



FIAT Month

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

www.fiatclub.org.au

JUL 2023

Autoclassica, Maling Rd

Fox Museum Visit



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JUL 2023



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

The Veneto Club
191 Bulleen Rd, Bulleen VIC 3105

FIATmonth Editorial Committee

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

FIATmonth deadlines

5th of the month prior to publication.
Next issue: September 2023
Deadline: 5th August 2023



Front cover:

A wet, early start to Autoclassica, Maling Rd, for the FCCV Display
Photo: Peter Bartold

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2023-2024

THE CLUB COMMITTEE

President

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

Vice President

Sandro Cesario
M: 0420 277 701

Secretary

Ian Payne, secretary@fiatclub.org.au^
M: 0407 838 532

Treasurer

treasurer@fiatclub.org.au

Membership Secretary & Club Permit

Tony Romeo, members@ or permit@fiatclub.org.au
M: 0401 144 391

Editor

Lyn Bartold, editor@fiatclub.org.au
M: 0433 034 721

Competition Secretary

Marisa Gangemi, compsec@fiatclub.org.au
M: 0433 332 411

Social Co-ordinators

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

Vintage & Veteran

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

Calendar

Roger Langdon
M: 0402 409 758

Display and Run Co-ordinator

Joe Pagnoccolo
M: 0401 995 767

Merchandise

Ralph Di Censo
M: 0438 232 875

NON-COMMITTEE POSITIONS 2023-24

MSCA Delegate

Marisa Gangemi

CAMS Delegate

Paul Freame

Supper Organiser

Paul Pozzobon

AOMC Delegate

Roger Beattie
0400 177 278

Property Officers

Mario Di Censo,
Kevin Lemm

Library

Bruce McCann

Communications Officer

Peter Bartold
0414 867 280

Raffle Manager

Sandro Cesario
0420 277 701

Federation Delegate

Richard Unkles

Webmaster

Mark Weinberger

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
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Stephen Mayer*
Richard Unkles
Ian Payne
David Hughes
Keith Ellis

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

Life Member and Patron — Peter Bartold

SERVICE AWARD MEMBERS

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Jonathan Crellin
Bob Durrant
Frank Fazio

Paul Freame
Stuart Granger
Bruce McCann
Danny Petterlin

Mark Rae
Tony Romeo
Joe Sammut

Gary Spencer
Shayne Williams



Well, another year has passed, and I am entering my 10th year in the job as Editor of FIATMonth. I am still enjoying what I do and still feel that I have something to offer. Remember, contributions for the magazine from club members are encouraged as I believe that by hearing about experiences of our members, we are all encouraged to get involved and to try some of the opportunities to enjoy our cars, that our club offers.

Our Annual General Meeting was held on June 8th and was chaired by Life Member David Judd. Most of the positions on the Committee were filled, although we are holding over the positions of Treasurer and Membership Secretary and Club Permit to the July General Meeting, due to illness of the nominated members. Robert Judd, our Membership Secretary and Club Permit Official has stepped down (see Rob's article 'My Contribution to FCCV' in this magazine) but he will still be active as the part of the Vic Fiat Nationals Team. Rob has done a huge amount of work for the club, particularly over the past 14 years, holding a number of Committee positions and always being willing to step in and help with whatever is needed. We thank Rob for his hard work, patience and enthusiasm in whatever role he has worked in. We have had an addition to our General Committee in Joe Pagnoccolo who will work with Joseph Sammut in the role of Display and Run Co-ordinators. Check the Club Committee on page 2 for the 2023 – 2024 officials.

We have had a few changes and additions to our non-Committee Members list with Mario Di Censo

From the Editor...

and Kevin Lemm taking on the role of Property Managers and Sandro Cesario, adding Raffle Organiser to his job as Vice President. As well as the listed Committee and Non-Committee roles there are other club members who organise events (Bill Freame organised The Eco Drive for us each year) and members assist with major club events such as Autobella and the Nationals and others who have offered their temporary assistance to fill roles when Committee Members are away or experiencing ill health. Thanks to all those members for the support and enthusiasm to keep our club running smoothly throughout the year.

It was with great sadness that we received the news this morning that long time member and past Editor, Mark Rae had passed away. We have been able to include that sad news in this magazine but have not been able to tell Mark's FCCV story. This will happen in the next FM so please contact me if you would like to contribute some words.

Allorawhen I began collating and writing for this FIATMonth I thought that we might be short of articles and contributions as we have had a fairly quiet 2 months leading up to this point – how wrong I was!! I have received lots of interesting articles to include, so enjoy. If you have an idea for an article or would like to contribute a report of a past event, hit the keyboard and get it to me before the next deadline.

My apologies to Joe and Nadia Rocca for not including them as one of the FCCV teams in Targa Classica. So, instead of 8 teams we had 9. Joe and Nadia competed in their Porsche, and like all of our teams competing this year, they had an amazing experience. They have said that they hope to do another Targa in the future in one of their Italian cars!! Anyone who is interested in competing in the 2024 event, should get onto the Targa Classica website ASAP as I believe it is filling fast, if not already sold out.

EDITOR'S PIC – Another FCCV team in this year's Targa Classica



Rapporto del presidente



A few days into winter and the pressure of report deadlines is once more upon us. It seem like only a couple of months ago that I was vowing to get my report done early for the next magazine but here I am, sitting in the Sydney Qantas Club waiting for my flight to the USA to take part in the annual Fiat Club America event (FIAT Freakout) as the deadline rushes at me. Some people ask why I spend so much time, effort and money touring the place to catch up with FIAT aficionados around the country and the world and if anyone has a good explanation I would appreciate hearing it.

There is a little truth in that last plea but I and no doubt many of you recognise the pleasure of shared enthusiasms. There are times when trying to maintain multiple interests seems too demanding and as such a few other hobbies have been sidelined as my FIAT and automotive history interest has expanded. It has enabled a broader set of experiences which all seem to stem from that oh so easy ..."Sure, I'll be in it". What I often describe as having helium filled arms has seen them elevate to volunteer me for all sorts of interesting roles and experiences. One of the real joys of my role at the club is to be able to share some of those experiences with others unable to get to them or to make suggestions for those heading off to try a few themselves.



Heading for the Repubblica Italiano in Ballarat

Just a couple of weeks back I found myself belting up the Calder on the back of the Maling Rd display (see elsewhere in this mag) to get to Charlton for a FIAT focussed visit by the North Central Car Club to view Phil Stafford's 501 Special build and Dave Andrew's 2300 Berlina, the ex-Claire Nicholson car. It seemed an ideal way to celebrate National Motoring Heritage Day, a couple of events both urban and regional and classic and historic. No wonder I love my hobbies.



On the heading off front there have been rumblings about another club trip sometime in the future. I have not committed yet to being involved but am happy to conduct a bit of a gathering to see who might be interested in getting to Italy at what time of year for which events. I think Lyn has earned a break from trying to wrangle these things so in the way that I conduct most things in my life it is likely to be a lot more freeform but with access to interesting things.

There was talk of next year but I know I am busy organising the FIAT 125th anniversary event so maybe 2025. It sounds a long way away but I am sure it will come rushing at us.

In closing there are a few members who have been or are currently suffering from a variety of maladies and conditions. Our thoughts are with you all for as speedy a recovery as possible.



R.I.P MARK RAE

31/8/1948 – 18/6/2024

A full tribute to Mark will appear in September FAITMonth

It is with great sadness that we received the news that FCCV member Mark Rae has passed away. Mark has been a club member, holding a number of Committee positions, including Editor, since 1998 when he, and son Lachlan joined the club. He has owned a number of Fiats over these years, including his much loved X1/9.

Mark was also the Competition Secretary to 2022 and did a great job in building it to a much respected organisation that provided car club members the opportunity to compete in motorsport.

A full tribute to Mark will appear in our September magazine.

Some FCCV members were invited to Mark's "Living Wake" which was held in January. This gave Mark and his family and friends a chance to share memories and for Mark to hear the tributes that were paid to him – a very sad but wonderful experience for us all.



CLUB CALENDAR

JULY 2023 – SEPTEMBER 2023

We are offering a more comprehensive calendar of events for 2023.

However, all events are still subject to venue specific restrictions. Members are strongly advised to read **Fiat Pronto** emails as they often contain new events not listed in **FIAT Month** and changes to advertised events and further details of the events. Competition events listed on Competition Page.

JULY

- Sat 1** **Caffe di sabato. Veneto Club 9am**
Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 13** **General Meeting. Veneto Club 8.00 pm**
- Sat 15** **Italian Car Display. Benzina Stables 9am – 12noon**
Contact Sandro Cesario 0420 277 701
- Sun 16** **The Barry Ellis Memorial Eco Drive**
Contact Bill Freame 0412 814 855
- Fri 28** **“Garage Girls” at La Mama (to be confirmed)**
Contact Roger Beattie 0400 177 278

AUGUST

- Sat 6** **Caffe di sabato. Veneto Club 9am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 10** **General Meeting. Veneto Club 8.00 pm.**
- Sun 13 (TBC)** **Proposed Run to Warburton and lunch**
Contact Paul Pozzobon 0418 552 290
- Sun 20 (TBC)** **Run to Balgownie Estate and breakfast. Yarra Valley**
Contact Mario Di Censo 0419 171 661
- Sun 27** **Run to Marong Picnic and Vintage, Veteran and Classic Car, Engine and Tractor Trek**
Contact Joseph Sammut 0412 211 581

SEPTEMBER

- Sat 2** **Caffe di sabato. Veneto Club 9am**
Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 3** **“Harry’s Run” in honour of past life member Harry Baker. Run to Moorabbin Airport Museum, followed by lunch**
Contact Richard Unkles 0411 185 779.
- Thurs 14** **General Meeting. Veneto Club 8.00pm**
- Sun 17** **Proposed Run to Mt Macedon. Planned by FCCV Member Anthony Willis**
Contact Joe Sammut 0412 211 581

FIAT NATIONALS 2023

FRIDAY 27TH – SUNDAY 29TH OCTOBER
BENDIGO

SPRINT, MOTORKHANA, SHOW nSHINE, PRESENTATION DINNER

Accommodation: Golden Reef Motor Inn or
Big4 Bendigo Park Lane Holiday Park

CONTACT Rob Judd, VIC FIAT Nationals Team 0438 871 044

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 2023
Thursday 13th July,
Thursday 10th August,
Thursday 14th September

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

Robert Judd, Membership and Club Permit Secretary

NEW MEMBER UPDATE

After 9 years in the role of membership Secretary and 10 as Permit Secretary I am taking a break from committee. The membership and permit database has been updated over the last couple of months and will now be run on a new streamlined, dedicated system, rather than two excel databases as I have been maintaining. This should bring improvements with efficiency and communication. However, please be patient as there may be some minor transition issues to deal with. Rob.

WE WELCOME THE FOLLOWING NEW MEMBERS –

Rebecca Yolland: Modern Fiat 500 Lounge

David Tunnicliffe: Fiat 850 Sport

Sam D’Asta: Fiat 500L

Michael Wilson: Abarth 124

Paul Odorisio: Fiat 124 Spider

Rudi & Marilyn Tuan: Fiat 128 Sport L

Courtney Borg: Abarth 124

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

MEMBERSHIP & CLUB PERMIT UPDATE

We have now entered the new club year so make sure you have renewed your membership for the 2023/24 year.

ELECTRONIC PERMIT RENEWAL

The process for **renewing** permits completely electronically (also using your ‘myVicRoads’ account) is continuing to work well. Don’t hesitate to use this system if you are comfortable with computers as it not only avoids the hassle of chasing down one of the signatories, but also avoids the need to visit VicRoads for payment.

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

CLUB PERMIT SIGNATORIES

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

Competition Report

Marisa Gangemi

By: Marisa Gangemi

Photos By: Marisa Gangemi, SD Pics, Trevor Prasad and Steve Dansie

It has been a busy past 3 months for our FCCV Motorsport Competitors. On Saturday April 15th I competed in Round 3 of the MSCA Sprint at Winton. I managed to get a new PB of 1:58.1527 however later in the day suffered from motion sickness and had to abandon the 4th session for the day. Despite the setback I did enjoy being at the sprint as always.

On Sunday April 16th was Round 1 of the Interclub Challenge at Rob Roy Hill Climb. We had an army of Fiat X19 competitors at the event with the following results of fastest times:

Lachlan Rae 64.09 , Ian Maud 65.83, Harold Whittaker 67.06, John Black 67.25, Brian Garrett 69.22

On Sunday the 23rd of April Dallas Benbow and his daughter Charlotte competed in the Round 4 of the Group 5 Championship Khanacross in Pakenham. Dallas finished 8th in class A and Charlotte finished 4th place in Juniors, well done team Benbow!



Dallas and Charlotte Benbow at Khanacross

On Sunday the 7th of May I competed in Round 4 of the MSCA Sprints at Sandown. It was a wet and wild day and certainly the most challenging track day I have endured so far. I went off on the inside of turn 12 as did many others in our first session of regularity for the day. My best time of the day was 1:53.8885, a long way off my PB however I was just happy to have the car in once piece at the end of the day.



Photo by: David Parr

On Saturday the 13th of May at Sandown, we had a few competitors at the AROCA Sprints. Results of each driver's fastest time:

- John Black Fiat X19 1:25.6384
- Daniel Romeo Abarth 500 1:36.0774
- Frank Caia Fiat 124 Spider 1:37.7577
- Leonardo Cocco Abarth 500 1:38.4608
- Harold Whittaker Fiat X19 1:45.7278
- Brian Garrett Fiat X1/9 1.46 5571
- Anthony Cementon Fiat 124 Sport 1:49.1021

Round 5 of the MSCA Sprint was held at The Bend and I returned this year with Ian Maud as a fellow competitor from our club. Ian began his travel journey on Friday night with an overnight stay and arrived at The Bend Saturday afternoon. Myself and my partner Steve left Melbourne early Saturday morning and got to The Bend around 4pm. On Saturday night the MSCA held a dinner in the APEX dining room at the track. It was a well-attended dinner with about 200 people. The guest speaker for the evening was Supercars driver Dean Canto, who gave us amazing tips to get around the international circuit. His advice certainly helped me as I managed to get a PB of 2:54.8511. Ian Maud had a fastest time of 2:36.3690, well done Ian! We were in group 6 and our first session was dry but as the day went on, we got rain on and off with the 4th run done in complete rain through the whole session. We still had a lot of fun and learned a lot from the experience. Ian and I are keen to return next year, it would be great to get more FCCV Members joining us at The Bend in 2024.



Ian's Prototipo and Marisa's Abarth 500 at The Bend



Marisa, Steve and Ian at dinner at The Bend

Also, on Sunday June 4th Tony Russel and his Super Panda competed in Round 6 of the Group 5 Championship Motorkhana at Geelong Motorsport Complex. Tony finished 4th in class E, well done Tony!

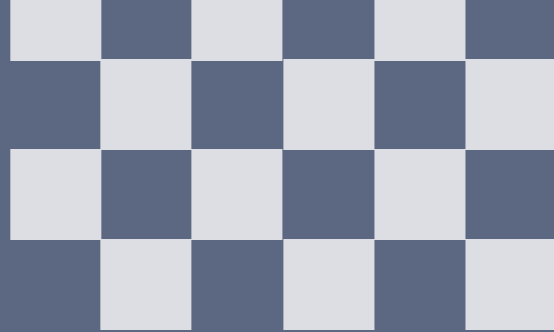
In other competition news, Rob Judd and I are busy organising the competition portion of the Fiat Nationals. I have tentatively booked Bendigo

Saleyards for Saturday 22nd July for our next practice Motorkhana for the Nationals. Additionally on Sunday the 17th of September Motorsport Australia will be holding a Women's Introduction to motorsport event at METEC Driver training where I will be helping, please contact me if you or other members are interested.

TEAM FIAT AT SANDOWN

Photos by Anthony Cementon, Trevor Prasad, John Black





The Barry Ellis Memorial EcoDrive

By Bill Freame



COMING EVENTS: JULY TO SEPTEMBER

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

| SPRINT EVENTS | | |
|----------------------------|------------------------------------|-------------------|
| Sat 1st of July | AROCA | Phillip Island |
| Sat 29th Sun 30th July | Phillip Is 6 Hr Regularity | Phillip Island |
| Fri 4th -Sun 6th of August | Winton Festival of Speed | Winton |
| Sun 20th August | MSCA | Winton |
| SUN 2ND JULY | | |
| Sun 2nd July | Group 5 Motorkhana | Avalon (Bitumen) |
| Sat 15th July | VMC Motorkhana | Bendigo Saleyards |
| Sat 22nd July | Fiat Nationals Practice Motorkhana | Bendigo Saleyards |
| Sun 30th July | GCC Khanacross | Bryant Park |
| Sat 5th August | Group 5 Motorkhana | Winton |
| Sun 6th August | VMC Motorkhana | Winton |
| Sun 17th September | GCC Khanacross | Bryant Park |
| Friday 29th September | FCCV Come + Try | Avalon (Bitumen) |
| HILLCLIMB | | |
| Sun 24th of September | GCC Hill Climb | Bryant Park |
| Sun 16th of July | GCC Hill Climb | Bryant Park |
| Sun 27th August | VHCC Hill Climb | Bryant Park |

FCCV MEMBERS AT WESTMERE MOTOR SPORT CLUB MOTORKHANA AT COLAC



I am greatly honoured to be involved in conducting the memorial event that is to remember the contributions made to this club by Life Member Number 5, Barry Ellis. It seems very fitting that we remember him by this EcoDrive event. Barry participated in almost all of the EcoDrive's we have done and he always did very well because of the many economy tricks he would use to reduce fuel usage, tricks he had developed from many years of driving in economy runs.

Each EcoDrive is designed to be a fun event, using easy to follow clear course instructions, so each vehicle will follow the same course over exactly the same distance from the start location to the refuel location.

The EcoDrive is usually kept to around 120kms distance and takes about two hours from the start to the finish location, keeping well away from Tollways and Freeways, instead using the very enjoyable to drive secondary roads, with a few hills to traverse as well, all quite close to Melbourne, and only using sealed roads throughout. Each EcoDrive has insurance cover by a Motorsport Australia Touring Road Event permit.

Despite many motorists now exclusively using Satnav/ GPS (Tom Tom, Navman, etc) to navigate their way around the planet, each EcoDrive is plotted using a Melway for choosing the roads to traverse the landscape. The instructions are plotted and written

from how the roads and intersections are labelled in the Melway directory.

The instructions are available in either kilometres or miles, always depending on what each crew may need to match their speedometer. Also, the instructions are issued at the time of entering the event, so smart crews will arrive early enough to plot the course prior to departure, instead of trying to plot it in a moving car during the drive over the course later that morning.

EcoDrive is designed as a fun driving event, over an interesting course that is challenging to drive economically, but that aspect of the event is not compulsory and nor is filling the tank at the finish location. Fuel economy results are tallied and available during the lunch.

So, lets honour the memory and celebrate the life of Life Member, Barry Ellis, by participating in this EcoDrive, in whatever vehicle brand you happen to now drive, on 16th July, 2023, starting from Hungry Jack's at 1175 Stud Road, Rowville, near to the corner of Wellington Road and the nearest servo. Access to the Hungry Jack's carpark can be from the servo, using an access link. Entries open at 8am inside the Hungry Jack's facility.

Further EcoDrive details available from Bill Freame on 0412 814 855 and we gratefully acknowledge the continuing support of EcoDrive by BOI Performance again.

My Contribution to FCCV

By Robert Judd

Editor's Note Rob Judd has been part of the FCCV since the mid-70's and throughout that time he has made a significant contribution to our club. Rob has held many positions on the Committee over that period and he is taking a break from his role of Membership and Club Permit Secretary. I asked him to write me a piece for this FIATMonth to outline his experience since 2009. Rob will continue in his role of Vic Fiat Nationals Team Leader in the process of preparing for this year's Nationals.



Rob and Deb Judd back in the 70's

As I am taking a break from Committee from June this year, the Editor asked if I would write a brief article for the magazine about my recent involvements on the Committee.

My most recent stint on committee started in July 2009, when I took on the Competition Secretary role, at a time when the membership was less involved in competition events. This was the start of a revival of involvement by club members in competition events again. My period mainly focussed on motorkhanas and the Nationals, but in July 2011 I handed this role over and the subsequent Competition Secretaries have grown this so that our club now has a vibrant group involved in various types of club motorsport, adding to the variety of events that we make available to our members.

My change in July 2011 was to Secretary of the club which I held for two years. In July 2013, I saw a new need for a dedicated person to run the growing Permit Scheme system.

Prior to then, the system had been maintained by Phil Buggee, but as the CPS system developed and grew he was finding the time demand of dealing with all the permits too great and so the position of Club Permit Secretary was created. I don't think it

was an official committee role, but I took it on as a General Committee person to create a more robust database and registry, as required by VicRoads. We also added additional signatories into the system to share the workload and assist members by having signatories in various locations around Melbourne. This new CPS has been a fantastic thing for the car club and the survival of many classic cars. During the last 10 years the numbers of Permit cars in the FCCV system has gone from 162 to ~480.

After a year in this role it became clear that one of the issues when signing off permits was knowing if a person was actually a current member of the club or not and in June 2014 I proposed that the Permit Secretary and Membership Secretary roles be combined to assist with this process and eliminate some of the duplication and communication needed. I took on this new combined role in July 2014.

The return of new Fiat sales into Australia in 2006 starting with the Punto and combined with the permit scheme changes, has seen our membership grow from approx. 200 to around 600 today. Whilst this is a wonderful thing for the club it has created an increased workload for the committee and in particular, the role of Permit/Membership. To address this increased

workload, several years ago we started to look into alternative systems for maintaining the Membership and Permit databases with a focus on 'cloud' based options.

The Committee has chosen a system used by quite a number of car clubs including AROCA (Alfa) and Lancia Register. This new system has been in trial for the last few months and is ready for handover and will be run by Tony Romeo who will now move from the Treasurer position (Tony is much more computer savvy than me!). It's a single database which will combine the Membership and Permit data, including the car photos etc. and also offers the ability to send out emails both general and targeted. Notifications to club members at the moment are done via our mailchimp system (Fiat Pronto) which can only support a broadcast email. Therefore, the new system can not only improve membership and permits but improve member communications.

Involvement in the committee is a very enriching activity and gives you an idea of what's behind the

running of an organisation. It's a great way to meet many other club members, make new friendships and have input into the future of the club. The roles available on committee offer people an opportunity to be part of the action without too much time commitment through to some reasonable commitment. Either way it's fun to be part 'the action'. Please think about what you can do to help the club prosper in the future.

For me, I'm not going away and will still be very active with the Nationals coming up and various events. I just won't have a committee role for a while.

But I'm confident the changes/improvements that are being introduced will help the club work more even efficiently and support you all better. Please be considerate as the new system is introduced as I'm sure there will be some minor teething problems and support Tony as he introduces the new system.

Robert Judd

SOME OF ROB'S CURRENT FIAT COLLECTION



Autoclassica, Maling Rd

By Lyn Bartold
Photos by Peter Bartold

We had a cold and wet start to this year's Autoclassica at Maling Rd but we still had an enthusiastic group of FCCV members and a wide range of cars for our allocated area of the display. There was a lot of time taken to position our cars at the bottom end of the street, from the Square downwards, so a great position. This year we were allocated 15 spaces, 10 in the General Display, 2 in the small car (500 and Giardiniera), 2 invited (the Judd's Dino Spider and Dino Coupe) and Augustin Banko 1930 Alfa Romeo 6C, 1750 GS, 4th Series. We easily filled the spaces despite the weather and were required to be there at 7.30am to set up. Rob Judd was in charge of recruiting club members and organising the cars, to create a well presented display – great work Rob. We were positioned close to the Square where Zagame had their display of new models and we had the Alfa and Lancias Clubs adjacent to us so it was a real Little Italy at that end of the road.

As the morning rolled on and we were still dodging the rain and heading for the cafes for some time in the warmth, the street filled with a fabulous display of cars. Every space; car parking areas, side streets and laneways were filled with cars in a variety of categories. The organisation of the various marques and models was very well planned (much better than other years, in my opinion). I had thought that the bad weather would affect the number of spectators, but that certainly was not the case. There was a huge crowd enjoying the cars and the atmosphere, with quite a lot of heading for the shop verandas when another shower arrived.



Autoclassica, Maling Rd CONT.

Cars are judged and a presentation was held in the afternoon. Augustin Banko's magnificent Alfa won its category.

The event was a great success again and we all managed to survive the rain and very low temperatures. It was good to see other club members, who were not displaying their cars, also coming along to enjoy the day.

Well done to the organisers who have put Autoclassica on the list of must visit events. The range of cars on display is amazing and the fact that you can wonder around, get a close up look at the cars and chat to the owners who all seem to have a story to tell. I am sure that everyone who was there on the day enjoyed it as much as I did.

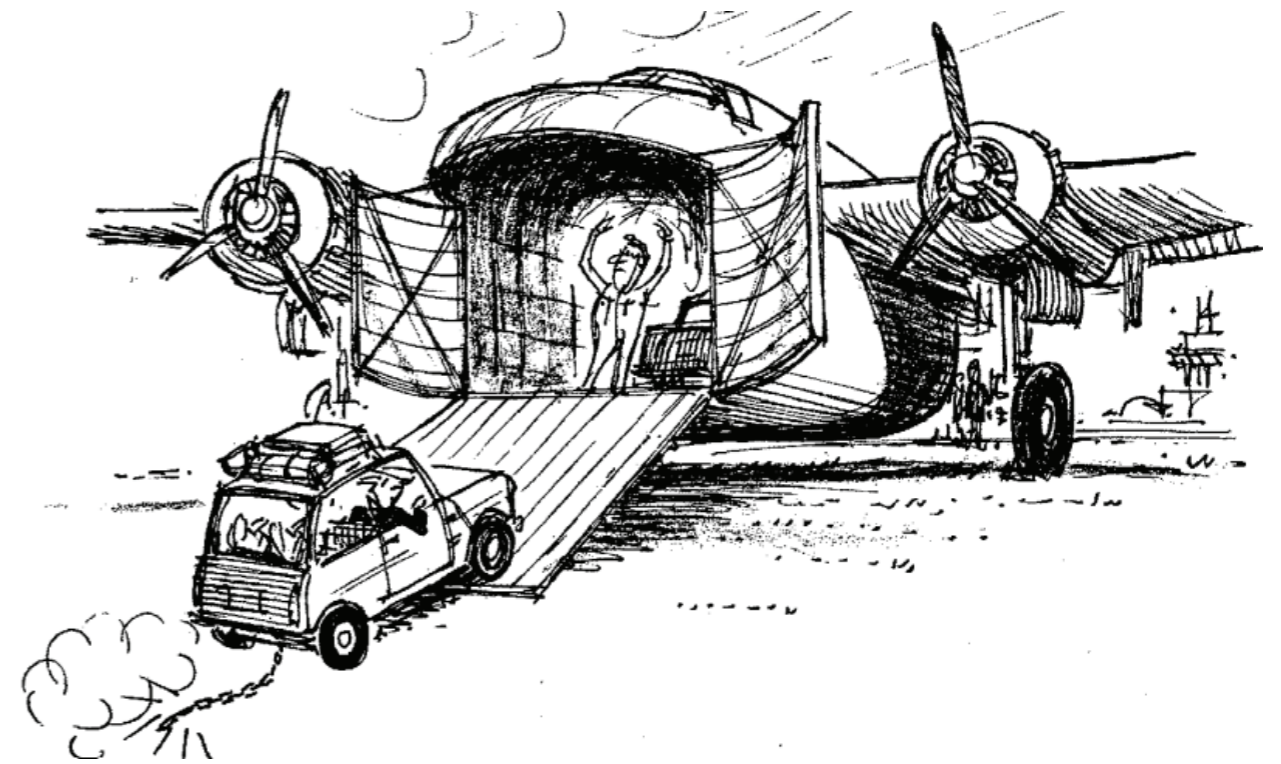


Augustin's Alfa and receiving his trophy



'Harry's Run'

Sunday 3rd September 2022



"Damn. I forgot the air sickness tablets."

Our Annual *Harry's Run* 2023 is being planned by Elsa & Richard Unkles.

Assembly point to be advised by FIAT PRONTO.

Plan is to arrive at the Royal Victorian Aero Club at Bundora Parade & First Avenue, some 200m from the Museum by 10am for coffee and those interested.

Leaving at 10.30am for the

The Moorabbin Aircraft Museum

10 First Avenue, Moorabbin Airport

There is a \$10 entry fee which seems quite reasonable based on a quick look around the Museum. Plenty to see.

Lunch venue to be advised in by FIAT PRONTO but expect it to be further out from Moorabbin.

(Members are welcome to join us directly at morning tea or at the lunch if preferred)

FESTA DELLA REPUBBLICA ITALIANO

By Roger Beattie
Photos by Joseph Sammut, Roger Beattie



Repubblica Italiano celebrations

On short notice from the Ballarat Italian Association, the club was invited to fill a few spaces at the celebration of Italian Republic day on June 2 in front of the Ballarat Town Hall. It was a shared invitation with the AROCA Goldfields Chapter and between us we managed to occupy the 10 spaces directly outside the Town Hall and it looked great.

I was lucky enough to start in the minus 2 degrees of Laanecoorie early and then swing past Avoca to pick up Neil and Trish in their lovely 500D. Anyone who came on the midweek run a couple of years back might remember it in Neil's eclectic collection in his enviable sheds.

Upon our arrival in Ballarat there were another 3 club members cars already lined up and even extra passengers. Kevin Lemm brought Basil King, Pasquale Maugeri and Joe Sammut were ready to go and have a coffee at the cafe adjacent to the Town Hall. Thanks to Antonio and the Italian Association for providing that on an unusually warm Ballarat winters morning.



Italian cars on Display

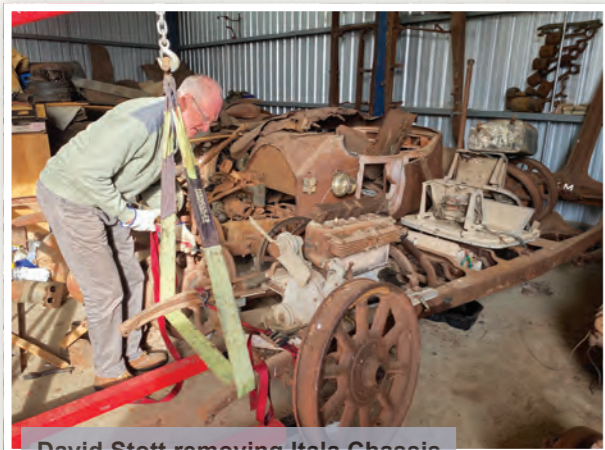
The ceremony at the Sturt St flagpoles included welcome messages from the Mayor and the Association, a little history and a live singing of the Italian National anthem before the flag was raised and we retired to the Town Hall reception area for more refreshments.

With more advance notice we will be conducting a trip to Ballarat to support the event again next year when the 2nd will be a Sunday morning allowing us the opportunity to tour to Ballarat after Caffe di Sabato the day before, enjoy the event dinner on the Saturday night and attend the ceremony before a casual return home. The calendar keeps filling up and also at the event was the organiser of the Hepburn Swiss Italian Festival which will be running in late October this year. Sadly, it coincides with the FIAT Nationals so maybe next year.



FCCV Members enjoy the celebration





David Stott removing Itala Chassis



Trond's car on Trailer

The News Stand

Richard Unkles

Main news is the obtaining all the Itala parts collected by the late Chris Miles by David Stott and Kevin Wilby. Chris Miles tended to be quite secretive about just what he had in his two large sheds. He worked for engineering firms, mostly in Queensland but collected a lot of stuff in Victoria. He was known to the club as he had a Fiat 510 sedan project. This he also collected lots of mechanical spares for including 4 engines, several gear boxes, 2 chassis etc etc. Refer photos. All these are available for sale. However it is not known why he had an interest in collecting Itala spares as he did not have an Itala car to support. His special interest was Delage cars, of which he had 4, which included at least one that he had not collected when he died suddenly. Perhaps another victim of the tobacco industry. His collection has been left to his nephew who arranged David Stott and Kevin Wilby to obtain all the Itala parts at a fair price.

The real wins here were a genuine Itala rear tourer body tub and rear guards for Kevin Wilby which will replace his tub quickly put together for the RACV Alpine Trial Centenary last year and some generator parts for David, an Itala vee radiator plus engines etc etc. Refer photos.

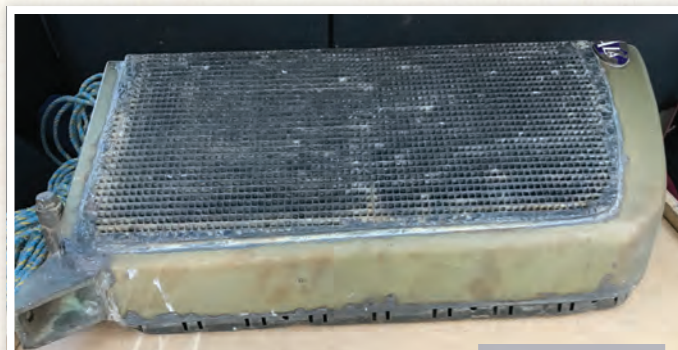
There is also a flat front Fiat radiator. Perhaps from a late veteran truck? Other projects included various Auburn parts and a circa 1912 Cadillac roadster project that has been started and available. If anyone can identify that will assist your scribe find it a home.



The rear body tub and engine



The rear body tub and engine



Itala Radiator



Fiat truck radiator

Elsewhere David John has been sorting the replacement of the bent torque tube for his Tipo 503 and the Dal Pra's are a step closer to having their sporty 501 on the road for Spring with the magneto overhauled. David Stott has made a nice job of making a suitable windscreen for it. Roll on Spring motoring. Sam Biondo is getting closer to having his 503 roadster back on the road after an engine overhaul.

Trond Throbjornsen has sent his Tipo 501 for painting the finishing coats. This car he restored back in the 80's, travelled to Italy in it for the Fiat Centenary year of 1999 and kindly loaned to your scribe in 1994 for an especially

memorable drive across Norway. Later sold to a friend who only had it in storage and now in the final stages of a refresh.

Older club members will remember the clock style traffic lights along the Nepean Highway in the 1950's. At least one has survived and was photographed at the rear of the RACV Noble Park offices. We assume there are plans to get it vertical somewhere. Does anyone know if these were an entirely Australian thing or imported?



Light Drum Traffic Light

Spare Parts

The club's spare magneto for Tipo 501 owners was found to be unresponsive and sent for an overhaul. The real reason was whoever borrowed it last removed the rotor wiper arm. Thank you someone. The unit has been checked out and modestly refurbished for use by those in need in the future.

FOX MUSEUM VISIT

By Sandro Cesario
 Photos by Trevor Prasad,
 Sandro Cesario

On Saturday 17th June, Fiat Car Club members attended the Fox Car Collection at Docklands, where we were provided with a guided tour. As you can see from the photos on these pages, there was an enormous variety of cars, all in immaculate condition, Spread over two floors of the stunning Heritage building. The current theme was Porsche but there were plenty of other marques and models to keep us amused.

After a couple of hours the group headed off to Lygon St to Café Corretto where we enjoyed pizza and pasta and tried to persuade the owner of the café that he really needs to own some Fiats!!

Thanks to all who attended this great day, even though it was the weather was very fresh, but then again, it is winter in Melbourne.



Lunch at the end of a great morning



The Untold Story of the Alcan Aluminum Bertone X1/9

By Matteo Licata Sept 2022 From, medium.com/roadster-life

Article provided by FCCV member David Wright, owner of the 1911 Fiat Tipo 1 Spider

Additional Photos Peter Bartold

Few people know that Bertone once built five of its X1/9 sports cars from aluminium, on behalf of a Canadian mining company, an aluminum producer.

Here's the story....

2022 marked the fiftieth anniversary of the Fiat X1/9, which was presented in Sicily in November of 1972. Much has been written about Fiat's brilliant little mid-engined sports car, including this article from Yours Truly.

Still, I believe one of the most intriguing facets of the X1/9 history is the one described in the SAE paper, whose rather clunky title reads "The Building and test track Evaluation of an Aluminum Structured Bertone X1/9 Replica Vehicle."

The key word here is "replica" as the whole point of the experiment was to demonstrate how Alcan's adhesive bonding technologies could allow to more or less directly replace steel for aluminum, even in an existing body design.

The Experiment

Alcan approached Bertone in 1986 and the Turinese company built five aluminum-bodied X1/9s, equipped with standard suspensions, drivetrain components, for various performance and durability tests.

The aluminum panels were press-formed using Bertone's existing body tooling with similar gauges (between 0.7 and 2.5mm) as their steel counterparts and then spot-welded, with bonded-in doublers added in specific locations to compensate for the lower strength of the material.

One of the aluminum bodies was then subjected to static testing with results that make for interesting reading.



Front of the Aluminum X1/9 Prototype, Photo by Peter Bartold

The experimental aluminum body weighed 136.6 Kg, a whopping 30% less than its steel equivalent (197kg) while offering comparable torsional stiffness.

However, it must be said that the body shell's bending stiffness was instead far less convincing with an 18% loss over its steel counterpart.

Driven to destruction

The five experimental X1/9's were fully trimmed and assembled by Bertone in its Grugliasco factory and then sent to the UK to be driven to destruction on the Motor Industry research Association test track in Nuneaton. This involved a lot of hard driving over the various proving ground features with a precise intention of inducing high bending, torsional, and impact loads upon the vehicles structure. Sometimes though, the results make for pretty grim reading.

For example, after nearly 600 miles on the infamously unforgiving Belgian pave, both rear suspension turrets cracked so severely that they had to be repaired to allow testing to proceed ant further.



La parte frontale in alluminio della Bertone X1/9: il peso si riduce, rispetto all'acciaio, del 50 per cento.

The aluminum front end of the Bertone X1/9: compared with steel, weight is reduced by 50 per cent.

It certainly was light!!

However, the prototype aluminium bodies maintained their geometry throughout their various ordeals, and, given that the X1/9 body design hadn't been designed for aluminum and applying doubling of panels had been impossible in some areas, that very impressive indeed.

And that was the point that Alcan was trying to make: demonstrating that aluminum bodysells were not only possible, but also compatible with existing production facilities, even if the way those X1/9's were built would undoubtedly make an Audi engineer squirm.

The Lone Survivor

One of the aluminum-bodied Bertone X1/9s survives to this day in the Volandia museum located in front of Milan's Malpensa airport, together with the other 79 vehicles and prototypes that once formed the Bertone's company museum collection.

If it wasn't for the silver decals on the nose and doors, there would be no way to tell it apart from the "regular" X1/9's parked along side it, at least without bringing a magnet with you!!

However, another prototype wasn't so lucky.

It was subjected to two crash tests at the Fiat laboratories in Torino: full front barrier test and a full rear impact, both at 30MPH.

In the frontal crash, the aluminum X1/9 performed similarly to its steel counterparts, which meant it would have complied with the periods rather weak regulatory demands by an ample margin.

The opposite was true with the rear end test, though, where the structure lacked the necessary strength and collapsed, leading fuel spillage and consequent fire risk.

Conclusion

However, the company considered its X1/9 experiment a successful proof of concept, as the aluminum bodies delivered a comparable performance with steel equivalent whilst weighing 30% less.

Had it been possible to redesign and optimize the X1/9's shell for aluminium construction, it is likely the gains could have been even more significant.

FCCV European Trip 2019

Many of the members of the club's trip in 2019 visited the Volandia Museum (near Malpensa Airport, Milano) and saw the remaining Aluminum X1/9 Prototype in the flesh. The Volandia Museum has a big collection of Bertone cars and the following photo was taken by X1/9 enthusiast, Peter Bartold.

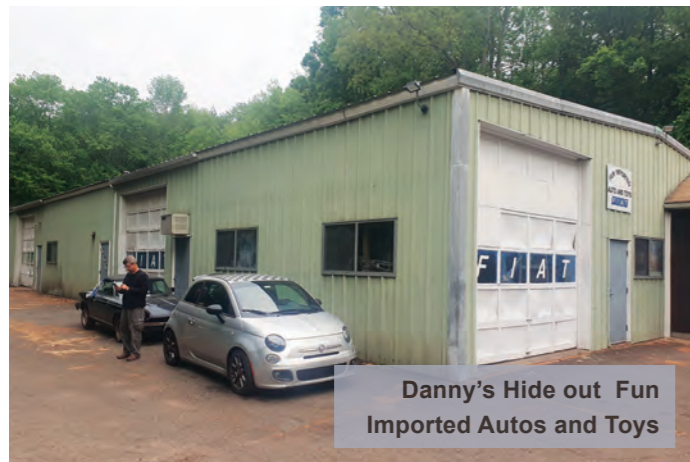


The Aluminum X1/9 at Volandia

A PERSONAL FREAK-OUT STORY PT 1 UP TO THE CONCORSO

By Roger Beattie

It has been many years since I first decided I would attend a FIAT Club America FreakOut but the opportunities, timing, COVID and any number of other barriers have conspired to limit my travels to just about everywhere else that FIATs roam in the world. Actually there are still plenty of places and FIAT clubs to visit.



Danny's Hide out Fun Imported Autos and Toys

Back to the current adventure, as I am writing this from the NE United States in order to keep our ever vigilant editor happy. I am also pleased to have the reason to reflect while it is all so recent in my mind. I departed Melbourne on a lovely winter morning and after the merest 29 hrs arrived in Hartford, Connecticut. If you are ever seeking a dedicated fellow FIAT lover it would be hard to go past Danny O'Donnell of Fun Imported Autos & Toys in Vernon CT without dropping in for a visit. For 40 or so years Danny has been a bastion of support for all FIAT owners but with particular love of the rear engined ones. Some of you may have ordered parts from Auto Ricambi in Texas and Csaba Vandor from there picked me up and took me back to Danny's where we prepared for the 5 hour drive to New Hampshire. A small convoy of a 2012 500 and three 124 spiders, one on a trailer, headed off and made good time with a pleasant lunch stop and lots of laughs along the way. Despite having previously spent about two minutes in Csaba's company we bonded well and yes, his friends should be concerned about that.



Sensible and scary signs



When we arrived at the resort there were already a number of FIATs and their owners checked in although many had gone to ride the Cog Railway to the peak of Mt Washington. The FreakOut officially starts with the Welcome Dinner on Thursday evening but this was Tuesday and already plenty of exploring was going on.

Including a very pleasant dinner with Tim Beeble (Fiat Club America, Secretary) and Valerie at the Muddy Moose. Wednesday brought a drivers briefing after breakfast before groups split to investigate local roads and sights. Csaba and I decided to explore Lake Winnepesaukee on the MV Mt Washington, a 200+ foot historic vessel that had been cut up and delivered overland in the 1930s from Upstate New York. Great roads on the way but at Weirs Beach it was determined that the boat was not running on the day so we opted to join the other group in Wolfeboro at the Wright WWII museum and return via some more scenic roads.



Early Arrivals



Wolfeboro Cruise and Ice Creams



Thursday dawned bright and early (about 5.30am) and after another buffet breakfast the indefatigable Luis Colom (from the presiding chapter) corralled and briefed the 100+ cars attending the track day. In a triumph of organisation everyone proceeded to the track, formed up and drove a single file lap before breaking into smaller groups for parade laps then splitting down into the hot lap participant pods. The track is a magnificent private club facility with plenty of challenging turns and height changes. It also affords some great vantage points for photos as there is a great service road around the track. After the track day we returned to spruce up for the Welcome Dinner where you can guess who won the award or furthest travelled to attend. FreakOut founder and fixture Bobb Rayner 'entertained' us with a history of the event and post dinner the evening continued with a large gathering in the car park. It was there among the throng that Mike Louviere tracked me down (on David Stott's advice from Iowa) and we spent some very pleasant time trying to offend one another. The evening 'car park parties' are something of a feature and a great way to renew old and create new friendships or rivalries as the case may be.

The Gimmick Rally (observation rally) was the main event on Friday and despite our enormous combined intellect, charm and talent Csaba and I fared rather poorly. Too much time dedicated to telling stories, comparing histories and bemoaning current events may have contributed to our downfall. We still had a great drive and finished with a delightful lunch in Lincoln. By the time we got back to the resort the news was that the summit of Mt Washington had been snowed in and the proposed sunset tour was to be cancelled. I took this as my cue to have a well deserved nap prior to dinner only to miss the retraction of the closure and the reinstatement of the drive. Still I napped. When I awoke there were only a few cars in the car park and news coming in of interesting events on the summit climb. I went out for a lovely Thai dinner and returned to the evening car park activities to hear the stories of terror stricken drivers, snow fights and eventual spotting of the sunset. Oh well, I thought, tomorrow is another day with the Concorso and Presentation dinner still to come.



Mike Louviere and Doug van Koenig staying dry



Mike Louviere and me FIAT month — July 2023

A PERSONAL FREAK-OUT STORY PT 2

THE CONCORSO AND THE PRESENTATION DINNER

By Roger Beattie

It's the day of the Concorso at the 2023 FIAT FreakOut in New Hampshire in the US New England region. If you read the first part of the story in the last magazine you would know that it has been non-stop FIATs, drives and catching up for the previous 4 days. Of course this is the morning when the heavens open and we are sprinkled liberally with liquid sunshine! OK, it's pouring down, cold and actually pretty miserable. My decision to pack lightly is reflecting poorly on my clear thinking ability but I smile right through and we form up the cars into classes for the 20km drive to the display grounds at the foot of Mt Washington. This works well as it means that the arrivals get parked straight into their respective classes, a definite plus in the chilly rain.

There are 195 cars on the field and I would say about a third of them are 124 Spiders, another third a big crowd of modern 500s and Abarths and the balance made up of everything else. The oldest cars on the field were a 500C Topolino, a 600 and a Bianchina. A couple of recently imported Lancia Flavia coupes were nice as were the pair of 1500 Cabriolets and Mike Sizemore's Moretti Sportiva 850 which took out the major award. The rain stopped an hour or so after the cars were parked up and the mood lifted significantly. The music became more lively and everyone started taking photographs. After a few hours we came to that point where everyone is wondering if that's it and thinking about heading back to the resort. As we were already at the base of the mountain Csaba and I decided to head to the summit while the sun was out. A short lived enterprise that was as the 7.6mile road climbs at an average of 11.6% and as we passed



Cars on display

beyond the tree zone the rain, then sleet, hail and snow added to the shroud of clouds. As America's first man made attraction (1861) the road to the peak and weather station was well worth the experience if not the temperature.

Photos Every event need volunteers, Doug and Mike at Concorso Every event needs volunteers, Doug and Mike at Concorso

We descended and returned to the Attitash Grand Summit resort to thaw out and prepare for the evening's presentation dinner. As is the way of these things 300 people are hard to feed quickly but a lot of fun is had at the expense of those either still waiting or finished. There were many awards made for all the usual classes of car and peoples choice awards for car of the event, the Moretti, and strangely for a FIAT event the car voted as the one I would most like to drive home was a 2 litre 105 series Alfa Romeo GTV. I could only put that down to the cold and wet when the votes were collected at the Concorso. The announcement of Greenville South Carolina as the venue for the 2024 FreakOut on June 18 - 23 was welcomed by everyone and promises to attend were both made and sought while next years organising committee handed out peanuts which I assume is significant for the area. Anyone thinking of going would certainly be welcomed and can get in touch with me for a few additional contacts.



Presentation

After dinner many retired to the car park but a sense of impending finality had fallen over things by this stage and while everyone kept their spirits up you could feel the week drawing to a close. By Sunday breakfast those with many miles to travel had started departing despite the huge pile of items to be raffled off. There must have been at least 200 prizes on offer from the generous donations made by sponsors, chapters and individuals. Doug Van Koenig (FIAT Club America, President) must have been reading out numbers for an hour non stop apart from a brief stop to award the

silent auction prizes. Eventually the call went up for anyone who had not won a prize to go and select one and the FreakOut drew to a gentle close. On the way back toward Hartford it was discovered that someone came down with COVID so I spent a couple of days waiting for symptoms but none appeared and after a negative test continued on my way back to Australia.



Atop Mt Washington

All in all the event was a great success, many people I have communicated with online were there and faces were put to names. A number have expressed interest in joining us for the 2026 crossing of the Nullarbor and I will be catching up with a number in Italy later this year. The FIAT family is too small to remain fragmented and it takes the occasional big gesture to open the way for others to follow. Our hobby is universal if the level of enthusiasm is not. It is highly evident that the average American FIAT owner has to defend the brand a lot more vigorously than we do in Australia but we have an enormous range of cars that they have never seen. Between us we can continue the vast heritage of the marque outside its home territory. Giovanni Agnelli always intended the brand to rest on export success and thus commissioned the Lingotto factory when production was at about 1,000 per year. The faith he showed then is rewarded in our events now. Even if they do have funny names!



Heading Home



Whats new from Fiat and Lancia and what might be coming

By Peter Bartold

New Cars and Renders of Fiat and Lancia

There is lots of speculation, renders, photos etc of what the new generation of Fiat and Lancias might be. It will be interesting to see what develops in the next decade, so here are a few of the ideas that are appearing at present.

Topolino has returned as a fully electric quadracycle, based upon the Citroen Ami and is technically an electric quadracycle with a 5.5 kilowatt battery and with a top speed of 50 kph with a range of 75 kms.



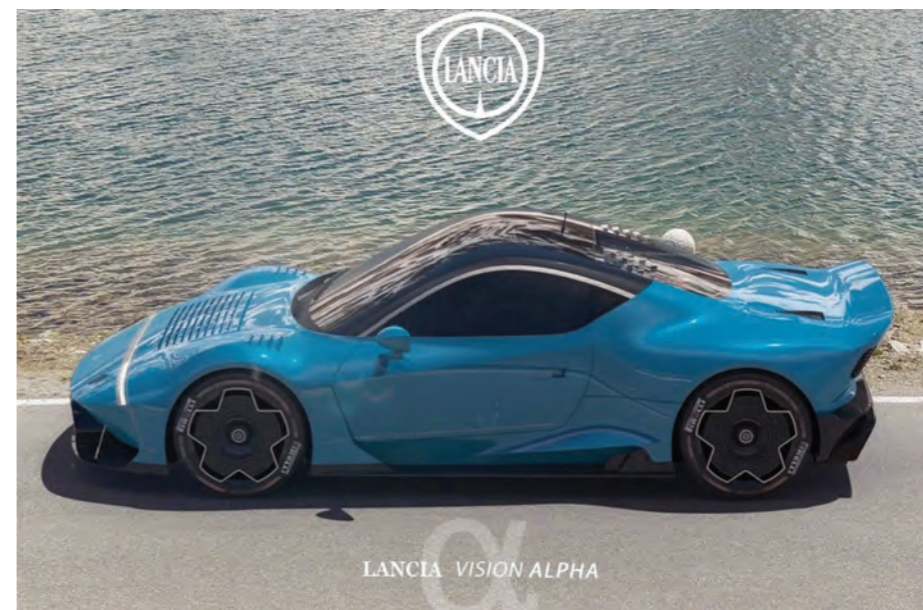
Fiat 600 due to be released this - bigger than the n500 but smaller than 500X. It will probably have a 115 KW electric motor and a range of 400kms . An Abarth may also be in the future.



Proposals for a new model possibly called a Panda This will be electric with a 650 km range and possibly built in the Stellantis Kenitra Plant in Morocco.



Abarth 500E the 500 E is now on sale in Europe. The big innovation is the sound speakers in the rear so we don't have to go without the Abarth sound.



..... and a blast from the past

Ferrari

It is 100 years since Enzo got his Cavallino Rampante from the parents of Italy's best fighter pilot who had the horse painted on the side of his military aircraft – and the rest is history !!!



“THE BASE”

FCCV’s new storage facility

By Roger Beattie



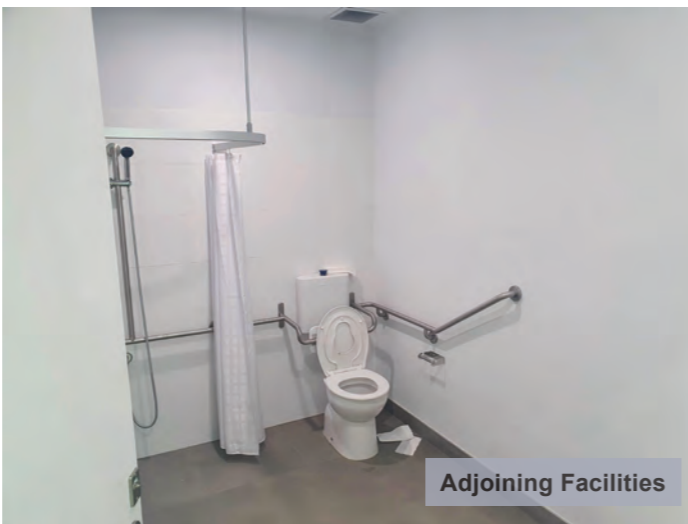
Empty but ours

Since the Club’s inception in 1957 we have needed equipment to conduct competition and social events, along with a need to archive important financial and historical records relating to the Club’s operations. Satisfying this requirement until recently has relied on the generosity of a few members to store these assets at various locations. With the growth of the Club, the storage requirements of our assets have grown and the logistics of accessing frequently used items has become more difficult.

The Committee has discussed a solution to these issues for some time, and in April 2022 such an opportunity presented itself. A unit in a dedicated Storage Facility in Ringwood that was accessible and large enough and also met the mark as an investment. Inspections were conducted, our top negotiators were unleashed to hammer out a deal and we were soon signing on the proverbial dotted line. We even had a tenant for a few months but now all is clear and the shelves are stocked with club paraphernalia. The Club has all our assets in one central location with easier access to Members and we have two nominated property stewards, Mario di Censo and Kevin Lemm. On behalf of the club, I would like to thank them both for making themselves available to manage the unit.



Meeting Room on site



Adjoining Facilities

Shared Facilities

What do we store there?

- Catering equipment such as BBQs, Tables, Cutlery
- Archival and Historical Documents
- Financial and Management Records
- Advertising and Signage
- Marquees
- The Club Trailer
- Competition Equipment such as Flags, Timing Gear, Measuring Equipment,

What don’t we store there?

- Club Member’s Personal Equipment car Parts
- Club Spares
- Perishables
- Money and Valuables

What’s the Address?

The Base. Unit B62, 93A Heatherdale Rd, Ringwood VIC 3134 (Under VICROADS)

Brief Description?

42m² of Storage with Roller Door Access. 24 Hour Access to Main Door and our storage via Key Fob. CCTV Security Monitoring.

Who is managing the Facility?

Mario Di Censo (0419 171 661) is managing the facility and can be contacted for access or inquiries. Kevin Lemm (0407 439 176) is assisting Mario.



Moving In



Setting up the racking



Manager Mario

Coming Events

General Meetings

July 13th 8pm Veneto Club
 August 10th 8pm Veneto Club
 September 14th 8pm Veneto Club

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

Contact Sandro Cesario 0420 277 701

Caffe di sabato

Jul 1st Veneto Club 9.00am
 Aug 5th Veneto Club 9.00am
 Sept 2nd Veneto Club 9.00am



Run to Balgownie Estate and Breakfast

Yarra Valley
 Sunday 20th August

Details will be sent out through Fiat Pronto
 or
 Contact Mario Di Censo for details
 on 0419 171 661



Lunch at Alpine Retreat Hotel

Warburton
 Saturday June 17th

Contact Paul Pozzobon for details
 on 0418 552 290



Run to Marong Picnic and Classic Car Show

Sunday 27th August

Meet at BP OUTBOUND, Calder Park
 9.00am for 9.15 departure

Contact Joseph Sammut
 on 0412 211 581

NOTE:- Details for Barry Ellis Memorial Eco Drive is on Back Cover
 and Harry Run is on page 19



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FIATMONTH IS PUBLISHED 6 TIMES PER YEAR
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ECCV MERCHANDISE



Our club has a wide range of merchandise which is updated often.
It is available for purchase at club meetings and events such as Autobella.
Committee Member, Ralph Di Censo, is in charge of the merchandise and
can be contacted on 0438 232 875 if you wish to purchase any items.

SOME OF THE CURRENT RANGE OF MERCHANDISE:-



Barry Ellis Memorial EcoDrive

SUPPORTED BY BOI



Sunday July 16th

Start – Hungry Jacks, 1175 Stud Rd, Rowville
(next to Service station, Corner Wellington Rd,
opposite the Stamford Hotel)

Entries open from 7.30am – Entry \$10 per car
Briefing at 9.00am
Distance 120km on excellent roads

Finish – Olinda Creek Hotel, Lilydale

Contact Bill Freame 0412 814 855