



FIAT Month

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

www.fiatclub.org.au

JUL 2018



— SERATA DI FESTA —
— 2018–2019 COMMITTEE —



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JUL 2018



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

The Veneto Club
 191 Bulleen Rd, Bulleen VIC 3105



Front cover:

Rocco Campesi's 124 Spider. All Saints Winery, Rutherglen.

Winning photo in the Photo Competition, Fiat – the Car.

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FIATmonth Editorial Committee

Lyn Bartold— Editor
 Roger Beattie
 Peter Bartold— Advertising
 Matthew Judd— Layout/Design

FIATmonth deadlines

12th of the month prior to publications.
 Next issue: September 2018
 Deadline: 12 August, 2018





2018-19

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Mario Di Censo; Paul Pozzobon
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Vice President

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M: 0411 511 679

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Ralph Di Censo
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Jonathan Crellin
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NON-COMMITTEE POSITIONS 2018-19

MSCA/CAMS Delegate

Mark Rae

AOMC Delegate

Peter Kerr

Supper Organiser

Paul Pozzobon

Raffle

Simon Crellin

Property Officer

David Judd

^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

Jan Coward
Shirley Clark
Stephen Mayer*
Richard Unkles
Ian Payne
David Hughes
Keith Ellis

Alana Freame
Harry Baker*
David Judd
Sebastian Bongiorno
*deceased

Life Member and Patron — Peter Bartold

SERVICE AWARD MEMBERS

Sandro Cesario
Jonathan Crellin
Bob Durrant
Frank Fazio

Paul Freame
Stuart Granger
Bruce McCann
Danny Petterlin

Mark Rae
Tony Romeo
Joe Sammut

Gary Spencer
Shayne Williams



FIAT month — July 2018



From the Editor...



Paul Freame has also stepped down from the position of Competition Secretary due to family commitments and he must be commended for his enthusiasm and organisational skills over the period he held this position. Interest in Competition events has increased enormously over the period Paul has been in the job.

Welcome to new President, Roger Beattie, who has the enthusiasm and skill to step in David's shoes. After spending 3 weeks with Roger on our FCCV Italian Trip last year, our group looked on Roger as the "go to man" whenever we needed something researched, what train or bus route we had to take or where were the best places to eat etc, etc so I am confident he will bring that level of enquiry to club issues!! Danny Petterlin, who takes over the role Competition Secretary, has been involved in the club for many years, has an interest in the competition side and is a long term member of the Autobella Committee. Jono Crellin is our other "newbie" but has been on the General Committee and is also a member of the Autobella

This magazine marks the end of a very successful club year and the beginning of a new one, with some changes to the Committee.

After 7 years in the job our President, David Judd has stepped down (although still on Committee). The club under David's leadership has gone from strength to strength, with record membership numbers and a full calendar which is engaging more and more members in the activities on offer. The success of the club under David's leadership is testament to his enthusiastic management and, in fact, we have the biggest Committee in the club's history and have not had trouble filling Committee positions. This must say something about the way the club has operated over this time. Gone are the days when the AGM was always the least attended meeting of the year because members were afraid that they may be co-opted into agreeing to stand for a Committee position!

Committee, so comes to us with plenty of FCCV knowledge and experience.

David has been campaigning for some time for some "young blood" on the Committee and we still have a long way to go with this goal. Although extremely efficient and enthusiastic we have many retirement age Committee members and this is not creating a succession plan that is necessary into the future. We encourage any "younger" club members to consider joining the Committee, beginning in a generalist role, with the possibility of moving to a defined position in the future. The beauty of having a large Committee is that there is always plenty of assistance when jobs need to be done.

Allora... welcome to our Committee for the 2018-19 year and we encourage all club members to give us your support and be prepared to put your hand up to

help when assistance is required. From my point of view, as the returning Editor, I would like to see more members writing articles for FIATmonth. This issue, the first of the 2018-19 club year, has a number of new contributors reporting on events or writing an article of interest to members so it would be great if this continued. Even if you do not wish to contribute a completed article you can put some notes and ideas together which I can convert to an article. It is always good to see your handiwork in print. You can email me on editor@fiatclub.org.

The coming year is already shaping up to be one full of great events and possibilities for involvement in all aspects of club life for club members and their families, so read your calendars and the regular event alerts that we email out and get involved.

Editor's Pic of the Month

As I was writing this report my Facebook page has just flashed up my memories of one year ago and it showed this weekend last year when Peter and I were at the Vernasca Silver Flag Hillclimb near Piacenza, probably the highlight of our trip after the FCCV part of the trip was over - great memories..





David Judd is congratulated by Club Patron, Peter Bartold, for the work he has done as President at the Serata di festa on June 16th.

(Photo: Paul Pozzobon)



Rapporto del presidente



Welcome to the July 2018 FIATmonth.

Whilst this magazine marks the start of the new Club year I'm lucky to get this opportunity to write my FINAL report as President. We are two days from the AGM being held on the 14th June, I obviously can't announce your new committee, but I can be definite that I'm not standing again as President. After seven years as President, and a few years prior to that as Vice President I am pleased to pass on the baton. It's been a target of mine to work on a planned transition of roles to fresh members, this process must continue. The committee encourages members to step up and help organise events and take up roles to influence the future direction of the Club. Behind the scenes we have been working on getting the right member to step into the President's position at this time and head up a strong committee made up of existing and new members as we enter the second half of the Club's 61st year.

Roger was elected at the AGM; the list of the new committee can be found on the Committee Page

—Ed

The Club has just completed a very busy committee year having guided the Club through the second half of our 60th Anniversary Year celebrations to December 2017 and in March this year successfully organising and running the 2018 Nationals in Shepparton and Winton,

followed immediately by Autobella in April. I want to again thank all the committee and subcommittee members who helped in the organising and the running of these major events and particularly all those who contributed to the success of the 60 Year celebrations. Our Club continues to demonstrate the teamwork and capability to successfully organise and run large events for the FIAT fraternity. This year at the Nationals I'm also proud to say we retained the FIAT of ITALY CUP for the second year in a row.

The figures for the financial year just completed clearly indicate the big year we've had, with our turnover up nearly 100% on the previous year. Naturally this will ease back but, as we are running the Nationals for the second year in a row, we will repeat part of a larger turnover and hopefully a surplus again in 2018 / 19.

Membership numbers continue to grow with our member numbers at **513** by year end 17 / 18.

The new committee must now raise its sights to the balance of the calendar year and also continue to look to planning the future organising and development of the Club. Your Club is in good hands moving forward.

I stand down from the Presidency satisfied that the Club is in a very strong position in all ways, we can look to developing the Club further in the knowledge that we have a strong balance sheet, a strong membership base, a good reputation for organising enjoyable events, strong leadership

VALE JOHN CRELLIN

By Lyn Bartold
Photos: Crellin Family

It is with great sadness that we report that long time Fiat Club member, John Crellin passed away on the 2nd June. John's four sons, Simon, Andrew, Mark and Jono are members of our club and they inherited their interest in Fiats from John.

John's first Fiat was a 125, bought in about 1970 and his next was project Fiat 501 with the intention of restoring it but he sold it in the 1990's

John began his FCCV membership in 1980 and when Simon was 16 and wanting a car, John decided that a safe and reliable first car would be a Fiat 124 which Simon was driving in motorhous before he got his licence, under the guidance of John.

John was a qualified electrician but he went into partnership in BP Service Stations in Malvern, with a friend. He then bought Ajax Tyre and Alignment Services in Glen Iris which became Crellin Automotive in 1980 and continued here until he retired in 2000. This was the ideal place, out the back, for the boys and John to store and restore a collection of Fiats, mostly 124 sedans, coupes and wagons. John bought Liz, his wife a 131 Supermirafiori and they later had Ducato Campervans for their trips around Australia. John's interest in Fiats was certain transferred to the boys who are all club members and have been involved in club activities with the support and guidance of dad.

The car that John will be most remembered for was his Fiat 600 which he bought in 1986 from Rugero



Giannini (it was his daughter's car) John restored it after he retired and it was ever present at Autobellas, Club Sandwich at Motorclassica and many other club displays

John has also been a constant in the Buggee/Freame and Waldron/Gregory campaigns at Targa Tasmania, beginning in the late 90's and he completed 13 Targa's, the last one being in 2014, when ill health forced his retirement.

John was a regular presence at club meetings and events up until the last 4 years and we certainly miss his mild manner, smiling face and love of Fiats.

There was a significant presence of FCCV members at John's funeral with about 20 forming a guard of honour for the procession of his casket to the hearse. It was very fitting that his 600 was on display in the foyer of the funeral parlour and that his sons and grandsons paid their respects by all wearing matching flat top Kangol caps, John's favourite head gear.

John will be sadly missed but his Fiat passion will live on through the boys and his 600 which will continue to come to events and remind us of John's contribution to the club.



and therefore a very good future servicing the FIAT fraternity. I am confident that the new leadership mixed with the experienced committee members, and new younger members coming through, will create an even stronger future for FCCV.

I thank all the members and my fellow committee members for their support on my journey with the Club administration over the last decade or so and I also thank the members for the opportunity to serve the Club. It's actually a lot of fun.

I look forward to continuing to support our Club in the future, as I also look forward to having more flexibility for travel, for my growing family of grandchildren, and for my many car and building projects!!

Finally, I recommend to any member to step forward and get involved in the running of the Club, you will learn a lot, gain great enjoyment, and many continuing friendships.

Cheers and thank you.

I would like to add my personal congratulations and thanks to David for the work he has done as President. I joined the Committee (rejoining after many years) when I retired from teaching, in the year after David became President. His professionalism and enthusiasm for the job has always been evident and it has been a great pleasure to work with him (read my Editorial for further comment). Thank you from all of us and we know that you will continue to be an active and enthusiastic club member.

—Lyn



CLUB CALENDAR

JULY-SEPTEMBER 2018

JUL

Thurs 12

FCCV General Meeting
Veneto Club, 8pm.

Sat 14

VMC Round 5 Bendigo CC
Bendigo, Huntly Saleyards on
bitumen. Contact Danny Petterlin,
0411 877 337.

Sun 15

Eco Drive
Meet at Hungry Jacks Knox City. Lunch at La
Porchetta, Pakenham Contact Paul Freame,
0412 968 451.

Sun 29

Group 5 Motorkhana, Altona.
Contact Danny Petterlin, 0411 877 337.

AUG

Fri 3-Sun 5

Winton Festival of Speed
Winton Raceway. Contact Lyn
Bartold, 0433 034 721.

Sat 4

Caffe di sabato
10 am. Venue TBC. Contact Mario
Di Censo, 0419 171 661, or Paul
Pozzobon, 0418 552 290.

Thurs 9

FCCV General Meeting
Veneto Club, 8pm.

Sun 12

MSCA Sprint Winton
FCCV Champs. Contact Danny Petterlin,
0411 877 337.

AUG

Sat 18

Fiat vs Alfa Bocce Challenge.
Contact Mario Di Censo, 0419 171
661, Paul Pozzobon, 0418 552 290.

Sun 19

VMC Round 6 Colac (Bitumen)
FCCV Champs. Contact Danny
Petterlin, 0411 877 337.

Maling Rd Autoclassico
Maling Rd, Canterbury. Contact Lyn Bartold,
0433 034 721.

Sun 26

Marong Federation Picnic & Weekend Away
Marong. Contact Roger Beattie, 0400 177 278.

Group 5 Head to Head Motorkhana
Altona. Contact Danny Petterin, 0411 877 337.

Sat 1

Caffe di sabato
10am TBC. Contact Mario Di Censo,
0419 171 661, Paul Pozzobon,
0418 552 290.

Sun 9

Harry's Run
Route north of Melbourne tbc. Contact Richard
Unkles, 0411 185 779, Ian Payne, 0407 838 532.

Thurs 13

FCCV General Meeting
Veneto Club, 8pm.

Sat 22

MSCA Sprint at Phillip Island
Contact Danny Petterlin, 0411 877 337.

General Meetings



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

The Veneto Club
191 Bulleen Rd, Bulleen VIC 3105

Future meetings:

- Thursday, 12th July 2018
- Thursday, 9th August 2018
- Thursday, 13th September 2018



Membership News

Robert Judd, Membership and Club Permit Secretary

We are now in the new club year & we are rapidly processing renewals for our 513 members and continuing to attract new members as listed below.

Welcome to the following new members

Edmondo De Luca: Nissan Pulsar
Marcello Ricchetti: Fiat X1/9, Lancia Beta & Alfa 156
Matthew Poliness: Lancia Monte Carlo
Sam Filippone: New Fiat 124 Abarth
Frank Miculan: Fiat 20V Coupe
Marco De Santis: no info
Giancarlo Stangherlin: no info
Greg Cula: Fiat 124AC

And we welcome back **Julien and Antonella Pezzino:** Fiat 500F and Fremont.

We look forward to seeing you all and your cars at future events.

MEMBERSHIP & CLUB PERMIT UPDATE

Please note: there are some changes afoot with the permit signatories.

In order to try to assist our members who live in the western side of Melbourne we have added in a new signatory in Frank Marinelli, who is based in Brunswick. Also, I welcome Mario Di Censo (Bulleen/Balwyn) who will be added to the list too and I will cease to do any signatures, but will maintain the database. This will give me some relief of time and allow me to work on getting the database for both membership and permits upgraded to be more user friendly and therefore easier to transfer to a new membership/club permit secretary in the future. By the time you are reading this article the change will have happened as it is being actioned late June.

Don't forget to renew your membership if you haven't already. Forms are on the website and EFT is available now to make it easier

Name	Location	Phone
Peter Bartold	Wonga Park	0414 867 280
Phil Buggee	Dandenong	03 9794 6692
Mario di Censo	Bulleen/Balwyn	0419 171 661
Bill Freame	Glen Waverley	0412 814 855
Frank Marinelli	Brunswick	0411 511 679

FCCV Club Permit Scheme Scrutineers



FIAT CAR CLUB



Featured Member

Brodie Miller

I started my 'micro car' journey in 1999 when I bought a pretty beat up old Goggomobile Limousine – no, not the dart. I worked on it for about 7 years and finally gave in and sold it I started my 'micro car' journey in 1999 when I bought a pretty beat up old Goggomobile because I just wasn't able to find the parts to get it on the road. So I searched for another micro car with suicide doors and stumbled across a dying paddock 1960 suicide door Fiat 500. I bought her and spent the next 12 years trying my hardest to get her on the road in amongst studying, building my career, getting married and having 2 kids. But, realising that I probably was still more years away from getting her on the road than had already passed, I decided to sell her and move on to a drivable 500. I was exceptionally lucky and sold my Fiat to a wonderful guy who has been an incredible help with my new 500. I bought my current Fiat 500, AKA Luigi, only a few short months ago and I love it! I'm learning a lot; like if you own a car like this, you also own a draw/box/shed that's full of parts you've bought that aren't the right fit, year, size, etc. In any case, it's been the best fun ever! Looking forward to meeting everyone and getting as much help and advice as possible! Thanks for having me in the club.





Competition Report

Paul Freame, Competition Secretary



Victoria wins the Fiat of Italy Cup

After 3 years as Competition Secretary I have chosen to stand down and let someone else continue the momentum the competition side of the club has enjoyed. Congratulations Danny Petterlin for volunteering to take on this vital role within the club. I will assist Danny to ensure a smooth transition.

Past events

16–21 April – Targa Tasmania. Phil Buggee and I competed in the Fiat 131 Sedan in the classic competition, Car No 531. We won our class, 3rd in category and 14th outright, splitting two Porsche 911 Carrera. Jack Waldron and Vin Gregory, Car No 163 won the GT Sports competition, with the Mitsubishi Sigma (Abarth 750 MkII is what I am calling it). Thanks to Peter Kerr, Bill Freame and Trevor Haines for supporting the weeks efforts. See report elsewhere for a day by day account of the challenges from this event.

Saturday 28 April – MSCA Sprint at Sandown, saw Stephen Stewarts Lancia Beta Coupe in regularity, unfortunately he had issues in his second run.

Sunday 6th May – Peugeot Car Club held a khanacross at METEC Driver Training facility. There were over 50 entries, with several Come and Try licenses issued. We had 12 entries from the FCCV. Khanacross is a bigger form of motorkhana, where you use second gear and straights no longer than 90m. Four tests areas were run around the facility, with two runs in each direction. Gary

Spencer won class A in his X19 and placed 6th outright. Mario Di Censo won the battle of Team Italia and class F in the 126 special. Ruth Freame placed 2nd in Ladies class with the Punto Sport. Paul Freame placed 2nd in class C and fastest Fiat with 5th outright. There were several FCCV officials that greatly assisted Peugeot Club run the day.

Sunday 13 May (Mothers Day) – MSCA Sprint at Winton with no entries from FCCV. The mothers that attended were spoilt with a winery tour and lunch.

Sunday 20th May – RobRoy Interclub Hillclimb Challenge saw 5 FCCV members compete, 4 in X19s, John Black Lachie Rae, Peter Bartold and Frank Spinosa and Ken Gorman's Mustang. John won his class, fastest Fiat and 10th outright. Frank has bragging rights over the other X19s in Extremely wet, very trying conditions. FCCV placed equal 5th in the club challenge. Final round of the interclub is 14th October.



RobRoy Interclub Hillclimb Challenge



Future Past events

Sunday 17 June – VMC4 at METEC Driver Training facility to be run by your club. There are 40 entries to contest the 12 tests chosen across three test areas, on different grip level surfaces. The forecast was for lots of rain to add to the challenge.

Sunday 24th June – MSCA Sprint at Sandown with a full field prior to entries closing the week prior. These are the events to get more officiating experience or exercise the car by competing. Contact Mark Rae, the MSCA competition secretary, for more details or their website www.msca.net.au

Saturday 30th June – Group 5 Night Motorkhana at Altona (on bitumen in the Toyota carpark). This was a hoot last year and a real challenge to your depth perception. Vehicles must have working headlights, particularly the specials.

Sunday 8th July – Gippsland Car Club are running a khanacross on the Bryant Park Hillclimb track, with a motorkhana in the carpark. Hopefully Ian Maud will have the new beast (fiat based mini MR2).

Club Championship 2018

The mid way point of the 2018 club championship has seen plenty of movement in the rankings, with X19s taking 5 of the top 8 rankings. Winter is a key time to participate with a variety of events for all. To the right are the standings as of 22nd May.

Venue News

Cardinia Motor Recreation & Education complex is gaining support with the future sale of land from local council. They have already engaged a circuit designer. Check out their Facebook page for more details.

See you out there representing the FCCV in the motorsport community.

Upcoming events

Saturday 14th July – VMC Round 5 at Bendigo (Huntley saleyards) on bitumen. Expect three test areas to be set and a full day of competition. Check the VMC Facebook page for entry details.

Winton Festival of Speed is 3–5 August, with a few FCCV members having been approached by organisers to compete in the Italian races.

Sunday 12 Aug – MSCA Sprint at Winton, entries should be open mid July.

Sunday 19 Aug – VMC Round 6 at Colac on bitumen, run by the Huntingdale Auto Club.

The Alfa 12hr is 12–14 October with traditional Vic and NSW teams. If you are interested to compete or officiate, then please contact Bill Freame as team manager, each team must supply an official to help the Alfa club run the weekend.

Rank	Competitor	Car	Points
1	Lachlan Rae	X19	68
2	Peter Bartold	X19, 500 Abarth	65
3	Frank Spinosa	X19	54
4	Paul Freame	Punto / Rail	43
5	Julian DiBattista	Punto	37
6	Gary Spencer	X19	36
7	Sam Russo	695 Biposto	34
8	John Black	X19	33
8	Mario DiCenso	126 Special	33
10	Phil Buggee	Punto/131	26
11	Marisa Gangemi	500 Abarth	25
12	Rob Jorgensen	500	24
12	Tony Romeo	126 Special	25

Congratulations to Paul for all that he has done for the club in the past 3 years. His passion for the competition side of the club was resulted in a renewed interest in these events with many members trying what is on offer and enjoying them. It is testament to Paul's enthusiastic encouragement that our practice motorkhana in February had many newcomers, some of whom went on to compete in the Nationals. Paul will continue to support the club in all things competition and help to maintain this renewed interest

—Ed

Peugeot Car Club Khanacross

By Peter Bartold

Reflections on a fun day

METEC, Bayswater, was an ideal venue for this new style event as there were things happening everywhere, in a small space. Four tests were being run at all times, giving spectators and drivers constant action. Being a new event, the organisers were a little disorganised and drivers were sometimes confused about where they should be next but as a driver I had a ball. Some sections were very testing and bits of the road surface were quite rough but everyone enjoyed the experience. John Black demonstrated some interesting techniques, including trying to take out the timing officials!! The most spectacular car there was

a rally prepared Mitsubishi which was very fast. It was good to see Marisa Gangemi trying another new event - seems like she is hooked on putting the Abarth 500 through its paces!

In all a great was a great day with plenty of opportunities to test ourselves and thoroughly enjoyed by the Fiat contingent - bring on the next Khanacross!!

I loved the event where you had to come to a complete stop mid-event and then continue to finish!

—Ed

Captions

1 Julian Di Bastista - new way to wear helmet! 2 Team Italia 126; 3 Freame Punto; 4 Ralph Di Censo, Frank Spinosa, Peter Bartold, Mario Di Censo, enjoying the day; 5 Marisa Gangemi and Peter Bartold's Abarth 500s; 6 Gary Spencer's X19; 7 John Black's X19.





Historic Winton

David Wright's magnificent Fiat Tipo 1 BIS Spider. (Photo: Voice FM)

*David Wright
Photos: Richard Unkles*

The 42nd running of Historic Winton was a huge success, with the weekend attracting more than 10,000 people. There was a large display of rare vintage and veteran cars in the competition paddock and a display inside which club member David Wright was invited to display his Fiat Tipo 1BIS Spider in this area.

David reports that the display attracted a lot of interest and he had an interesting conversation with an elderly visitor who thought he recognised David's car from one that his parents knew of and had photos of in the 1920's. David explained to him that his car came from Goulburn in 2006 so would not have been the one he remembered but this did make David wonder if there was a Tipo 1 Spider in Melbourne at this time that he is not aware of. I am sure David would love to hear if any club members have knowledge of this. David tells us that he had not been to Historic Winton for 15 years and could not believe how much the event had improved.

David was also allowed 6 laps of the circuit behind the pace car on the Sunday which he thoroughly enjoyed.

Richard Unkles was there also, volunteering in the display section and taking lots of photos, and I am not sure if other members were also present but these photos, give us a picture of what a great weekend it was.





CAFFE DI SABATO



Vita Sociale

by Lyn Bartold

4 Doors Cafe

Mill Park, February

This cafe has become a regular on our yearly Caffe di sabato circuit and was again well attended. A wide variety of cars, a Vespa and a motorbike were displayed at the front and side of the cafe whilst members enjoyed a wide variety of treats to accompany their coffee.

We continue to add venues in all directions from Melbourne CBD and 4 Doors gives those closer to the Northern side of town a chance for a "short drive". The cafe has ample parking and a chance to display our wide range of cars in attendance.



Photos by Paul Pozzobon, Joe Sammut





That's Amore Cheese Factory and Cafe

Thomastown, June

That's Amore has become a popular venue for our club coffee morning and this year we have 50+ members attending. Since our last visit a lovely sunny annex has been added that accommodated our whole group, with excellent overhead heaters that kept us cosy on a cool morning. The extension of the seating area, has allowed an extension of the food area inside so the range of fabulous smallgoods for sale, has also increased. After sampling a wide variety of cheeses and other goodies, many of us left the shop with bags full of delicious food.

We had an earlier start with a 9.00am to 11.00am time slot so that we could be out of the cafe before the lunch trade but this suited us well with many members trying the extensive menu of breakfast and morning tea goodies. The large car park allowed for a great display of Fiats resulting in some excellent photos, so it was another great Caffè di sabato.

Photos by Vince Colubriale





MID WEEK RUN — GIPPSLAND AMBLE

By Ian Maud

Photos: Peter Bartold, Roger Beattie, Ian Payne

Mild temperatures, gentle breeze, blue skies and clear views for miles...well, that was what it was like about two weeks' earlier when I last trialed the run – but when we actually gathered to do it for the club, the weather was crap! Officially, the Bureau promised us just “a shower or two” – they forgot to mention that each shower would last most of the day. Ah, well.

Despite the grotty conditions, there were 23 hale, adventurous spirits awaiting the ‘drivers’ briefing’ before we headed off on this mid-week run. We had 124s, 500s, X-1/9s, a Regatta, an 850 Camper Van, Ken’s BMW, David’s Merc, Rob & Deb’s Maserati and even Andrew’s Dino Ferrari to add additional interest. We met at the Longwarry roadhouse and there was much gasping for coffee, toilets and petrol after the journey from the city, followed by introductions and some conversation before tour-master Maudy assembled the masses for what amounted to a few housekeeping and organisation matters, and a polite reminder of the perils of being over-ambitious. With that still fresh in the ears, we gathered enthusiastically for the fray, only to have two vehicles Fail to Proceed, as it’s sometimes known. Mike & Maree headed off to have an alternator light attended to in the mighty Lada and were unfortunately not able to

participate; and Richard’s 124 Spyder seemed to develop a flat battery in sympathy, though was revived.

The group trustingly followed the course around the north of Drouin, south to Lardner and up into the hills to partake of sections of the Grand Ridge Road. The roads were wet, the wipers ran constantly, the visibility was ordinary, but we soldiered on to the group photo point where we waited in the drizzle and mist for tail-enders and the resurrected to arrive. The longer climbs were taxing Roger’s mighty 850 van (sorry, I’m sure it must have an impressive Italian name!) but it surprised many with how well it kept up. The magnificent views available along the route were reduced to a few hundred metres of foggy forest, but our intrepid voyagers seemed to be amply compensated by the fantastic roads available. We split into two loose groups: one for those wanting a more brisk pace, and others content to tour

and ponder the views that might have been. One advantage of being the first car was seeing a lyrebird dance across the road, then a wallaby sitting on its haunches before taking to the bush.

Morning tea at Mirboo North proved to be a trusty driver-reviver, and we left into...no rain! Smiles, exuberance, optimism...no, it was merely a spell between showers: bummer. Still, we wound into Thorpdale and took ‘the back way’ downhill to the highway. By now our drivers were accustomed to the winding roads, corkscrew curves, dips and humps, the challenging conditions, and the delight of having the roads basically to ourselves. If the weather was disappointing, the roads weren’t! We had many ‘wait to catch up’ pauses on the roadside, and it was common to have people pull up, grinning from ear-to-ear. Several crews have vowed to return under sunnier skies for an even more enjoyable run.



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We took a route north of Trafalgar, along the Old Sale Road where once Cobb and Co coaches travelled, winding up and downhill and then across open flats and eventually into Yarragon for lunch, where several businesses were apparently celebrating an unpublished mid-week holiday and were closed – or did they get wind that we were coming? Anyway, we took over a local café for lunch and there was much excited conversation amidst some tasty meals, before folk separated to head home along far less interesting routes. Verdict? Definitely an enjoyable day, but let's do it again in fine weather!

—Maudy

Captions

1 Our intrepid leader, Maudy; 2 Driver's briefing at start with Ian Maud; 3 Lunch stop — good food and lots of chat; 4 Photo opportunity in the drizzle; 5 The group braving the elements; 6 Heading off for stage 2.

Thanks to Maudy for organising the run, his local knowledge certainly showed us roads most of us hadn't seen before. We all had a fantastic day, despite the weather, and have vowed to make the Mid-week Run a regular club event.

—Ed

My Side of the Divide

Story and photos by Roger Beattie

Time to once again jot down a few words about the activities I have been taking part in outside the metropolitan area. Since the last time I put pen to paper the fleet has grown a little, it seems hard to believe that there are 6 new Fiats in the shed since the January article was written but my project list has now hit its limit I think.

This year's Nationals were held in regional Victoria, a big thanks to all those who made it to Shepparton and helped make the event another great success. We had a fun day out on the Saturday as I took a bus load from Shepparton South to Chateau Tahbilk and met a crowd coming the other way.

The Eddington Sprints in March were threatened to be washed out by a large storm but in that area the rain was welcomed and the stalwarts continued on. The Playfair Street strip providing a little less grip for everyone but no less fun. Maybe next year we will have a few entrants up for a drag!

I was out in the western districts and returned through Beecac, catching up with Ean McDowell, fellow 1100 aficionado and pub owner. Who wouldn't stop to catch up on his latest restoration projects, this time a 1949 1100 special with a hand built body of Italian heritage. This is another



Eddington Sprints



Beecac

Auto Italia Canberra



beautiful car gracing his collection, do stop by when in the area.

In April Canberra's Auto Italia was held in the new surroundings of the Pialligo Estate winery. Some people felt the weather a little cool (read Arctic) but it was a worthwhile trip up to see so many classic Italian vehicles out on display. The organisers deserve to be congratulated for finding an alternate venue so close to Canberra after losing their previous home around Old Parliament House.

Well and truly beyond the divide but interesting nonetheless was the Fiat Caffè I found on a trip to Hong Kong. I have never seen many Fiats on the street there so was a little surprised to stumble across it but did enjoy a coffee or two.

Back in Australia I went up to Brisbane and attended a regular monthly event there, Coffee and Cars is held in an industrial area in Coorparoo which is well served by coffee carts and attracts big numbers of classic cars and enthusiasts. What marks it out as especially notable is that they gather at 6.30am and are gone by about 8. Leaves the rest of the day to head somewhere in your clean car, caffeinated and enthused.

Last time I wrote this article I was bemoaning the absence of someone to do the same out

toward the East of the State as I don't get there much. Maudy's Mid week run fixed that gap in my motoring existence and I packed Kev Lemm on board with me and scared what life there is left in him out around a series of wet Gippsland roads between Noojee and Yarragon. More of this please.

There are all sorts of events on, all over the place. Surely



Fiat Caffè Hong Kong

other people get to some and have a pic or two to contribute. The Federation Picnic weekend 24-26 August will definitely be on the calendar so think about getting organised and joining in the fun. We all own and drive them, let's enjoy them.

Until next time.

—Roger Beattie



Coffee and cars in Brisbane



Mid-week Run

New addition



FCCV Photographic Competition 2018



Peter Bartold

The 2018 Photo Competition has been the first of what will become a yearly event for FCCV. From a slow start, the interest grew resulting in seventy entries over the three categories -

- 1 Fiat — the car.** Photo of any Fiat in any setting showing the best features of the model.
- 2 Fiat — as art.** A photo that demonstrates creativity with the Fiat as the main focus. It can show the whole or part of the car, a variety of angles, seasons, time of day, etc.
- 3 Fiat in Motorsport.** The photo must show a Fiat in any form of motorsport.

The competition was open to any club members and ran from January to the end of April.

Marisa Gangemi has been the judge and she selected 3 finalists and then the winner in each category. The 9 finalists were presented at the June General Meeting for voting in the popular choice award.

The standard of entries was excellent and it was not an easy task for Marisa but the results are as follows:-

Fiat — the car (shown above)

1st: Rocco Campesi, 124 Spider (front cover of this FIATmonth)

Runners up:

- Peter King, Horse and Fiat, 124 Spider;
- Peter Rumpf, 525S Viotti Bodied Roadster.

Fiat — as art (next page, above)

1st: Fabian Iacobucci, Fiat 500F (ex Luigi Manzo's car)

Runners up:

- Antonella Pezzino, X19s at Olivigna;
- Mario Di Censo, Fiat Dino Spiders Restoration.

Fiat in Motorsport (next page, below)

1st: Steve Schmidt, Frank Spinosa's X19 and Steve Schmidt's 124 AC Racing at Nationals

Runners up:

- Rob Jorgensen, 500s ready to race;
- Wayne Norwood, 124 AC 1980s.

Popular Choice Award

Fabian Iacobucci, Fiat 500F with balloons.



Not only did our winners receive a prize but their photos and those of the finalists will feature as FIATmonth covers and in our 2019 calendar. (some non- finalists will also be used in club publications.)

Thank you to everyone who entered and start snapping now for the 2019 competition. The competition will be open from January to the end of April 2019.





Jack Waldron and Vin Gregory competing in the Mitsubishi Sigma

THE SERIOUS commitment and planning for competing in this year's Targa Tasmania began about midway through last year. Early entries gain a small discount on the entry fee, something not to be sneezed at when you consider how much the total costing can be, even with very careful and prudent budgeting. If the commitment and decision has been made to enter the event, you might as well take advantage of any type of discount available.

The 27th Targa Tasmania 2018

by Bill Freame



Only two FCCV crews were representing this club, just as they have done several times before. However there was an increase of our involvement to a total of eight people, with both of the cars each being serviced by a crew of two, required to leapfrog the field of competing cars wherever possible so spares and assistance would be available as needed at various locations each day.

Jack Waldron and Vin Gregory were in their rapid Mitsubishi Sigma that's been constructed to replace their now retired Abarth 750GT. Their service crew, Peter Kerr and Greg were in the LPG (only) fueled Falcon ute, which presents quite a fueling problem in Tasmania, as servos' with LPG have very rapidly disappeared from most of the state. That service crew would need to plan their travels very carefully. Phil Buggee and Paul Freame were again in the yellow Fiat131, with the service crew of Bill Freame and Trevor Haines servicing from Paul's diesel fueled Ford Territory, diesel being available everywhere.

While the subject of fuel is being discussed, both the Sigma and 131 crews had decided to be refueled with 98 ULP from Kents Fuels, one of two suppliers attached to the event. This meant that the service crews were freed up to be only carrying one 20litre fuel churn, for emergencies, rather than regularly needing to refill two churns and the hassle of refueling the cars between some of the stages. The 131 is an awkward car to fill, with the original fuel tank mounting so high in the boot. Some service crews that were servicing some very rapid and thirsty cars were carrying well over 100litres to various locations, not a good look for other motorists to see, especially when they would sometimes be set up with several churns at the ready, with pourers mounted, along the main street of various country towns.

Jack and Vin had travelled over on the Wednesday night ferry, then checked their course notes over the whole event, over the following three days, in the Falcon ute. Phil and Paul travelled over on the Saturday day ferry, a day with some extreme cross winds to stir almost all the passengers as the ferry travelled across the swells. There is event documentation and car scrutiny on the Sunday, with both service crews flying in on Sunday night, as not needed any earlier. Both crews stay in cabins in the caravan park at Hadspen, SW of Launceston, which has plenty of space for the trailers', service vehicles and is reasonably close to the competition cars parked indoor at the Silverdome, in secure parking each night, thus the service vehicles are used to ferry everyone to the cabins at night and back again in the morning.



The tacticians, (that's Paul and Vin,) instruct where they require their service crew to be each day and know where the other crew will be for added security/ coverage. Whilst not many Fiat parts will fit a Sigma and vice versa, the service vans have many more tools than the competition cars carry, as well as oils, brake fluid, large trolley jacks, and include an emergency petrol can. Whatever spares we carry are rarely needed, it's what you don't have with you that you may need during the event.

Day One

Day one is deliberately kept low key to ease everyone into the competition, with just two short stages and then the street stage of several kilometers through George Town. All the cars are then parked on display in the park, as soon as they finish the stage and the crews then have lunch before returning to service at Launceston. Large crowds, many of them service crews, take advantage of the great photo opportunities in George Town as the cars speed through the streets, as quick as the roads will allow.

Day Two

Day two is the first day of six stages as we head west and the competition steps up, with lunch in Latrobe. Trevor and I had a 'wave by' at Elizabeth Town, but by the time we arrived in Latrobe the 131 was consuming its coolant, just enough to be of concern. The car headed off to do the afternoon stages with a few extra water bottles secured in the car. Even then, Paul ended up grabbing a few drink bottles from other crews at a later control, just so they would get back to service that night. The 131 would be refueled before attending to the servicing requirements, including replacing the head gasket. Very worryingly, the 131 wouldn't restart after being fueled, so we then had to tow it back to the hard standing at the rear of the Silverdome, which is not a good look and also gain permission to undertake some extensive repairs, before we could even begin them.

As the 131 runs in the 'Classic' competition of Targa, it is limited to running the 1756cc engine, being a 1975 model. This particular engine was built for competition almost 20 years ago, for use in the Spider, and during that time, has been run and stored many times. Therefore, it's not surprising that the head gasket finally sprang a coolant leak, but fortunately no coolant was getting into the oil, just a little bit into the combustion chamber. We set to the task and it took us just 100 minutes to change the gasket and be running again, and best of all, it was all done while it was still daylight, with only the smallest of crowds watching our drama. End of day 2 in good spirits! The head was re-torqued again next morning during the usual pre-start checks and it then remained trouble free for the remainder of the event.

Day Three

Day three was another six stages, this time heading north east, with lunch in St Helens. By now Trevor was of the opinion we were driving through a 'Picture Postcard', as each day the scenery was so fantastic. In St Helens we received a phone call to say the 131 had a long brake pedal travel which needed to be attended to, quickly. So in a quiet side street of St Helens we set up to quickly remove the wheels to attend to the problem. The problem appeared to be a sticking hand brake cable, causing over heating of the rear brakes. A quick bleed of the rear brakes and a reservoir top up restored the confidence of the crew that the brakes were functioning correctly and that they would get through the remainder of the day. This included the Rossarden stage with some fast long downhill sections. The brakes would be further investigated during evening service, but the rear discs had obviously been very hot and would need changing, still with three days to go.

Whenever possible we always service the two cars alongside each other, and that evening we continued the ritual. The rear calipers were stripped, with new seals and boots installed. Run-in replacement discs were installed and new rear pads fitted as the others

were showing signs of being very distressed. That all sounds quite easy, but even though we worked very efficiently, we used the full 60 minutes allowed for service. To add just a little extra interest, this would be our final evening in Launceston, with luggage and everything else we had needing to be packed into the service vehicles and transferred to an overnight stay in Strahan, on the west coast.

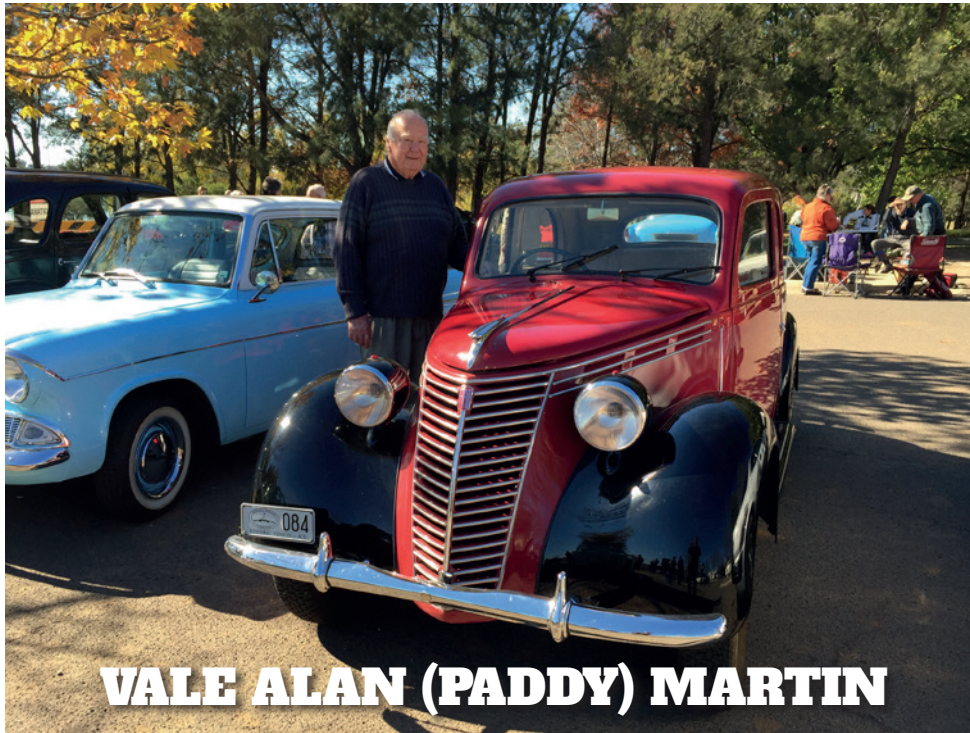
Day four

Day four had everyone packed ready for travel and the crews were again delivered to the Silverdome. Then we backtracked to the cabin to collect the luggage and the car trailer. Paul had decided that we should park in the little town of Sprent, a place that seems to have the contract to service all the school buses in northern Tasmania. This town is very close to the 'Gunns Plains' stage start, so if either car needed urgent attention, we would be close by. Peter and Greg were at the end of the Cethana stage, then travelled almost over Cradle Mountain (not on the rally roads) ready for afternoon service just after Hellyer Gorge. Lunch was in Burnie and also the best place to top up the fuel tank of the Territory before we headed SW towards Waratah, but stopping only at the cross roads, for hopefully a wave by. Peter and Greg were already there but were quickly on the move again as soon as the Sigma passed by, with just another wave by from them. We soon followed on after a wave by from the 131.

Another caravan park (in Strahan) to book into, drop off all the luggage and park the trailer then head off to do a major service nearby. The place we use is a BBQ shelter on the nearby beach that has enough space to service both cars under a shelter, useful most years. The Sigma was causing some concern as it had filled the catch can with oil. However, the engine wasn't blowing any smoke, just throwing the oil into the catch can, instead of keeping it in the sump, a most concerning situation that would need monitoring, still with two days to go.

Continued next FIATmonth





VALE ALAN (PADDY) MARTIN

From the article by John Partridge in *Fiat Action* — the magazine of the Fiat Club of ACT

With the passing of Life Member Paddy Martin on May 3 2018 FCACT has lost one of its staunchest supporters and inspirations

During his long membership of the Club Paddy occupied, at various times, a number of Committee positions- a couple of stints as President, Deputy President, Treasurer and as a Committee member. He was also the Registra of VV&H vehicles, attending to the Club's participation in the ACT Government Concessional Registration Scheme for those members with older eligible Fiats and Lancias

For many years, Paddy was an important part of FCACT's involvement in the annual

staging by the Italian Cars Association of Auto Italia, for some time as the events Grand Marshall on the day. and took a major part in the move of the event in 2018 from Old Parliament House to the new Pialligo site.

Paddy's interest in Fiat cars dates back a long way and he accumulated a number of them over the years and at the time of his death his garage and driveway housed 8 cars, ranging from a 1926 503 to a pair of 1988 Cromas. Several other Fiat models passed through his ownership over the years. Additionally there was a 1959 Fiat 1100 based Stanguellini Formula Junior replica which Paddy had constructed himself and in which he participated in

circuit events and the Fiat Nationals with his son David. He also had a further home-grown project, which sadly his illness did not allow him to complete - a replica of a 1961 Type 156 sharknose Ferrari Grand Prix car to be powered in this case by a rare and exciting Fiat based DOHC 1.5 litre OSCA engine that Paddy had sourced in Europe.

Paddy's garage was a source of great interest to members and he hosted monthly "garage days" when members could gather to talk cars, work on or receive guidance with their own automotive problems, watch the progress of Paddy's projects and drink coffee!

Preparations in the Garage were often made, too, for FCACT's entries to the Annual Fiat Nationals and Paddy took a major part in the annual interclub discussions preceding the Nationals, and notably in 2009 when our club, although small in numbers, hosted the event, very successfully, with the Wakefield Park Race Circuit near Goulburn at its base.

Paddy was also involved in the Club's social side - the monthly Sunday breakfasts, the annual Concorso, Christmas lunch, various runs and the like

Paddy is described by John as one of FCACT's staunchest supporters and a great inspiration, mentor and helper to many club members.

Paddy will be greatly missed not only by the ACT Club but also by the Australia wide Fiat Community. Those of us who have known Paddy for many years will miss catching up with him at the Nationals and he will be fondly remembered by all

—Ed

FIX IT AGAIN TONY



My 1968 Fiat 124 Coupe

The story of my 124 AC *Story and photos by Steve Schmidt*

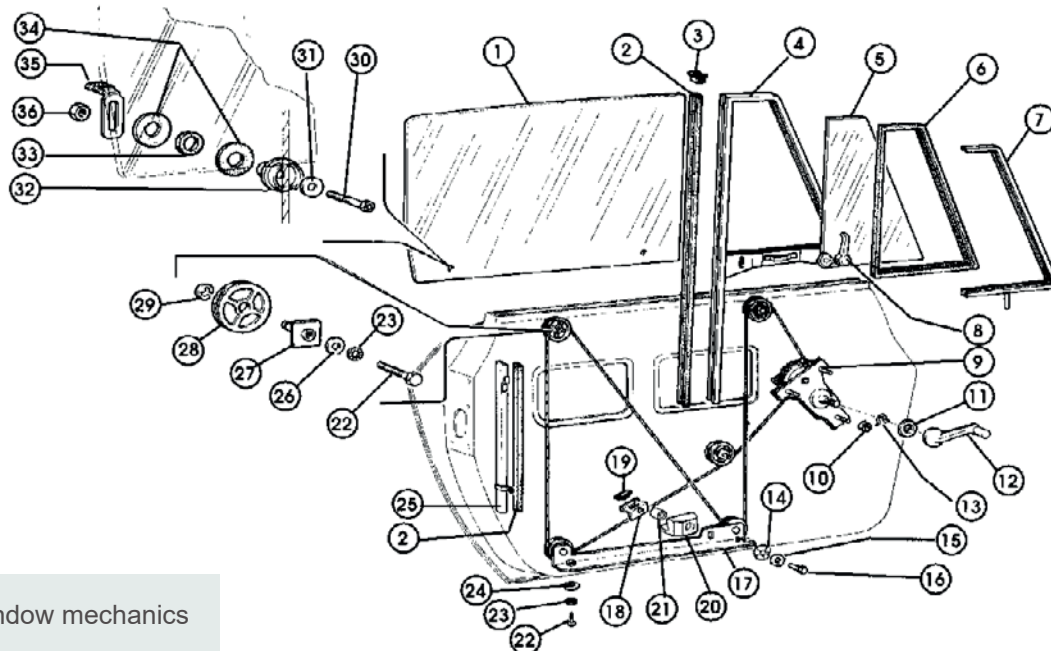
For over a decade, I dabbled in tarmac rallying and my co-driver for most of that time was a fellow Austin-Healey Sprite Drivers' Club member named Tony Young. By the time Tony joined the team, the Bugeye had been replaced as the tarmac rally vehicle of choice by my current 1968 Fiat 124 Coupe, which had spent most of its early life as a club racer in South Australia. Fiats of that era are not particularly renowned for their robustness and probably deserve the FIAT acronym, Fix It Again Tony – it was just a coincidence that Tony happened to be my co-driver! However, we had a good run and never failed to finish an event, but last weekend the Italian gremlins made up for lost time.

Enroute to the Mirboo North Italian Festa, we drove through the edge of an irrigation spray, watering some Thorpdale potato paddocks. The wipers managed a single 90-degree sweep before locking up with the blades sitting vertically on the screen. Stopping and physically persuading the wiper arms to continue their metronome action proved fruitless, so the arms were removed and stowed in boot before continuing on with our journey. Several hours

later, when preparing to leave the Festa, the Fiat's battery lacked the necessary oomph to crank the engine over, but with the assistance of a local's jumper leads and Mike Whitford's Fiat Dino's battery we were soon on our way again blissfully unaware that the wiper and battery issues were linked and plotting further mischief.

Nothing was going to spoil my run through that superb series of bends on the southern approach to Thorpdale, so the faint overheating electrical smell could be investigated once we reached the highway at Trafalgar.

The smell seemed to be emanating from under the bonnet, but there were no obvious issues, and the smoke, which we all know powers auto electrical devices, was still being contained within the system. Then I almost burnt myself when latching one of the bonnet pins – the pin is attached to a bracket in contact with the recalcitrant wiper motor. It had been busy turning electrical energy into heat for some good many hours and was now hot enough to cook a pizza on. Although the wiper switch was off, the auto-park function was still supplying current to the armature



Door window mechanics

which couldn't turn because the 50-year-old plastic gear wheel which it drives, had cracked and locked in situ. The armature and stator windings were toast. Unplugging the wiper motor from the loom prevented any further meltdown and a couple of days later, the battery was fully charged and a spare wiper motor had been installed.

Whilst tinkering with the wiper assembly, it was noticed that the driver's door window wouldn't fully close, and being uncomfortably close to the OCD spectrum, I obviously had to fix it! For those unfamiliar with the insides of Fiat 124 coupe doors, they are a tangle of cables, pulleys and rods resembling a kind of medieval Meccano set. The door glass is fixed at the bottom into a U-shaped metal channel with a metal tab centred below it which clamps the assembly to a moving cable.

The tab had cracked and broken away from the channel, it was flexing when tension from the cable was applied rather than pulling the glass all the way up. A couple of careful dabs with the MIG would fix it, and just to protect the glass, a wet towel was laid around the area to be welded. The job went well and I was up to the point of looking through the paint cupboard for some metal primer, when the window exploded into a million pieces. What began as a small repair now expended a whole day as both the door on the car and a spare door had to be completely dismantled to remove the remains of the shattered window glass, then remove and refit with the glass from the spare door

.....where the hell's Tony when you need him?!!

X1/9
AUSTRALIA



Please visit our website
www.x19.com.au
 TO REGISTER YOUR
X1/9

join others on the Facebook group
 Australian X1/9s or Email
register@x19.com.au



Serata di Festa

Lyn Bartold

Photos by Peter Bartold, Paul Pozzobon, Joe Sammut

Traditionally we have held our Serata di festa - Evening of Celebration, in the middle of the year. It is held to celebrate the end on one club year and the beginning of the next and to recognise all the hard work that our Committee and volunteers put into all of the events held throughout the year. This year it was held at Firenze Receptions in Fawkner, providing the perfect backdrop for this occasion. We had over 80

members, family and friends at the event and we all enjoyed a fabulous evening of great Italian food, drinks and the band, The Long Gone Daddies, who had us on our feet dancing the night away.

It was an evening of few formalities but we did get a chance to recognise our outgoing President, David Judd.

Thanks to our Social Co-ordinators Mario Di Censo and Paul Pozzobon (who have stepped up from their previous role of Event Organisers to the full Social role this year) for their hard work and "encouragement" to get so many people along to this event. It is an important event in the club year that is not to be missed.







AUTO ITALIA CANBERRA

By Anthony Cementon

Photos: Paul Pozzobon, Anthony Cementon

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2018 Auto Italia once again had a fabulous array of Italian vehicles and motorcycles with a great presence from the Fiat Car Club of Victoria.

The venue used this year was the Pialligo Estate Winery which provided plenty of open space areas and car parking facilities although some will say it was not as good as the previous parkland opposite Old Parliament House. The organisers were forced to find another venue when negotiations broke down with the authority that controls Old Parliament House

Given the dismal cold weather the display was impressive with Fiat's, Ferrari's, Maserati's, Alfa Romeo's, Lancia's, Lamborghini's and De Tomaso's all proudly polished for everyone to enjoy. The motorcycle display was equally as impressive with Lambretta's, Vespas, Piaggio's,

Aprilia's, BiMota's, MV Agusta's, Benelli's, Ducati's & Moto Guzzi's lining the entrance to the oval.

Plenty of food and coffee vendors worked flat chat to serve the freezing car enthusiasts wanting something warm to continue their laps around the oval.....

The Best in Show was awarded to a FIAT 124 Spider owned by Michael Polito and our member Mathew Montesano took out the Ian Campbell Memorial Trophy with his Fiat Dino 2400 Coupe - Great result for a beautiful car.

It was a great display but the traffic to get out of the estate is something they will need to address for future shows as people were waiting for 45 minutes to an hour to get out of the car park due to restricted roads leading out to the main highway.



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Captions
 1 Frank Spinosa and Mario Di Censo keeping warm and Dry in Roger Beattie's 850 Campervan; 2 Paul Scambler's 131 Abarth; 3 Paul Pozzobon's X19; 4 Roberto Brunno's 500 Abarth; 5 Mathew Montosano and his Fiat Dino Coupe; 6 X19's on display; 7 124 Coupes Display; 8 Immaculate 124 Spider.



8



LOAD: a picture taken in Castlemaine in 1917. The truck contains about 3000 rabbits.

RABBITS

Tony Cicchiello is now back from his second time as navigator in the Mille Miglia. The car was again his friend's Fiat 525SS Viotti sports tourer. This year turned out to be a Mille Miglia of pain for gain. They did manage to finish but suffered from major tyre problems. The owner elected to buy new Michelin tyres for the car as the "old" ones were 10 years old. Unfortunately they replaced the rust bands with material that was not up to the task and they ended up with the top ends of the wheel spokes penetrating the rust bands and then the tubes. Tony relates being up to 1.30am filing off the tops of the spokes. However they were up to the challenge and managed to finish. He explains that usually some 70 entrants do not get to the finish line. Memory says there are some 450 entries so that is a fail rate of some 15% so the Mille Miglia is more than a jaunt in a vintage or classic car. Might be interesting to see if older entries are those most prone to not finishing or the failure rate is even across the entries, which stop at around

1954 to be eligible.

New member Bernie Jacobson has been fettling strongly on his recreation of the Elizabeth Junek Fiat 501. He is setting a cracking pace and shaming your scribe amongst other members with his rate of progress. Considering he has started with a pile of bits that would daunt someone with no Fiat knowledge he is doing very well.

Rob Poynter has finally got his new garage in order and so we expect to see real progress on his 1921 Fiat 501 Melbourne Motor Bodies tourer.

Kevin Lemm has got the body of his Simca/Fiat 508 coupe back from the grit blasters and is complimentary of the standard of the job. The other grit was his teeth when he had to pay the bill. Kevin has been doing some real research regarding suitable timbers for the retimbering of the body shell. Refer to the section later for this discourse, but it seems that in Australia we are blessed with some suitable timbers.



The News Stand

RICHARD UNKLES

We suspect Sebastian Bongiorno has been mentioned elsewhere but we wish him a swift recovery. By the time you read this he is likely long back at work after a couple of stents have been inserted.

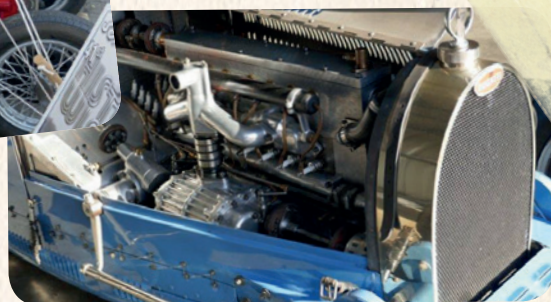
Winton Historic Races

These were held on 26th & 27th May. A really great event and to be recommended. Apparently this is the only historic race that combines cars and motor cycles. Certainly the riders of the latter do seem to be either fearless or completely mad. Car racing seems a lot safer to the observer. In the display areas you could have seen David Wright's Fiat Tipo 1 speedster, but in the pits there was much to admire between races. These included a "Railton" with a 27 litre RR military tank engine with straight out exhaust stubs.

The Sulman Singer race car was there. Built by Australian Tom Sulman in the UK from Singer car parts just before WWII for a car dealer. The client went bankrupt so he brought the car back to Australia. It had its first race in 1946 and has had a continuous race history ever since. A great part of our local racing history.



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 FIAT



A handful of vintage Bugattis were present, some racing, some on display. Hard to ignore the presentation of the engine bay of one Type 35.

Racing was for cars, bikes and sidecar combinations from 1923 to 1982. Photo shows the Lancia Meadows chasing some Yankee Iron. The Lancia was built in 1968 from a Lambda chassis and a Meadows engine. It was competitive in '68 and still is keenly campaigned now.

Body Building

Kevin Lemm has brought up the topic of what timber should he consider for the frame within his Simca 508 Coupe. The wood work in the roof has survived well but the lower areas have failed significantly over the last 80 years.

Following is a precis of the material Kevin found on a Morgan Owners Website.

Desirable properties for a framing timber are strength, resilience/

recovery, toughness, flexibility, and impact resistance. The timber traditionally used, indeed since Roman times, in European coachbuilding is the European Ash (*Fraxinus excelsior*), although reportedly some expensive bodies have been framed in mahogany. In the USA, claimed framing timbers have included American white ash (*Fraxinus americanus*), closely related in characteristics and performance to European ash, spruce, hickory, and white oak, although coachbuilding went into considerable decline after the late 1920's as manufacturers moved to all steel body construction pioneered by Budd.

In Australia before World War 11 there was a significant coachbuilding trade the length and breadth of the country, mainly using locally-sourced indigenous hardwoods. Most cars were locally bodied on imported chassis.

Despite the somewhat extravagant claims sometimes

made for European ash, its performance is by no means outstanding, while its ability to resist racking (the tendency for the timber to compress under repeated movement, leading, for example to loose joints) is poor and its susceptibility to rot is legendary. A UK restoration specialist once said to me in an unguarded moment "It's a lovely timber to work, but it's the most rottingest timber known to man". The British Handbook of Hardwoods (HMSO 1980) states, in relation to use of this timber in road vehicles, that it should be used with care on account of its lack of natural durability. The problem was recognised in the hey-day of British coachbuilding, one practice being to use oak instead of ash for the sillboards (those on the chassis rails) because of its superior durability, despite its propensity to split. The real reason European ash is used

as a framing timber is because the trees are widely dispersed across Europe, the timber is in good supply, and it has good working properties. However, in fairness, it must be said that in terms of flexibility, impact resistance and so on, there are few if any available indigenous substitutes in Europe.

When I first developed an interest in coachbuilding in the early 1960's, there were still a few old-style coachbuilders around, and local libraries still had some technical training manuals on the subject. The advice from both areas was that Australian timbers constituted the half dozen best coachbuilding timbers in the world at the very least. The preferred timber was spotted gum, closely followed by blue gum then some other Eucalypt species and coachwood (*Ceropetalum apetalum*).

Most Australian hardwoods are hard and more difficult to work and shape than European ash. However, coachwood is a lovely timber to work with. Although they glue well with appropriate modern adhesives, some older types of adhesives may be less successful. Joints should be pre-drilled and screwed, using stainless steel or

phosphor bronze screws – it is too easy to turn the heads off brass screws, and plain or even zinc or cadmium plated screws should not be used because the natural oils in some of the timbers may break down the coatings.

So there is a lot to be said for Australian timbers, but they are certainly heavier than nearly all European timbers. If you would like to read the article in full try or just email Richard Unkles to send the link.

<http://www.morganownersclub.com.au/Coachbuilding%20Timber%20Selection.pdf>

Auction News

Recently Shannons had auctioned a few cars of interest to some members. First they auctioned the replica of a Ferrari Daytona Spider painstakingly built by Augustin Banko a couple of decades ago. It sold for \$70,000 and must be good value in terms of looks with the reliability of a Chev V8.

Shannons in Sydney also auctioned a nice looking Fiat 500C Topolino. Its ownership background is not known but sold for \$15,000. Looked a good buy.



1979 BANKO



1950 FIAT 500 TOPOLINO

Coming Events

Competition Events July–Sept

July

Sun 8	MSCA Sprint Round 4	Winton
Sun 8	Gippsland CC Khanacross	Bryant Park, Warragul
Sat 14	VMC Round 5, Bendigo CCF	Huntly Saleyards Bendigo (Bitumen)
Sun 29	Group Motorkhana	Altona

August

Fri 3–Sun 5	Winton Festival of Speed	Winton
Sun 12	MSCA Sprint	Winton
Sun 19	VMC Round 6	Colac (Bitumen)
Sun 26	Group 5 Head to Head	Altona

September

Sun 2	MSCA Sprint	Phillip Island
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Contact Danny Petterlin for details of any of these events, 0411 877 337.



Caffee di sabato

10am, Saturday 7th July
The Boulevard Cafe, Studley Park Rd, Kew

10am, Saturday 4th August
Venue TBA

10am, Saturday 1st September
Venue TBA

Contact: Mario Di Censo, 0419 171 661,
Paul Pozzobon, 0418 552 290

Maling Rd Autoclassico

Sunday 19th August — Maling Rd, Canterbury

Expressions of Interest: contact Lyn Bartold, 0433 034 72.



Harry's Run

Sunday 9th September, North of Melbourne area. Lunch venue TBA.

Contact: Richard Unkles, 0411 185 779, Ian Payne, 0407 838 532.



Marong Federation Picnic

Either

*Weekend away in Bendigo/Marong area.
Sat 25–Sun 26 August.*

Or

Day run to Marong. Sunday 26th August.

Contact Roger Beattie, 0400 177 278, Lyn Bartold, 043 034 721.



Fiat V Alfa Club Bocce Challenge

5.45pm, Saturday 18th August, Furlan Club, 1 Matisi St, Thornbury

Bocce matches, followed by Pizza and Pasta Supper. Bookings Essential: Mario Di Censo, 0419 171 66, Paul Pozzobon, 0418 552 290.



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FIAT month — July 2018



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Meeting Point: Hungry Jacks, Knox City Shopping Centre
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Arrive with full fuel tank

Several fuel options nearby, Shell, BP and Mobil

Event registration from 8:30am to 9:15am

Invitations available from www.fiatclub.org.au

15 Classes on offer for various engine capacities and fuel types

Vintage and pre 1965 vehicles departing from 9:15am

Remainder of the field departing from 9:30am

Course distance less than 120kms all on sealed roads

Referenced and plotted from Melways

\$5 Entry per vehicle

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Any further enquiries contact Bill on 0412 814 855

