judd

Jan's enthusiasm for the car club and meeting people meant we got to know each other very quickly after she joined the club.

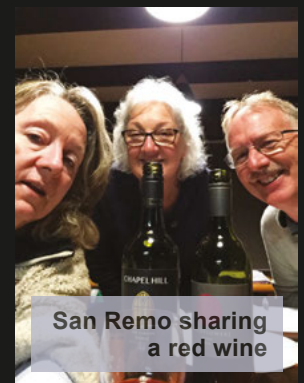
Having beach houses close together – in San Remo & Silverleaves on Phillip Island – meant our friendship flourished away from car club activities too. So this meant days on the beaches, bbqs, walks, playing cards & board games until sunrise, often bringing in the new year together watching the foreshore fireworks. And late at night listening out for the overhead sound of a small plane circling the house in Silverleaves. This was the signal for Jan to jump in the 128, head to the local airstrip and turn on the lights so that, husband, Grant could land. Later also came sleepovers for all our children, and sharing pizza in Cowes.

With children all grown and doing their own thing Jan, Rob & I continued to meet in San Remo or Silverleaves. I can hardly remember a trip to San Remo where I wouldn't pick up the phone and check whether Jan would be on the Island too. We would spend hours chatting (Jan was very good at that!) often while doing a jigsaw and sharing a red wine. Mario's restaurant in San Remo became a favourite in recent years. During lockdowns, with Jan's permanent shift to Phillip Island, the chats became long phone calls often a few times a week.

Jan, you will be missed, but there are many memories. We will not be able to head to San Remo, do a jigsaw, walk Conservation Hill or pass Mario's Restaurant without thinking of you.



Jan & Deb Fiat Nationals 1981-82 Dubbo



San Remo sharing a red wine

FIAT CLUB FESTA

By Mario Di Censo

Photos by Anthony Cementon, Jeremy Tassone,
Joseph Sammut

The Fiat Club Christmas Festa for 2024 was a great success, enjoyed by everyone who attended, We had an abundance of amazing cars and 130 members, family and friends in attendance. There was plenty of great food to keep everyone happy and time to catch up with other members and their families. Even the weather was very kind with the predicted rain holding off and the sun was even shining for most of the day and it was even slightly muggy at times.

Thanks to everyone who came along and made it an enjoyable day – very relaxed and low key, just what was needed at this busy time of the year. A special thanks go to the team of helpers including 12 year old Alexandra Black (or Knackers as her dad calls her) Thanks to Paul, Sandro, Bruce, Adrian and Joe P and Joe S who all pitched in to help with the cooking, serving, setting up, organising the parking and all the other jobs that go on behind the scene for an event like this. We can't forget il Presidente, Roger, who always puts in a big effort at any events the club hold. It is not just on the day that the team puts in all the effort – weeks and months of planning and organisation to events such as this that make a successful day enjoyed by all who attended We hope to see more members attend next year for another great event. Have a great Christmas and we hope to see you attending the broad range of events that will be on offer in 2025.





Big thank you to the cooking crew who kept us all well fed and happy



FIAT CLUB FESTA cont.



From the Editor

Of course, we can't forget Mario who has been the driving force in organising this event each year. Mario and Paul Pozzobon are our Social Coordinators and they work hard throughout the year to get as many members and family along to events like this one, to share our love of Fiats, all Italian Cars and all things Italian. Thanks to everyone who contributed to making this a wonderful end of year's event.



Me enjoying a lovely day spent with a great group of friends

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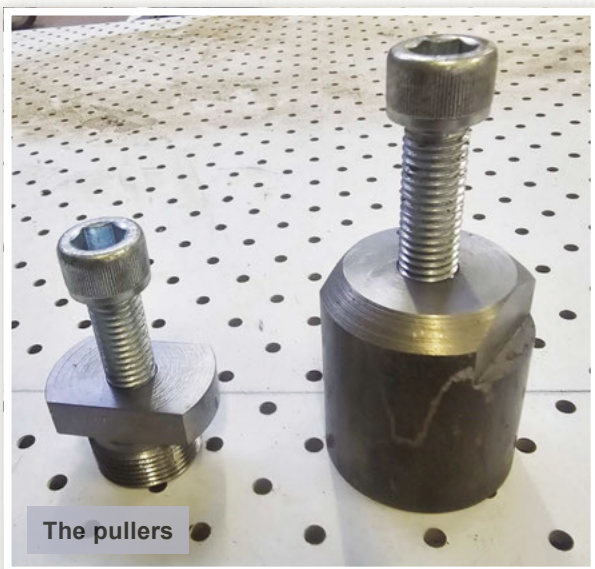
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The pullers



The News Stand

Richard Unkles

Vintage activity has been on the rise.

David Stott has been keen to get to the bottom of the problems he has experienced with the tubes of his 501 developing splits and subsequent flat tyres over the last two years, the latest being at the Fiat 125 event at Foster Tuncurry. A visit to Stuckey Tyres with all his wheels was not particularly revealing. All the wheels were deemed to be fine and not a source of concern.

Consensus was that it was a not so perfect batch of tubes, noting that it took several years for the weakness to show up. They have fitted new

Michelin tubes that are twice as thick as the old ones and expect the problems have been solved.

Sam Biondo has been having "fun" with the valve timing on his 503. His low mileage car was fitted with a fibre timing gear that was not properly marked adding to the confusion. He also discovered the generator sprocket had been damaged and the replacement somewhat dodgy. Luckily he has a decrepit old engine with the correct sprocket. As a result Sam has had pullers made for the generator gear

and the timing gear. Am sure he would lend them to the right needy enthusiast (see photo top left).

Paul Jones has taken over the restoration of his late father Lindsay. Fortunately a thorough search of a mostly hidden area revealed the original hood and the missing leather Lindsay bought in Pakistan for the upholstery. But moving day was chosen as the wettest Saturday this year. However operation successful, though all involved got a true soaking (see photo top right).

Bendigo Swap 2024

It was no surprise that little of vintage Fiat parts were found there, beyond the usual 501 hubcaps and an overpriced Magnetti Marelli MP4 magneto. A surprise was an instrument panel for a Fiat 1900A Gran Luce. Seemed to be a shortage of interest in that.



Gran Luce instrument panel

A surprise find was a very large veteran FIAT spanner, 46mm one end and 70mm the other, so likely

from a veteran truck such as a 15TER. Only found recently in a house clearing the dealers wanted \$50 for it. Not interested in offers so it remains available for someone with little idea of true value.



The Rusty Spanner

However it was a good day for your scribe who collected several goodies incl a NOS set of trafficators that match the ones in the 1942 photo of the 501 taxi, 2 NOS BTH CE6 magneto distributor caps (these were remanufactured some years ago at great expense

in UK so \$5 each seemed fair), a mount for a two gallon petrol can, a makers plate for a DFP, the firm that W O Bentley worked for prior to producing his Bentley cars, plus an unusual Bosch press button switch. Parts of the switch are the same as that fitted to Brescia Bugattis, but this one has a mounting for on top or under a dashboard. Does anyone know what it is off?



Bendigo Finds (Bendigo Loot)

po 2 505 507 519

TORQUE

521 tipo 1 501c

FIAT



Moving the 501 in the rain

Vintage FIATS - a Wide Range of Options *By Bruce Lindsay*

Recent acquisition of an original 1924 Fiat range price-list reveals a range of vehicles of which I previously knew nothing: my own experience of vintage Fiats goes back to 1960, when I acquired my 1922 501 tourer.

This price list – printed for NSW Fiat agent Garratts Ltd, of 173-175 Elizabeth St, Sydney, was published on August 4th, 1924 – “The Car of International Reputation” – and all are described as “Reduced prices”. There is no mention of why they were being reduced, or from what previous pricing.

I find it interesting that the list routinely offers the option of factory or local coachwork, with appropriate variations in prices. The 501 was the marque staple in the 1920s, and there are no fewer than 13 options. Chassis - £345: Standard single seater - £445: Standard double seater (i.e. tourer) - £450: Garratt's DeLuxe single seater - £490: Garratt's DeLuxe double seater - £495.

But the “Model 501 Sports Type” was even more costly. Chassis price was £375: Garratt's single seater (so local coachwork) was £505: Garratt's double seater cost £515: the “Italian Torpedo double seater” £535: “Italian Sports double seater” £550: “Italian Spider” £540: “Italian coupe single seater” £615: and the “Italian Saloon” £650 (similar to Richard Unkles' square-rigged saloon).

Any of these prices confirm that even the base model 501 was a quality item compared to the contemporary Ford Model T tourer, which sold in 1924 for US\$295 (or around AU£66).

Prices for the larger-engined 505 ranged from a chassis price of £490, to the “Italian Torpedo double seater” at £675.

The 6-cylinder side-valve 510 “20-30hp” was priced from the chassis at £600, to the Tipo 510S “Italian Sports Type double seater” at £900.

Perhaps most revealing are the prices for the wonderful 519 “Super-Fiat”. The standard chassis cost £1050, while the ‘Sports Type’ was priced at £1100. These chassis prices are rarified territory in 1924, and nudged the cost of a contemporary Rolls Royce 20hp chassis. The 519 was offered in six forms. The “Garratts Torpedo DeLuxe” at £1350: the “Garratts Sports DeLuxe” for £1400: the “Italian Torpedo De Luxe” cost £1350: the “Italian Sports DeLuxe” £1400: the “Italian Saloon DeLuxe” £1590: while the ultimate was the “Italian Saloon Sports” for £1650.

There lived for many years in Adelaide a vast “Italian Torpedo DeLuxe” tourer, complete with dual-cowl coachwork, fitted cocktail cabinets to the rear compartment, and THE most superb decorative inlaid wood interior trim. Sadly I understand that car has now departed for the USA.

But perhaps the most intriguing price list refers to the “Lorry Chassis only”, on which pricing is listed for the 502F, 505F, 15ter, and 15ter Long Chassis. I had previously believed that the 502 was the commercial version of the 501, but on-line sources quote the 502 as a more elaborate version of the 501, with a longer wheelbase, but retaining its 1460cc engine. The 502F, priced here, also had a longer wheelbase (275 vs 265cms), wore solid disc wheels, and must have used a lower final drive ratio, since its maximum speed was quoted at 25mph, against that for the 501/502 touring car of 45mph. The light commercial was otherwise similar to the touring car, a pattern repeated for the 505F. Prices were £400 for the 502F chassis, and £475 for the 505F.



Footnote: The 502 was produced on the longer chassis that was later used for the 503 and thought suitable for the taxi industry. Roger Beattie has his eyes on a very low mileage 502 car but one that was never used as a taxi or similar. It may well have been sold by Auto Car Industries as a chassis as the tourer body was made in Maryborough, Vic. It seems likely that it was not saleable as a taxi chassis here and so was sold as a chassis to be bodied elsewhere by the farming family owners. A rare beast, so Roger's interest is very understandable.

Tipo Torque cont.

FIAT 125 - Forster Tuncurry

Full marks to those who brought their vintage Fiats to the event. For several this meant trailering a significant distance. Nice to see the numbers of Tipo 509 matching those of the 501, there being 2 of each. Then the 503 was matched by the lovely original 514 of Graham Chegwiggen. So thanks to Mike Ruckert from Brisbane for his 509, Jeff Bryant from Sydney for his freshly restored 509, Robert Lovell from Lismore for his lovely 501 spider he finished 42 years ago and still looks fresh, David Stott from Melbourne for his 501 tourer bought new by his grandfather and Alan Baker from Sydney for his 503 and Graham Chegwiddden from Sydney for his lovely 514 sedan.

For me the number 1 was Alan Baker's 503 tourer for its history and the standard he has restored it to. Not bought new by his father but when it was already 6 years old. No doubt his father was impressed by the improved standard of the Italian bodied tourer and likely tempted by Depression Era prices. Alan went for his drivers licence in it when he was an 18 year old in 1954. He has restored it to a lovely standard and has had it back on the road for the last 13 years. Not many people can claim to still have the car they went for their driver's licence and still have it 70 years later, let alone a vintage one. A car Alan is justly proud of.



Alan and his 503 tourer

The other car of special interest is the 514 of Graham Chegwiddden which is thought to have diplomatic origins in Canberra. It was living on the edge of Melbourne with a collector for some years before

purchase by Graham. It has survived in amazingly original condition overall though the original upholstery has been replaced. Mechanically the only hidden change is the conversion of the timing gears from silent chain to duplex chain and sprockets, due to the difficulty of obtaining original silent chain. Certainly a car never to be restored. This is one of only 4 surviving Tipo 514 cars known in Australia and the only sedan.

Thank you Graham for presenting this one.

Jeff Bryant's nicely presented Tipo 509 tourer with its body made by the Melbourne Motor Body Co is worth an article in the future on its origins and restoration. Sorry no photo but is certainly deserving of recognition.

A non vintage matter brought your scribe's 1980 Fiat 124 spider to a halt whilst returning from Foster Tuncurry. The car had seemed to be losing power on hills but better on the flat or downhill, which makes sense when things are normal. However a bit south of Gundagai it could barely crawl up a long hill and boiled in the process. Suspicion became fact as the internals of the catalytic converter had collapsed and when driving uphill it fell to the rear and blocked the exhaust. So a 44 minute call to the RACV/NRMA and the benefits of the RACV Gold Emergency Cover to the rescue. In truth I had only taken out the cover for the 501 "taxi" when on the RACV sponsored Centenary of the 1921 Alpine Trial. So the trip on a tilt tray for 140km to Albury outskirts cost nothing and Lavington Tyre and Exhaust (recommended) replaced it in 85 minutes and only cost \$290 all up. RACV advised that overnight expenses and other extras if required were covered to a maximum of \$2400. Thank you RACV. An example of coverage that proved worthwhile. So why do modern cars catalytic converters cost so much to replace when they

get stolen? No doubt the answer is massive mark up.

If you are wondering why a 1980 car has a catalytic converter the answer is it was made to be able to be sold in California as compliant with the then new anti pollution regulations.

Club Acquisitions

Recently the club has a picked up a NOS LHS mudguard for a 501/502/503 truck, 3 sets of new pistons and gudgeons for the 1100 - 103 series cars, one set + 10 thou and 2 sets + 20 thou.

Also a NOS LHS front mudguard for a 501/502/503 truck has come to the club's possession. Contact Richard Unkles if you need these pistons for your Fiat 1100 - 103 rebuild.

Cars On The Move

Below, a Tipo 521 sedan which is for sale in New Zealand. Details can be obtained from Roger Beattie. Looks a nice one.



521 in New Zealand

David John has decided to let his 503 tourer find a new custodian. This car is eligible for the Original Class for the planned Centenary of the 1926 Fiat Car Club of WA's trip to Melbourne and Sydney as one 503 joined the Tipo 501's. The modest sum of \$21,500 is thought to offer a very fair chance of ownership to the new custodian. Enquiries to David John on 0408 746 313 or 9874 6313 or jumbojohn@yahoo.com.au



David John's 503 Tourer

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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:-







124 RIUNIONE IN KAIKOURA NEW ZEALAND

Story and Photos by Roger Beattie

On the back of a 24-hour turnaround after getting home from Forster Tuncurry last month I found myself on a plane to Christchurch to enjoy the company and camaraderie of the CFLC Editor and her family ... they have a Lyn too! Lyn and Ken Parlane hosted me amid the frenetic last minute organising of the 124 Riunione.

The original version of this event was run in 2016 to celebrate both the launch of the new 124 Spider and the 30th Anniversary of the original 124. It has been running biennially since then with the venue switching between the North and South Islands of New Zealand.

This year's event was run in Kaikoura, a delightful little town about two hours north of Christchurch that offers spectacular coastline as well as mountain hinterland for driving about along with the added attractions of whales, seals and other natural wonders.

The event runs over the weekend with a welcome and registration Friday evening. The display, drive and dinner on Saturday are followed up with a leisurely event Sunday morning before everyone starts making their way home. The lunchtime finish allowed me some time to catch up with fellow Fiat tragic Allan Rennie in Amberley (about half way back to Christchurch) to see and discuss his collection of cars from 514 through Topolinos and 508C to relatively more modern 1500 and 130 sedan along with his wonderful memorabilia collection. The following day was occupied by a visit to Auto Restorations, an amazing business, in the company of another history minded enthusiast in



Ewan Mitchell who showed me his 1500 Cabriolet restoration project nearing completion before afternoon tea and a vibrant discussion to solve the world's ills with he and his wife Liz. Dropped back at the Parlanes I was once again pampered and spoilt with an early morning lift to the airport.

I believe the 2026 edition in Napier on the North Island will follow the same format. A group for the FCCV visited Napier for its famous Art Deco festival some years back and can certainly attest to it being a great town for an event. If anyone is tempted by the thought of gathering together with a friendly group of 124 tragics, let me know and I will ensure you are on the mailing list for the next one.

As a postscript and in what is becoming a bit of a trend I brought home an award for having travelled furthest to attend. If I am not careful I will develop a reputation for such things.





Fiat Cars on Display

Article by Robert Judd
Photos by Deb Judd



Following the demise of MotorClassica in 2022, its key benefactor has tried hard to get an alternative event going to take its place and this was “Motors and Masterpieces” held late in November.

In order to create the new event it was necessary to find ways to reduce costs and to update the format. The new location provided much more space and therefore allowed additional vehicle categories and this proved to be successful with over 200 wonderful cars in the following categories:

- *Golden Age*: featuring the early automotive pioneers.
- *High Society*: cars from 30' & 40's mostly Rolls Royce's and Bentleys.
- *La Dolce Vita*: for the Italian cars from the 50's to the 2000's. This included a sub-category of 11 various Maserati models to reflect the 110 year anniversary of the marque.
- *Swinging London*: from the Mini to E Type Jaguar.
- *Continental Classics*: other European including Mercedes and Porsche.
- *California Dreaming*: with a focus on muscle cars and excess.

- *Great Southern Land*: showed Australian car history and local muscle cars.
- *Tokyo Lights*: showing some Japanese icons.
- *Monaco Glitz*: with extraordinary supercars, &
- *Chequered Flag*: with some recent and older racing cars.

Unfortunately the date clashed with Spettacolo and the Geelong Revival and our club wasn't able to get a club display together and ultimately there were very few members who attended.

I had my Fiat Dino Coupe in the La Dolce Vita area and David had his Maserati 3500 GTI in the Maserati display. The only other Fiats there were a green wrapped 595 Abarth from Grafico, and a 500 Jolly which was part of the La Dolce Vita diorama display.

As the first running of this new event, there were several opportunities for improvement and it's to be hoped that Carlos can find the enthusiasm to try again.

Melbourne needs to have a Premium annual motoring display like this!



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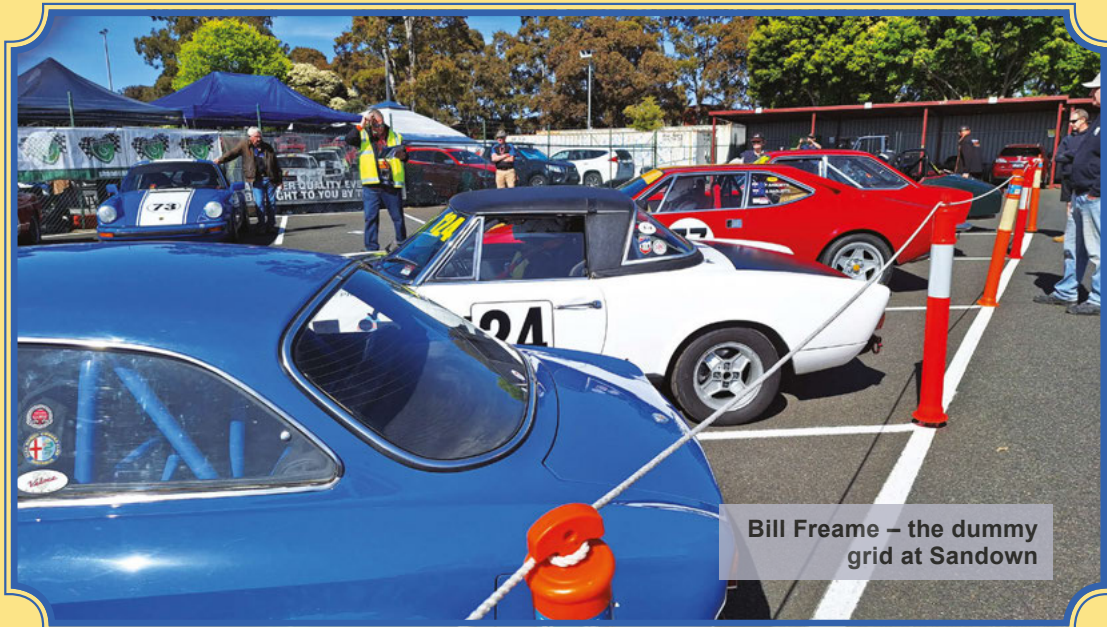
Photo Competition

By Lyn Bartold

We are continuing to hold our FM Photo competition to encourage members to get out your cameras (what are they!!) or your phones at club events and to take high res photos that can be used in FIATMonth. Again just a few entries the FM but I have also selected some that have appeared in articles in FIATMonth or on our Facebook page. I have chosen this month that have captured a typical scene at an FCCV event.

The prize for the competition is a piece of merchandise which can be chosen at the GM or by contacting me to let me know your choice.

Thanks to this month's participants – let's see if we can increase the number of participants for next FIATMonth.



Bill Freame – the dummy grid at Sandown



Robert Judd – at Motors and Masterpieces at the Showgrounds

Coming Events

General Meetings

January 9th 8pm Veneto Club
February 13th 8pm Veneto Club
March 13th 8pm Veneto Club

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

Contact Sandro Cesario 0420 277 701

Caffe di sabato

January No Caffe di sabato

Feb 1st Veneto Club
9.00am

Mar 1st Veneto Club
9.00am



Festival of Motoring at Cruden Farm Sunday 19th January 2025

Open to all Historic, Veteran, Vintage, and Classic vehicles over 25 years old.
Club displays welcome
A Celebration of Motoring Throughout the Decades.



- Display Vehicles Must Be Pre Booked www.aomc.asn.au/festival-of-motoring
- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9am
- \$20 Entry for display cars (Includes passengers)
- Spectator entry and car park off Cranhaven Rd.
- Spectator Admission \$10 per person, Children free
- All profits from this event will be donated to Redkite
- Childrens Entertainment, Music, Food & Trophies



Presented by the Association of Motoring Clubs in association with RACV
For further details contact 0473 832 277
www.aomc.asn.au and aomc facebook

See Fiat Pronto
for updates

Phillip Island Classic



March 7th-9th

Phillip Island
Grand Prix Circuit

See Fiat Pronto
for updates

Coming Events



Australian Formula 1 Grand Prix

See Fiat Pronto for information



67th Kalorama Rally

Sunday
23rd March, 2025

See Fiat Pronto for information



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Spectators from 10.00 am

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11.00 am for those so inclined!



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Yarra Glen Racecourse Armstrong Grove, Yarra Glen