



FIAT Month

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

www.fiatclub.org.au

MAR 2023

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MAR 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

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2022-2023

THE CLUB COMMITTEE

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CAMS Delegate

Paul Freame

Supper Organiser

Paul Pozzobon

AOMC Delegate

Peter Kerr

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David Judd

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Bruce McCann

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^Where no email has been indicated, the committee member can be emailed via secretary@fiatclub.org.au

LIFE MEMBERS



Perc Delmenico*	Lyn Bartold	Janet Fry	Alana Freame
David Plummer*	William Freame	Shirley Clark	Harry Baker*
Graeme Shephard*	Colin Templer	Stephen Mayer*	David Judd
Richard Carlson	Jon Carroll	Richard Unkles	Sebastian Bongiorno
Barry Ellis*	Robert Judd	Ian Payne	Joseph Sammut
Noel Tyzack	Debra Judd	David Hughes	
Peter Bartold	Phillip Buggee	Keith Ellis	*deceased

Life Member and Patron — Peter Bartold

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Jonathan Crellin	Stuart Granger	Tony Romeo	Shayne Williams
Bob Durrant	Bruce McCann	Joe Sammut	
Frank Fazio	Danny Petterlin		



As we usher in the start of another year we are all hopeful that the worst is over, Covid wise, and that we will be able to look forward to all the Fiat Club activities that normally happen each year. So far, so good – with the X1/9 Raduno being our first major event of the year, attracting a crowd of 40 members and friends in X1/9's and a variety of other Fiats and non-Fiats. As you will read in the report in this FIATMonth, we drove over the fabulous roads of Gippsland, enjoyed morning tea at Darnum and lunch at Thorpdale and being out and about with fellow Fiatisti.

We have a very busy few months coming up with our major event of the year, Autobella, which will be held in March and will feature in our next FIATMonth. As usual Autobella will be held at Deaf Children Australia grounds in St Kilda Rd which provides an excellent venue for the display of our Fiats and other invited Italian marques. The other unique features of Autobella are the Diorama section, with this year's theme of Targa Florio and

From the Editor...

Costumi d'epoca which, this year, we have linked it with the Diorama, with the parade and judging in that area. Don't miss the opportunity to be part of this fantastic day, so start polishing your cars and get out your Targa Florio themed accessories and the costumes to go with it all and join us on this wonderful day.

As you will read in other parts of this magazine, the Fiat Nationals have been put off until later in the year, due to difficulties in obtaining bookings for the venues we had planned to use. It has been a very frustrating experience for Robert Judd who has been working very hard to fit all the pieces of the puzzle together to get a many faceted event such as this operational. Rob has been working on this for many months, with many hours of travelling to inspect venues and time spent on the phone to try to make it all happen. With the date getting closer all the time and no real resolution Rob, with the Committee's support has made the decision that the event will be moved to Spring which will allow more time to finalise the details. This delay will also give us a chance to hone our skills for the Motorkhana, Sprints and Show and

Shine components of the event and a better chance to win the Fiat of Italy Cup.

Rob will be keeping us up to date on the organisation of this event, with the new dates and details to be announced in the near future.

Keep those articles coming in for future FIATMonths; I am sure you enjoy reading the stories of how other members fell in love with their particular Fiat and their experiences both within our club and in other situations. We also need members to report on events they have been to, both club and otherwise and photos of any events you have attended. Sometimes the only photos I can find are on the club's Facebook site and very often these photos are of a very low res and not suitable for printing. If you have attended an event and taken some pics, send them to me, they may well be just what I was looking for.

Allora...2023 is looking to be a great year for events and opportunities to enjoy our Fiats so get out there and be part of them. If you have any ideas for an event that you think might be fun and suitable for the club, contact one of the committee.

EDITOR'S PIC



Our display at the Brunetti Gelateria gave me a chance to enjoy one of their wonderful gelati's as well as meeting the wandering Comedian (Italian of course!) who was part of the entertainment for the opening of their new Gelateria. It was a great morning, in the busy lead up to Christmas to display our cars, enjoy the vibe in Lygon St and be treated to coffee, gelati's and lunch.

Rapporto del presidente



Events are coming toward us with a rush as we get into the New Year and it seems we may be returning to a more normal schedule. That said there still seem to be things on most weekends keeping most members on their toes and providing either sporting, social or display opportunities for all. We are fortunate as a club to be able to entertain all such events and pepper them with local and overseas travel opportunities. Many club members from the newest to the more seasoned provide suggestions, organise runs or volunteer to represent the club at events all over the place. As this magazine arrives in your letterbox I hope to be returning from Autotalia in Adelaide with Autobella in a couple of weeks and then Autotalia in Canberra on April 2. No rest for those discovered to be even remotely wicked!

The long drives to these events is something many of us enjoy but it seems some much more so than others. On a recent road trip, conducted at the end of the year, in what has become an annual small town tour we departed from Laanecoorie on December 26 and over the subsequent week made it as far north as Broken Hill and Menindee (avoiding the flooded Darling River) and west to Warracknabeal and Wentworth, approx. 2,500km. I hope to retrace a lot of the roads travelled on this trip in a considerably shorter Silo Art Trail trip sometime later in the year, if we can find a gap in the program. Winter sometimes offers an opportunity for a weekend away and for the first time in many years we have a King's Birthday long weekend this year so if I am not "Freaking Out" in New Hampshire with the Fiat Club America (their annual event is the Fiat Freak Out) that might be a suitable time. I shall include a few pictures from the recent trip as inspiration.

On a personal note I would like to thank Basil King for turning up at the Veneto Club on the first Saturday in January. Despite the notification that there was no Caffe di Sabato I felt sure someone would turn up. We had a good chat and a coffee before heading to other events.



Silo Art Roseberry



Need a little sit down



Lake Tyrell, Sea Lake



Angel in the desert

As always please feel free to contact me with suggestions, queries, complaints or ideas about the club. This is your club and while the committee members enjoy every extra meeting and volunteering opportunity there are still plenty of chances for others to be involved too.

Keep on driving



Basil King and I

Fiat Nationals Update 2023

Due to issues outside of our control at the Wodonga Tafe venue, we have had to cancel our bookings and reschedule and relocate the Nationals. This decision was made at the end of January when it became clear the event was in jeopardy.

The good news is we have made good progress in the first week of February and are reviewing 2 options closer to Melbourne and expect to be in a position to announce the location and date, which will be in Springtime 2023, by the end of February.

Stay ready for more announcements.

Robert Judd



CLUB CALENDAR

MARCH 2023 – MAY 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 event. Competition events listed on Competition Page.

MARCH

- Sat 4** **Caffe di sabato. Veneto Club 9am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sat 4 - Sun 5** **Run to Auto Italia**
Contact Roger Beattie 0400 177 278
- Thurs 9** **General Meeting. Veneto Club 8pm**
- Thurs 9 – Sun 12** **VHHR Phillip Island Classic Festival of Motorport**
- Sun 12** **Club Run to Phillip Island and Shannons Walk Display**
Meet at Tooradin. Contact Joseph Sammut 0412 221 581 or Sandro Cesario 0420 277 701
- Sunday 19** **FCCV Autobella at Deaf Children Australia**
Contact Sebastian Bongiorno 0419 536 876
- Mon 27 – Thurs 30** **Targa Classica**
Contact Lyn Bartold 0433 034 721

APRIL

- Sat 1** **Caffe di sabato. Veneto Club 9am**
Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 2** **Melbourne F1 Grand Prix**
- Sun 2** **Auto Italia. Queenbeyan Park, Canberra**
Contact Roger Beattie 0400 177 278
- Thurs 13** **General Meeting. Veneto Club 8.00 pm**
- Mon 17 – Sun 22** **Targa Tasmania**
Contact Marisa Gangemi 0433 332 411
- Fri 28 – Sun 30** **AOMC/RACV Florence Thomson Tour. Victorian Goldfields Area**
Contact Joseph Sammut 0412 221 581

MAY

- Sat 6** **Caffe di sabato. Veneto Club 9am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 11** **General Meeting. Veneto Club 8pm**
- Sat 27 – Sun 28** **Historic Winton**
Contact Joseph Sammut 0412 221 581

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 9th March
Thursday 13th April
Thursday 11th May

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

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

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

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

Fiat Car Club of Victoria
Is affiliated with
Motorsport Australia
MSCA

Compiled by
Roger Langdon



Targa Classica 2023

Monday 27th – Thursday 30th March

The Targa Florio Australia event has been renamed and is now Targa Classica. This year's event will travel from the Yarra Valley, through Healesville, Mt Hotham, Nagambie, finishing at the Australian GP.

Targa Classica cars will be on display at the GP from the Thursday evening to Sunday and entrants will also drive a few laps for the GP track each day. Once again, we have a number of FCCV members competing and they are looking forward to this year's challenge.

Membership News

Robert Judd, Membership and Club Permit Secretary

NEW MEMBER UPDATE

We have had 8 new members since the last magazine.

WE WELCOME THE FOLLOWING NEW MEMBERS –

- Lawrence Fisher:** No car info
- Ross Bishop:** Fiat 130 Coupe
- Roberto Zupo:** Ford Escort
- Tony Di Loreto:** No car info
- Adrian Pagnoccolo:** Alfa owner
- Ira Vincenzo:** Looking for a 500
- George Fitzpatrick:** Fiat 500 Giardiniera
- Peter Drummond:** No Fiat yet but an enthusiast

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

MEMBERSHIP & CLUB PERMIT UPDATE

It is frustrating that many members are only 'remembering' to renew their membership when their permit is due for renewal. We are now following up personally with individuals to try to close this gap.

CLUB PERMITS

The Club Permit Scheme is remaining stable with no changes happening or proposed.

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. On the eastern side of Melbourne in person payment has become a big hassle with the new Ringwood site having no parking!!!

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, Steven Cracknell, Tony Russell and SD Pics

It has been a great start to the 2023 racing season with some of our members out competing in a few events, although we are waiting for a few more race seasons to officially start yet. AROCA Sprints held their first round on January 15th at Phillip Island. We had Frank Spinosa competing in that event with his Alfa Romeo 4C with his fastest time of 1:54.5340. Well done, Frank!



Frank Spinosa on track at Phillip Island

I competed in the first round of the MSCA Sprints at Phillip Island on the 22nd of January. It was a big event with 165 entrants across 6 groups. I was joined by fellow Fiat Club Member Sonja Fueter in her Suzuki Cappuccino in the regularity group. I managed to get a personal best lap for the day 2:16.7904. Sonja finished in 6th position in the second regularity session of the day.



Marisa Gangemi on track at Phillip Island



Photo by: David Parr

The motorkhana season is almost upon us with the Group 5 and VMC practice run held on January 29th in Werribee. Tony Russell attended with his son Marcel and their friend Louis sharing the Super Panda.



Marcel Russell and father
Inset: Tony doing practice motorkhana at Werribee

On Wednesday February 1ST was the VMC, VKC and Group 5 Awards night for the 2022 season. I received my trophy for winning 1ST Place in the VMC Ladies Championship. It was an honour after 5 years of competing in motorkhana to receive this award. I would like to take this opportunity to thank everyone who has supported me in my journey into motorsport and in fact in all began at a Fiat Club Come and Try day back in 2018. Special thanks to the Freame family and the Judd family for being the ones who encouraged me to give motorkhana a go.

Speaking of giving motorkhana a go, I highly encourage anyone who is interested in starting motorsport to start with motorkhana. By the time this magazine is published we would have held out Nationals Practice motorkhana, however we still are planning to hold our Come and Try motorkhana on the 29th of September at Geelong Motorsport



Marisa Gangemi at her first motorkhana in 2018 at METEC with her instructor David Judd.



Complex. Given the recent news about the Fiat Nationals dates changing we may be able to organise another practice motorkhana + Come and Try before the event, stay tuned! If anyone is new to the club and interested in competing in motorsport, please feel free to reach out to me at compsec@fiatclub.org.au.

COMING EVENTS: MARCH TO MAY

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

SPRINT EVENTS

Thur 9th – Sun 12th March	Phillip Island Classic	Phillip Island
Sat 18th March	MSCA Sprints	Sandown
Sun 2nd April	AROCA Sprints	Winton
Sat 15th April	MSCA Sprints	Winton
Sun 7th May	MSCA Sprints	Sandown
Sat 13th May	AROCA Sprints	Sandown

MOTORKHANA/ KHANACROSS EVENTS

Sun 19th March	Group 5 Khanacross	Geelong Motorsports
Sat 1st April	Group 5 Motorkhana	Werribee (dirt)
Sun 16th April	VKC Rnd 2	Bryant Park (bitumen)
Sun 23rd April	Group 5 Motorkhana	Pakenham (dirt)
Sun 28th April	GCC Khanacross	Bryant Park
Sun 7th May	Group 5 Motorkhana	Pakenham (dirt)
Sat 27th May	VMC Rd 3	Deniliquin NSW (dirt)
Sun 28th May	VKC Rd 3	Deniliquin NSW (dirt)

HILLCLIMB

Sat 18th, Sun 19th March	Rob Roy Revival	Rob Roy
Sat 25th, Sun 26th March	VHCC Rd 3	Mt Leura, Camperdown
Sun 23rd April	VHCC Rd 4	Bryan Park

COMPETITION EVENTS

AROCA SPRINTS, SANDOWN

Victorian Motorkhana Round 1 Phillip Island
Photos: Marisa Gangemi



Marisa Gangemi



Tony Russell



Peter Bartold and John Black in the pits

AROCA Sprints Sandown Photos Jacky Black, Peter Bartold

We had a small group of FCCV drivers at AROCA Sprints at Sandown on Sunday the 12th Feb. Some early rain disrupted the day at the start of the runs but when it cleared up everyone was back on track.

We had 3 X1/9's competing, John Black's, Mark Whittaker's and mine and Frank Spinosa was in his Alfa 6C. As usual, a few up and downs, but overall, a good day racing.



Jacky and Alex Black supporting dad



Frank Spinosa



IL PRESIDENTE'S TRAVELS IN ITALY

FIAT Museums in Turin ... a new look through!

Words and photos by Roger Beattie

Any tourist to Turin who shares an interest in things automotive will enjoy the modern suite of museums that cater for a whole range of interests.

On my recent trip I spent time in all four of the major spaces and feel they have very different stories to tell. As I was staying in the NH Lingotto hotels uppermost floor my ceiling was the underside of the old test track so it seems sensible to start there!

The Pista 500 atop the Lingotto building is the new open 'parkland' amongst elements of the old test track. Many have bemoaned the loss of the original track but on my past few visits the surface was tired and cracked with bollards blocking it from being any sort of circuit. Only diehard FIAT or motoring fans (or the odd 'Italian Job' aficionado) ever bothered to seek out the track and wander it's length. The recent redevelopment has certainly changed that around. Now more readily accessible, the surface has been restored and made a little more interesting with slight chicanes on the straights. It has been made available more often and as an added bonus there is a restaurant and a Cafe opening onto the track. Crowds of locals, families on their 'passeggiata' as well the usual suspects are now found wandering among the 40,000 plants and modern art installations as they soak up and learn about the history of Lingotto itself. The cafe is part of Casa 500, a new small museum/historical display dedicated to the Nuova 500 and housing the wooden buck and other items of interest.

The Museo Nazionale dell'Automobile is a short 750m walk from the Lingotto entrance and as you walk down toward the river you traverse some of the older suburbs where FIAT workers have lived for a hundred years. The MAUTO (derived from **M**useum **A**uto **T**orino) is a much more comprehensive historical museum. From the earliest days Count Biscaretti di Ruffia could see the historic value in cars and opened the first display in 1933 when the world's oldest cars were younger than the most recent 125 is now! A fascinating display over multiple levels and with many exhibits to please lovers of all Italian cars but FIAT plays a leading role. Varying design displays feature on the lower level and the bookshop has always been well stocked. As a treat on my recent visit the archivist and curator took us through their respective research and restoration areas, visits I shall long remember and no doubt recount to many of you over coffee.

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Pista 500



Pista 500 cafe



MAUVO Archives



MAUVO Restos

The Centro Storico in the old Corso Dante building has been closed since the onset of the pandemic and it is not entirely clear when or in fact if it will be open to the public again. The displays are still intact covering the breadth of FIAT's productive capacity from the more obvious cars and planes to ships, trains, kitchen appliances, robots and bicycles. The retirement last year of the senior archivist has meant that getting access to or information from the archive on site has become more difficult. Hope springs eternal and the pleasures of a trip through this slice of FIAT may become more readily available again in time. The staff at Stellantis Heritage certainly did their bit to ensure my recent access and for that I am grateful.

While talking Stellantis Heritage it seems ideal to talk about the venue most recently opened up to the public, the Heritage Hub on Via Plava. Housed in an enormous 15,000 square metre ex-transmission

plant at Mirafiori Sud about 300 of the heritage fleet are housed there and make for a fascinating visit. For anyone who has read a lot of FIAT history or dabbled in it over the years there are memorable cars all around the building but the only ones really focussed on by the tour or the signage are those in the 8 themed areas through the centre of the building. They tell the story of racing, experimentation, exploration, concept cars etc. A walk around the perimeter brings exposure to the many more 'normal' cars in the collection Certainly my preference but I realised after taking the directors of the Riga Motor Museum through with me that a working knowledge of FIAT

models and timeline certainly helped in the absence of interpretive signage. Still good enough that I went twice in 4 days!

Please feel free to ask me about any of these places but prepare to be bored by the length of the answer.



1. Heritage Hub
2. Heritage Hub S16
3. Heritage Engines
4. Heritage Hub cars

IL PRESIDENTE'S TRAVELS IN ITALY

3rd Pan European Automotive Historians Conference, Turin

Roger Beattie, AHA Committee, President Fiat Car Club of Victoria

It was my great pleasure to be back in my beloved Turin for the 3rd PEAHC last month. Even the accommodation had historic links for me as we were housed in the old FIAT Lingotto factory which was built from 1916-21 and includes the famous rooftop test track. Production there ended in 1982 but the building has been converted into a number of commercial spaces, including 2 hotels and a shopping centre, a performing arts complex and multiple offices, storages and public spaces. The most recent addition is the rooftop Pista 500 roof garden and the Casa 500 museum and cafe which Stellantis (current FIAT corporate incarnation) has installed for the enjoyment of the people of Turin. Many were concerned that the loss of the track integrity on the roof was a retrograde step but seeing the crowds of families coming to learn about the automotive heritage of the city amid 40,000 plants compared to the few lonely car nuts who traversed the broken bitumen as it was I would have to say it is an enormous success. Cars can still circulate the track and a number did so celebrating the centenary of the Lancia Lambda a couple of weeks prior to my visit.

My initial contact with attendees was on the Friday after I had arranged for a number to attend the Stellantis Heritage Hub which is a recent addition to the local auto history scene in Turin. Housed in a 15,000 sq metre decommissioned transmission production plant in the FIAT Mirafiori South complex it houses some 250 cars from the marque's collection and also a number of display engines, a large range of Lancias and had been used as an internal design resource for the company until the past few years. Interestingly, there is little interpretive signage and I was glad that I had a thorough knowledge of many of the cars prior to attending. The guided tour focuses on the major exhibits but certainly helps the understanding if you have not spent 50 odd years reading FIAT histories like some of the tragics among us have.

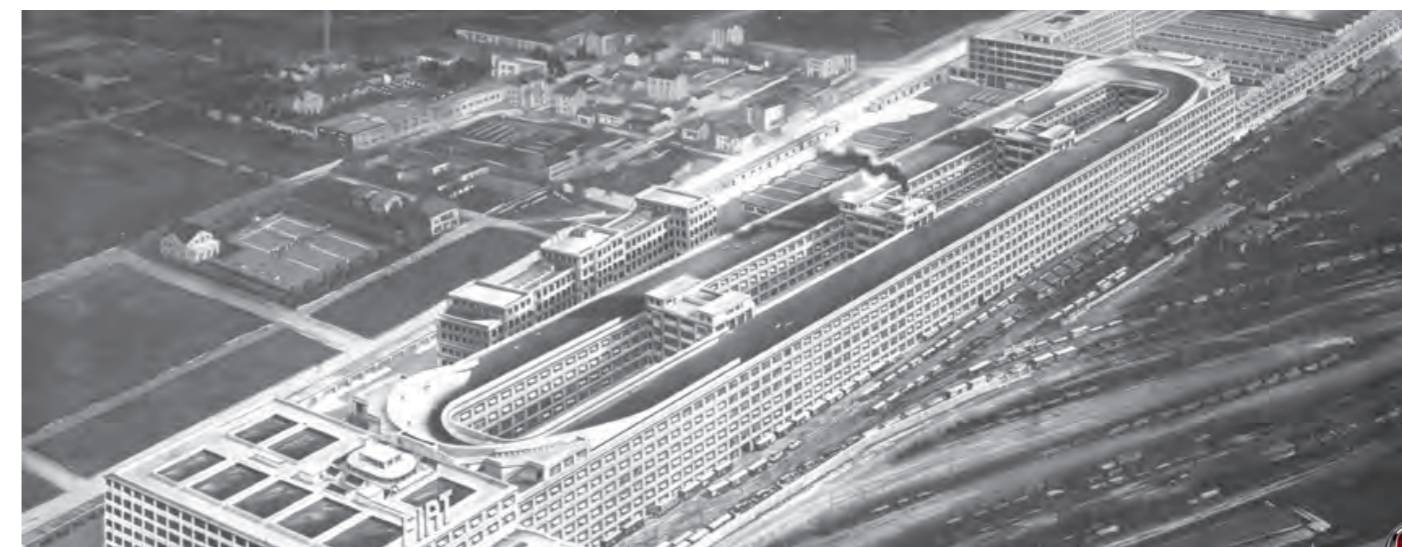


The conference proper was hosted by the impressive Museo Nazionale dell'Automobile which was set up relatively early in the scheme of automotive history. Count Carlo Biscaretti di Ruffia, the son of one of the FIAT founders, began collecting cars in the early 1930s and displaying them shortly thereafter. Mariella Mengozzi, the mercurial director of the Museum described its origins in the opening session of the conference after brief introductions and welcomes by Anders Ditlev Clausager and Thomas Ullrich and a short description of the role of FIVA in such events by Natasa Grom Jerina. Alberto Scuro of the ASI (Automotoclub Storico Italiano) described the coverage and extent of the classic car movement in Italy. The morning sessions covered a wide range of topics from speculation on the make and model of car which led to the passing of Isadora Duncan through to an exploration of the Soviet car industry and the maintenance of a register of all original Mille Miglia (1927-1957) entrants through research and documentation. A presentation on local Torinese designer Pietro Frua's ability to produce a concept car within 6 weeks was also enlightening.

After a pleasant buffet lunch and discussions with a number of fellow attendees it was back to the grindstone to learn more about world automotive production to 1918, Danish car manufacture and the European World Car project of the 1930s. The follow up by FIVA representative Aleksandar Vidojkovic about utilising a multi disciplinary approach to automotive history research definitely prompted discussions among conferees during the tour of the Museums restoration garage and document archive before dinner in the Museums Glass Hall. Sunday morning dawned bright and with burgeoning contact lists and plenty of chat over breakfast in the hotel the day was off to a wonderful start. The short walk to the Museum necessitated another coffee and so armed we learned more about pre-war sports cars in the US and the car as mechanical mistress, an interesting

detour into literary references and social sciences. A presentation on the history of wheels and tyres rounded out the first session and after a short break it was a dive into lithographic poster printing in early 20th century Europe then a little on the Hungarian auto industry and a highlight for the conference a short primer on the use of e-fuels to power classic cars and the efforts currently underway in Germany to promote their production.

A hopeful note to close on. The closing statements by the President of FIVA and the conference co-ordinators left us in high spirits with a group photo in front of the Museum and another visit I had a part in organising to the FIAT Centro Storico which houses their archive and details more of the marque's history in fields other than automotive. I am happy to discuss any of the subjects that were raised in more depth or put interested parties in touch with presenters. My interest certainly leads me to expressing intent to attend the 4th PEAHC in 2024 despite the long flight and jet lag I had a wonderful trip and only partially was it due to the location being my beloved Turin.



Prototipo Update

By Ian Maud



If you're like me and do pretty well all the maintenance, repairs and servicing on your vehicles, then you'd know that older cars take a bit more looking after than newer vehicles. My Falcon ute, for example, only really gets the bonnet opened when it's time for an oil change. On the other hand, my 1950 Riley rarely goes anywhere without first checking most things. If I were more devout and followed the workshop manual rigorously, it seems I would hardly back it out of the shed without putting grease in it somewhere!

So, how can we make this situation worse? Easy! Run your classic in motorsport! Double the horsepower, bolt on some sticky tyres, drive like Fangio (I wish!) and you too, can spend countless hours you never even knew you had, modifying and repairing your pride and joy. While some vehicles take to circuit sprints and hillclimbs without batting a proverbial eyelid, it seems others do not.

You know how Jedi knights can levitate things? I, too, apparently have a hidden power: I am blessed/cursed with the fairly unique ability to get perfectly sound and otherwise proven mechanical items to take on a new life and perform in ways their manufacturer never intended, often to the detriment of any place-getting aspirations. This is nearly always followed soon after by someone uttering the sacred phrase: "Well, I've never seen one of these to do *that* before!"

The latest example of this came to light early last December, in a sprint meeting at Phillip Island. After literally days of analysing, re-building and adjusting the suspension on my X1/9 to exact from it the anticipated performance that has otherwise proven

frustratingly evasive, I took to the track in the first practice session.

After just one relaxed warm-up lap, I swept through turn one, and was in the process of changing down as I entered turn two, when the back end spontaneously locked solid and spun me around, leaving me immobile in the middle of the corner, with half the field charging furiously toward me at near-warp speed: an inspired assistance in turbo-charging one's digestive system.

To shorten the tale, a gear had seized in the gearbox, locking the drive train while at the same time (*note: one issue is just never enough!*) the rapid deceleration caused the clutch to chuck a wobbly and lock in the engaged position. Result? Drive cannot be disconnected, even by pressing the clutch pedal. Getting it back to the pits and on to my trailer required a fair bit of labour, and of course it was a hot day, and I was sitting on the concrete pit area in full sun, etc, etc. Days like this are good to test your resolve, should it ever have been found wanting.

The gearbox issue was an annoying but straight-forward fix: basically, be particular about which lubricant you use to prevent the internals from welding themselves together.

The clutch? Mine is a race clutch, the sort used on 10,000rpm machines with hundreds of horsepower. However, installing it in a budget racecar with a bit over 100hp and far fewer revs apparently re-aligns the cosmos in disdain and elements are allowed to perform in whatever manner they fancy. The

friction plate in these clutches have metallic pads ('pucks,' apparently) strongly rivetted to the central 'paddlewheel.'

As mentioned, they have proven reliable in all sorts of hairy-chested, brutish vehicles. In my case, the pads chose to migrate toward the outside of the plate to which they were supposedly attached, until on this fateful day the *coupe de grace* was for at least one pad to jam against the posts securing the pressure plate to the flywheel. Of course. Doesn't everyone's do that some time?

The attached photo shows not only elongated holes to allow all this to take place, but one hole that extended incredibly, pushing part of the plate out with it. Returned to the greatly experienced clutch builder along with a request to "please explain," and the reply included...you guessed it..."I've never seen one of these do that before!" QED.



EDITOR'S PICS

Over the summer holidays with time to spare, there were a number of projects to keep the Bartold household busy-

1. Recover the office chair and add a Fiat touch to it (suggestion from Trevor Prasad)
2. Get the 500F back on the road for a lovely summer evening drive



X1/9 RADUNO 2023

By Lyn and Peter Bartold

Photos: Paul D'Este, Jacky Black, Peter Bartold, Trevor Prasad

It has become a tradition to hold an X1/9 Raduno around the end of January each year and we have been to a variety of areas over the past few years. The task for the organiser is to find some of the best of the best roads in our state, roads that will suit the X1/9 and any other Fiats that join us each year. This year, the day of the Raduno was fine but overcast in the Gippsland area. As has been the tradition we welcome any club members, in whatever Fiats or otherwise to join us for a great day of driving and spending time with other club members.

This year's Raduno attracted 14 X1/9's (a little down on last year's number but still a good turn up) and a number of other Fiats, including a 'herd' of 124 Spiders, a 127, a Punto, a Lancia, a Volvo etc. Ian Maud, a local of the area, came up with an excellent route that took us over some fabulous roads, perfect for X1/9's.

The meeting point for the start of the run was at Officer BP on the M1 and we had 40 members in an assortment of Fiats and other cars turn up ready to head to Darnum for the start of run. The group arrived at The Stump Tea Rooms in Darnum and enjoyed a relaxed morning tea, a chance for a chat and, of course plenty of photos. After a briefing from Ian and the issuing of the route instructions, we headed off. Ian, very sensibly, divided us into 3 groups, each with a navigator in the lead car, to drive the route. This was an excellent way to go as there were a number of drivers who did not have a passenger to navigate (including me) so it made the drive enjoyable and much less stressful when you had someone to follow.



A great photo of the X1/9s on the road at the 2023 Raduno by Jacky Black



X1/9 RADUNO 2023 (CONT.)



It was great to have the father and son team of Lachlan and Mark Rae in the blue Dallara Replica, Ian Maud in his Prototipo replica and John Blacks Abarth Stradale Prototipo replica to add to the collection of standard and "modified" X's in attendance..... so plenty for the locals to look at and be amazed by at as we 'roared' by, all within the speed limit of course!!

The chosen route took us along some of the amazing roads in this area, including on Grand Ridge Rd (a favourite of many of us who have done a number of drives and rallies here over many years) There was very little traffic on the roads, making it a perfect chance to drive our X1/9's and other cars as they should be driven. We had a brief toilet stop and a chance to regroup at Mirboo Nth and then headed off to Thorpdale for our lunch in the Thorpdale Hotel.

Lunch was very good and presented an excellent chance to catch up with the group and to swap car stories and enjoy an unrestricted club event which we hope is what lies ahead for 2023. We held a lucky number draw with 2 X1/9 Australia caps (made by Lachie Rae's business, Ezibrand) and some wine and chocolates as prizes.

Lunch marked the end of the Raduno and we headed for home (with Ian leading those unsure of how to get back to the M1, before he headed home to Warrigal) The only downside to the day was we had chosen the weekend that finished the January holidays which meant there were lots of cars on the road back to Melbourne, especially between Trafalgar and Yarragon where the traffic lights held up proceedings, but from then on it was a good drive home.



Lachlan and Mark Rae in the Dallara Replica

We owe Ian a huge thank you for the effort he put into making this event so enjoyable and congratulations to our young photographer, Jacky Black, for her pics, particularly her 'on the road' photo that she put on Facebook which, at last count, had gathered 104 Likes and 9 Comments!!!

We will all look forward to the next X1/9 Raduno.



Brunetti's Gelateria Opening Display

By Lyn Bartold
 Photos: Vicki Lemm, Sandro Cesario, Peter Bartold



Fiats on Lygon Street

In the first week of January, we were invited by Brunetti's, Carlton to provide 8 cars for a display to celebrate the opening of their new Gelateria. This is located in the front section of their store in Lygon Street, extending out onto the footpath, into a fenced off area to sit and enjoy the delicious treats. Our club provided cars for the display on the street, on each side of the outdoor seating area. We had 8 Fiats of varying models and a couple of club member's Alfas as well, so an excellent display that attracted lots of admiring looks, conversations and photos.



Club members enjoying the day



The Lemm's Topolino



Sandro's 131



Brunetti's new outdoor area from the street



Pat Giovannucci and Anthony Cementon's cars

In addition to the cars on the street, Roberto Bruno's Abarth 500, along with a Vespa, were displayed in the area on the footpath side of the new eating area, both of which provided plenty of opportunities for photos for the passing crowds.

It was a great morning with lots of live entertainment in the seating area (all in Italian of course) which included fantastic music and song, a wonderful performance by an opera singer and a comedian, so plenty to keep us entertained for the morning. The

organisers had organised the payment of parking fees in the street metres so we could relax and enjoy the morning. As a thank you we all received ice cream and coffee vouchers and well as lunch at the café so we were well looked after.

It was a fun day, in what is a very busy area of Lygon St on a Saturday morning and a great chance for us to show off our cars. Thanks to Sandro for organising the display, with very little notice, but still managing to provide an interesting variety of club cars.



Rob Bruno's Abarth 500 on display



Members enjoying the day



Performers entertaining the crowd



MIRBOO NORTH ITALIAN Festa

SUNDAY 12th FEBRUARY 2023

By Tony Romeo, Deb Judd

The weather played havoc all day with brief periods of light drizzle. But this did not deter the many people that attended the Mirboo North Italian Festival on Sunday 12th February. By the afternoon the drizzle and clouds were replaced by patches of blue sky.

Each year the FIAT Car Club of Victoria is invited to display our cars within the festival grounds. This year, due to multiple car events on the same day, we only had a small display of around 8 cars (I'm not counting the member who turned up in his Porsche). There was also about the same number of Alfa's including the magnificent 1938 Alfa Romeo Mille Miglia Spider based on the 6C 2300. The car was driven there all the way from Melbourne.

Our display included Ian Maud in Steve Schmid's 124 Spider and the Bruno/Fiona Tonizzo team in their 124 Spider. Frank & Julia Caia and Frank in their X1/9s and Ralph & Gina Di Censo in the 124 Abarth. Tony & Toni Romeo were in the 500 Abarth.

Cristian Stefani and son Matthew, members from Leongatha, brought their very neat 1960's white 500. Jan Fry came across from Phillip Island and we even saw Vince Fusco late in the day. Rob and Deb were in the Judd's Maserati BiTurbo and a friend of Cristian Stefani, a local in the area brought a beautiful Lancia along to make up the FCCV Display.

Many consider Mirboo North Italian Festival on par with the Lygon Street Festa but I think it is better - more authentic Italian food stalls, wonderful entertainment, spaghetti eating competitions and a better atmosphere all round. The entertainment included the band Siesta Cartel, comedian and magician Luigi Zucchini and traditional flag tossing. There was even a roaming quartet with piano accordions and tambourines where the more senior ladies and gentlemen would spontaneously dance "The Tarantella" - an old traditional southern Italian folk dance. For those interested in cooking tips there were cooking classes that continued all day. I highly recommend the Mirboo North Italian festival to anyone who has never been.





The EngineTippo



The News Stand

Richard Unkles

Trond Thorbjornsen is currently working with his local engine rebuilder and working on a total of 4 Tipo 501 engines. That level of activity cannot be matched here in Australia. Busy boys.

He is also undertaking a re restoration of the bodywork of the 1923 yellow spider he sold some years back and rebought. (Photos above)

Slightly late news but Augustin Banko has finished another Alfa Romeo. Unlike several he has restored, this one is a keeper and finished to his usual concours standard. Apparently he has now turned his attention to another Ballila.



Augustin's Alfa Romeo



Ross McGown's blue 501

Min Innes-Irons has had his first drive of his 501S and is very happy with the result of the bodywork by Richard Stanley, his body builder. He is looking forward to final fitting of the various add-ons put aside.

Ross McGown reports that he has purchased the blue 1925 Fiat Tipo 501 tourer in Adelaide that was Eric Matthews. He discovered it about to be prepared for sale at a Classic Car Sales firm and realised that this gives him a car to drive now rather than later when he finishes his ex Tasmanian car.

Ross kindly passed on a eulogy of Eric Matthews, a member of the VVFC when he undertook a meticulous restoration of the car. A quiet man by nature but one of many experiences (such as being in Rome during the early days of WWII) and abilities which lead to his PhD in Entomology in the USA. He came to the CSIRO circa 1970 and eventually become Curaot of Insects at the South Australian Museum. His special area of interest was dung beetles.

The red 1923 Tipo 50B Itala tourer that was in the last auction of Shannons in Melbourne has gone to a chap on the Mornington Peninsula. It sold for \$22,500 and advertised as a project. It needs some work as it looks like an older restoration and the last Melbourne based owner never fully came to grips with it. This was sold by Shannons in 2014 in Sydney, we think for approx. \$30,000.

It has a Smith & Waddington body which means it was originally sold in Sydney and the appearance of a car that was a relatively easy restoration a few decades ago and probably not very worn.

The new owner's brother is a professional car restorer and will be discussing matters Itala with David Stott in the near future, including how critical it is for the ignition to be properly retarded for easier starting.

Among other matters the car needs some wiring sorted, the hood lining is definitely showing wear, the fuses are missing from the Marelli switchbox and it did not respond



Stripped car body



Red Itala

to attempts to start it pre auction plus the radiator is likely nearly fully blocked as the last owner could never drive it more than 10km without boiling.

It is fitted with a nice looking radiator which was thought only fitted to the Tipo 51 sports variation but research by Roger Beattie has found that you could order your Tipo 50 with a flat or the slightly veed radiator.

Swap Meets



Unusual Spanner

No doubt the organisers of the Ballarat Swap Meet were extra disappointed that they were stymied by the loss of the availability of the land when the Bendigo Swap was cancelled due to the use of the showgrounds by those displaced by the flooding at Rochester. It would have been a bumper event.

Loss of available Swap Meets is the likely reason that the Korumburra Swap in January was so much larger than in the past. Not a hint of Fiat items were to be seen, though Rob Poynter found a book on sailing in the Metung area of special interest. Your scribe found a nice booklet by Harvey Frost Ltd that was printed in UK in 1916 on the use of the company's vulcanizing equipment. It even had one colour plate.

This has been passed on to Antique Tyres as they have a nice collection of relevant early tyre related materials in a showcase. A most unusual spanner was found there. A Sidchrome 1/4" Whitworth one end and 2BA at the other. Roger Beattie believes it was made for aircraft use. It must have been expensive as the tooling cost for a short run must have been considerable. An odd one but fell into the "must have" category.

Tipo Torque (cont.)

Vale Jack Brittain

We have learned of the passing of Jack Brittain of Warrnambool late last year at the age of 93 years. Jack was a very competent motor mechanic all his life and ran his own business for many decades across the road from his double block house and car garaging. Jack was active in the earlier years of the VFC with the restoration of his original Fiat 501S and his 1913 Fiat 52B roadster. He completed the restoration of the 52B the morning he left for the 1988 Bicentennial Rally to Canberra and it never missed a beat for the whole trip there and back. The 501S became a wedding present for his granddaughter and we were happy to help out with a replacement cw & pinion set to have it ready for her.

He also had a rare vehicle in the form of a small English van that was converted to electric during WWII for bread deliveries in Prahran for his next project. He said it went well enough but suffered a poor reputation from drivers who forgot to recharge the batteries after it came back to the bakery. We understand someone in this club has his eyes on that one.

After his wonderful wife Joan died some 20 years ago Jack spent much of his time on the projects of others, including the collection of waste paper by the local Masonic Lodge including the maintenance of the trucks. He also was the local car club's representative on the Federation of Veteran, Vintage and Classic Car Clubs for several decades. In more recent times he has been supported by his daughter who moved back to Warrnambool to assist. I found he always made visitors welcome when I might drop in unannounced and happy to discuss a range of subjects.



Need a Project?

There are these projects in the McLaren Vale area of SA that have become available. The part restored spider is a 1922 narrow track that is thought not have been built by a local small body builder. The other seems to be the remains of a Horwood Bagshaw tourer, which would be ideal to make a period speedster. There are quite a few spares including a rear end, wheels, gearboxes, instruments, magnetos etc etc there as well. Contact Alan Hollyfield at asholly1947@hotmail.com. Asking \$5,000 for the lot.



The Hollyfield cars

How Electric Cars will make your Classic Car a Museum Piece

If you have ever observed how an electric car owner drives their car, you will have seen they usually only use one pedal. They usually turn up the regeneration and use the accelerator as a brake when they back off to slow down. The foot brake is not used much at all.

Right now your scribe is training a driver to drive a manual who has only ever had an automatic. The real problem is not changing the gears so much as it is remembering to put the clutch in when stopping. Fortunately the modern car's brakes are stronger than the engine and it stalls when it has to stop. Then the driver gets a bit flustered with starting again and hopefully does not stall the engine once restarted. Have not yet got to the next challenge, which is handbrake starts in a hill.

So the foreseen problem is that if it is difficult to train someone from 2 pedals to 3 pedals just imagine how tricky it will be to convert from 1 pedal to 3 pedals, plus of course the gear change which if you are lucky is central and not on the RHS. Then of course comes training to handle a car with no synchromesh, and in some cases like early Fiats and others, a central accelerator. Just using the clutch once per gearchange might make sense but a double declutch is another world.

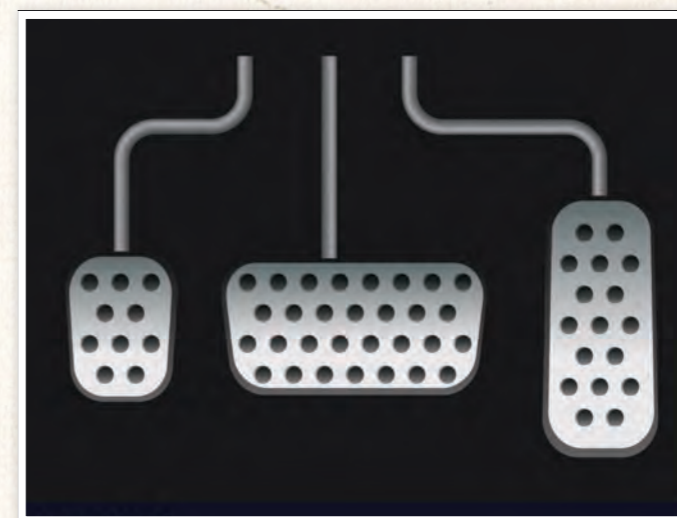
To summarize, it looks like your classic, or veteran or vintage car is only likely to be driven by a true enthusiast,

unless your car is from the 60's or later and is automatic. Right now true enthusiasts seem to be represented by the younger members of the Veteran Car Club who are interested in the pioneer period of motoring. Interesting that the Veteran Car Club has a growing membership and a keen President under 30.

Also to answer all those who think electric cars are not coming because they want to only believe the hype on all the potential problems let me quote 2 examples:

One has had an electric car for 14 months and done 52,000 km so far mostly driving to work due to where he can afford a house. He is laughing all the way to the bank whilst we are paying the now very high fuel prices thanks to Mr. Putin. He also has spent \$300 on each of the two services required. So how much do you spend on modern car servicing over 50,000km?

Second case has a Tesla and says it is the best car he has ever owned. He has a 32 amp charging circuit for charging at home during the night. So far distance has not been a problem with driving to his farm at Nihil or touring Tasmania, where there is only one charging station and that is in Hobart. So far no plans to drive to Broken Hill but these facilities will become more common if the plans of the current government come to fruition.



AS SIMPLE AS 123!

By Bill Freame

An accurate and reliable ignition system is something we take for granted with modern internal combustion motor vehicles, where everything to do with the running of the engine is controlled by electronic devices that we loosely call 'Computers'. These are computer chips developed and then adapted to control the accurate ignition timing needed to minimize the emissions and improve fuel consumption. This was all forced onto the auto manufacturers by strict emissions laws introduced in California, in the USA and then several European countries quickly followed suit. Now if you have no interest in the recent but classic motor vehicles from the past, stop reading this and move on to the next story, because the information explained and contained in this story is probably not for you.

The classic petrol engines of our past were quite simple machines, especially those made during the massive expansion of personal motoring following on from



WW2. Ignition was activated by a simple rotating device called a 'Distributor' which has a shaft internally that is rotated at exactly half the crankshaft rotation speed and is used to trigger and distribute the coil voltage to fire the spark plugs by a spring-loaded normally closed switch that is called 'Points'. The points are opened by a multi lobe cam that is rotated by the distributor shaft inside the distributor. Usually, the number of lobes on the cam is the same as the number of cylinders in the engine. Four-cylinder engines will have four lobes, six cylinders will have six lobes, eight cylinders will have eight lobes but with 12 cylinders they would often have two distributors of six lobes in each, as totally separate distributor units, with the additional expense of needing two coils, one for each of them.

So now having covered the basics of how the ignition system works, as you can imagine, over the life of the engine before the first rebuild, the distributor will have rotated many, many times and most of them were constructed with only simple plain bearings that are only lubricated by the oily mist inside the operating engine. So, obviously, during any reconditioning of the engine, the distributor is an item that should be inspected for wear and repaired to original condition, or a replacement acquired instead. Now as the points are operating multiple times during normal operation of the engine, those points are a serviceable item that must be adjusted often and are usually replaced at most major services.

Other moving items inside the distributor also wear. There are spring loaded balance weights that wear on their pivot shafts. These balance weights are used to automatically advance the ignition timing as the engine revs increase, where for starting and idling the ignition will be triggering the spark plugs to fire at about 10 degrees before the piston in that cylinder is at 'Top Dead Centre', whereas by the time the engine has reach about 3500RPM, the ignition will have automatically advanced fully to about 32 degrees before TDC to ensure good performance and fuel economy. With weak springs (from age) on the balance weights, the ignition advance will be happening earlier, perhaps by too much thus causing detonation within the cylinder, the engine sounding like something is rattling.

There have been many attempts over the years to get away from the points method of triggering the ignition, especially with the stupid location that some of the distributors are placed in. Many of the small block Chevrolet V-8's have the distributor at the rear of the engine, almost against the firewall and a long way from any of the three sides where a mechanic can be standing. But in my opinion, worse still is the Ford Lotus Twin-Cam engine where the distributor is mounted on the side of the production Ford engine, hidden under the manifold and Weber side-draught carburetors that completely block your vision of the distributor. For that reason alone, there have been many systems that use a rotating trigger wheel past a magnetic switch to trigger

the ignition sequence, a system that theoretically should never go out of adjustment. The ignition is still automatically advanced just as with a points system. Pertronix can supply the module system to replace the factory points system.



Phil at BOI Performance has been successfully using a system that is manufactured by Albertronic in Holland, under the brand name of '123'. Magnificently engineered and manufactured from quality materials, whenever they are permitted to be used in the competition rules, he will use them in most of his classic cars. A simple explanation of the operation is there is an aluminium disc attached to the distributor shaft, within this disc there are small but very strong magnets, one for each cylinder. They magnetically trigger a switch in the base of the distributor, as they pass by during the rotation of the distributor. There is also some type of computer chip that is within the distributor and there is a total of 16, all slightly different advance curves built into the chip, in the very popular basic model. This makes it very easy to set the tuning of the engine to get the best performance from various octane rated fuels, where it might be advantageous to soften the advance curve to run on 91 octane fuel on the street and 98+ octane for competition.

While these basic model 123 distributors offer good tuning outcomes, Phil prefers to use the more adjustable 123 distributors that allow him to set his own parameters within the distributor, by being able to use either 'Bluetooth' or the alternative is to plug in a Lap-top computer to the distributor between dynamometer runs and make additions or subtractions to the ignition curve at various revs, an extremely useful means of tuning when searching for everything you can get out of an engine. At this time these 123 distributors are not permitted in some racing classes, the HQ Holden class and some of the Historic classes to name just two. However, it is certainly possible to tune an engine with the Lap-top plug in to seek out and obtain the best advance curve and then build (or have built) a more traditional and normal race legal distributor to those specifications for racing. Don't think that this isn't actually happening right now, by many of the winners in those classes.

With these 123 distributors made in Holland, which is a part of Europe, the range of vehicles that these distributors are available for is quite comprehensive. When confronted with a vehicle that is not on the available list, Phil has very successfully converted something from another 123 unit that can be altered to fit the engine. He has yet to be stumped by any requirement. All 123 distributors are very easy to install and to set to the correct ignition timing, with the assistance and operation of an LED light that is built into the distributor to set the static ignition timing before TDC.

As I have mentioned previously, it is possible to have at least two separate advance curves that will best suit the demands of your engine and it is easy to then switch from one to the other.

A handy help to the amateur driver, a rev limiter can be set all the way up to 8000 crankshaft revs, however the distributor will continue working beyond 8000 revs but the revs limiting tacho in the distributor is graduated only up to 8000. 123 distributors can also have a vacuum advance connection and for supercharged and turbocharged engines there is boost retard also available.



The sensible people at 123 have even made our lives simple, by making and supplying these quality distributors with either **Bosch** or **Ducellier** caps and rotor buttons, instead of attempting to make their own special and unique caps and buttons. Why re-invent the wheel?

PERFORMANCE IGNITION can and do rebuild and supply distributors with modified advance curves that will comply with the racing requirements of various classes as well as the supply of high-performance coils.

PERTRONIX can supply module systems to replace the points mechanism in many distributors and can also supply high-performance coils.

ALBERTRONIC manufacture the three styles of 123 distributor to replace the original distributor, as discussed in this story.

That's the '16 advance curve settings' in the standard basic 123 distributor.

'Programmable by Bluetooth' 123 distributors where you decide and install the ignition parameters between dynamometer runs. Free software is available for Windows XP and later, with electronic dashboards and 'real time' tuning possibilities.

'Programmable by Lap-top' 123 distributors where you can plug the computer into the distributor to install and change the ignition parameters between dynamometer runs.

To take advantage of two different fuel grades, two sets of different advance curves can be selected 'on the go'. Plus, there is Vacuum Advance, Boost Retard, Rev limiting and samples curves available, 'from file' to set up and get running with a new installation very quickly.

AOMC FESTIVAL OF MOTORING - CRUDEN FARM

By David Stott



Doc's Dodge



The Fiat at Cruden Farm

While all our X19's were touring around Gippsland, I attended the Motoring Festival at Cruden Farm. Cruden Farm, in Langwarrin, was purchased in 1928 by Newspaper executive Keith Murdoch and gifted to his new bride Elizabeth. The small cottage was extended to be suitable for fancy entertaining, and an extensive garden was planned and built.

It became the home of Dame Elizabeth Murdoch, who took the property and garden to heart, significantly improving it. The property is now used for functions and community events such as this Motoring Festival.

I attended this event in 2019, when my Fiat was one car in a special exhibit selected by the organisers. That year it was a very large event with cars filling most of the garden area surrounding the house.

This year the number of display cars seemed down on the previous years, but access was easy with no delays and cars were parked in marque groups with all the vintage and veteran cars parked together in a prime spot beside the house and lake.

The Vintage Drivers Club (VDC) had promoted the event strongly and the large display in the Vintage section was largely cars from this club. The VDC took along their club car "Doc's Dodge" which is a car that was donated to the club for the purpose of encouraging club members and particularly younger members that do not have a vintage car, to drive the Dodge and hopefully embrace vintage car ownership.

The Dodge was restored by club members and is available for any member to borrow and drive to club events. It is relatively easy to drive and reliable and regularly appears at events.

We have only just returned from 5 weeks in USA over Christmas to visit our daughter, and baby sit our granddaughter on the arrival of her new brother on New Years Eve.

Therefore, my Fiat 501 has not been used since the Bendigo 123 Rally in November, but true to form, it started up quickly and easily after being sitting for nearly 3 months and was ready to go to this event.

The most sensible route to Cruden Farm for me was via Warrandyte to Eastlink and Peninsula link. Usually, I avoid freeways because a comfortable speed for the 501 is around 70km/h, which is a lot slower than the rest of the traffic. However after driving my Itala for 1,000 miles last year, some of it on freeways I was a bit more comfortable on the freeways and enjoyed the drive down. The Fiat was running sweetly and not at all stressed by roads and constant speed it was never expected to do when new.

The return journey was the last day of the long weekend and the school holidays so Peninsula link was very busy with home bound traffic. This was great for me because I was no longer a slow vehicle and comfortably jogged along in the stop start traffic providing plenty of interest for other traffic.

Coming Events

General Meetings

March 9th 8pm Veneto Club
 April 13th 8pm Veneto Club
 May 11th 8pm Veneto Club

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

Contact Sandro Cesario 0420 277 701

Caffe di sabato

Mar 4th Veneto Club 9.00am
 Apr 1st Veneto Club 9.00am
 May 6th Veneto Club 9.00am

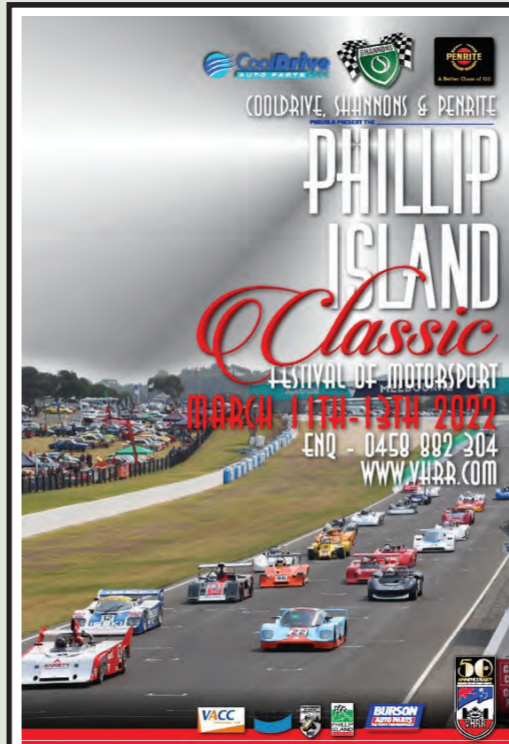


Auto Italia Adelaide

Sunday 5th March
 Italian Cars, Music, Food and Coffee

If you are interested in making the trip to Adelaide for this event contact

Roger Beattie 0400 177 278



FCCV Run and Display at Phillip Island Shannon's Walk Display

Saturday 11th March

All tickets allocated to FCCV club have been taken.
 If you wish to attend and be part of the display, purchase tickets at the gate

Contact Sandro Cesario 0420 277 701

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FIATMONTH ADVERTISING RATES

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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:-



autobella
italian automobile festival

Sunday March 19th 2023

**Deaf Children Australia
597 St Kilda Rd Melbourne**

9.00am – 3.00pm

Entry from 9,00am by High St Gate

Bookings either Eventbrite or pay at the gate

Bella Concorso for Graeme Shephard Trophy

- Show & Shine Judging
- Judging of other Italian Marques
- Merchandise
- Trade Displays
- Italian Food

Timetable

9.00am Gates Open

- 11.00am Judging commences
- 12.00pm Costumi d'epoca parade
in Diorama area
- 1.00pm Costumi d'epoca and Diorama Judging
- 2.00pm Announcement of results
Presentation of Trophies and Certificates
of Appreciation to sponsors
- 3.00pm Event completed

Costume d'epoca@autobella

Vintage Fashion Parade and Judging
Dress in an outfit for the 1950's – 70's
or era of your choice
Parade in Diorama area
Judging at 1.00pm, Presentation at 1.30pm
Sponsored by BumpIn Costumes

Diorama

Decorate your car in the theme of
Targa Florio
Report to Diorama are on arrival,
Your car will remain in this area
and will be judged there.
1.30pm Presentation of prizes

