

C.I.A.O.



WINTER NEWSLETTER 2024

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President's Report



Winter is over, and there is a spring in the air. Or is there?

What a busy Winter it has been! The Club's 17th birthday at BoB's Country Bunker (Huntlee Tavern) in Huntlee (where they have Country and Western playing constantly) was a huge success with around 30 of us turning up and having a great time. As usual, Michael and Deb from Warner's Bay Florist were very generous with raffle prizes, as was Brent donating a genuine Ferrari jacket! All in all, it was a great day out. Thanks to all those who organised the event and, in particular, to those that turned up to make it a special day.

We also have a few new members and some interesting cars joining us. One that has really taken my interest is Mark's 1975 Berlina automatic: a rare car with original number plates.

The Mid-week outings are still popular, and I wish I could go to more. If you or a friend can think of a great outing, talk to us. No idea is too far-fetched, and everyone has a favourite place.

To business: Mort has graciously taken up the gauntlet for the taxation and audit issue. In case you're not aware, the Government has realised there have been a lot of car/bike clubs making money from BBQ's, drinks and such, even though they are a non-profit organisation. We have been required to put in 7 years of tax returns and audit, so hats off to Mort for doing this and saving us probably around \$3000. Yes! That much, which could send a small club bust. With every problem there is an opportunity, and that's where our Lago di Mac comes in. As the small clubs fold people are going to need to go somewhere and somewhere is where we are!

The CIAO club has never been more financial or healthier in a long time and that's reflected in our turn-out numbers. I have been honoured to be president of this very special club and to be associated with some of the best and friendliest people, Special thanks to the Buckingham's, who are the engine room of this organisation and put a lot of time and effort into this. Mort from our Legal Department now expanded into the Financial Sector, Michael and Debbie for almost all prizes, and of course Phil and Becc, because, let's face it, no-one really likes banking (except maybe Mort), and then there is Keith, whom without his efforts we would not have these newsletters and a number of outings. These are the people that make this club quite unique, plus the most eclectic members I have ever witnessed. If you have an issue that no "GOOGLE" in the world can help, well try our "Ciaoggle". We have the answers that you seek.

Once again thank you for the opportunity to be president, and for anyone thinking of taking on the position, not only will you find it rewarding but you will reflect upon it for life and that's a moment in time that is invaluable.

Carlo Rossi (il Presidente)

PS What Carlo can't do, is thank himself and Wendy for the unbounded enthusiasm and the rare skills they bring to the Club. So, thank you Carlo and Wendy for all your hard work. It is greatly appreciated. KM

Vice-President's Report

Elections are in the news and it's the same with CIAO. We are holding our AGM at our next meeting on the 11th September at 7:30pm at the Beresfield Bowling Club. All positions will become vacant, although I believe the President, Vice President and Treasurer are happy to continue in their current positions if re-elected. Arrive at 6.30 for dinner if you wish.

Even though the current committee does an excellent job keeping the club on track, perhaps with an injection of new blood it could do even better. So please, come along to the AGM and have your say and maybe put your hand up for a position on the committee. We definitely need a new Events Co-ordinator, although this has been much easier over the last 12 months, with members suggesting many events. Can you suggest another great spot to go to?

Of course, Lago di Mac is getting closer, and we will need all hands on deck to ensure it is another successful event. So please keep the 23/24 November free and volunteer to help if you can.

A big thankyou to our editor Keith for putting together another great publication. I would also like to thank our President and Committee members who work tirelessly behind the scenes to keep the club running.

Warren Buckingham (Vice President)

A word from the Editor

Welcome to the 2024 Winter edition of the CIAO Newsletter. As always, it has been a busy three months at CIAO and it amazes me just how much a small club manages to fit in a three-month period. (I think I said that last issue as well.)

The biggest event was the **Birthday Lunch**, this year held at the Huntlee Tavern. Michael and Deb Johnson need to be congratulated again for their wonderful organisation of this event and credit given to those who donated prizes for the raffle.

The annual **Euro Motofest**, held on the Newcastle foreshore was initially postponed owing of wet weather. Organised by the MGCC, Louis Ippolito's report of this event is well worth a read. As always. the **Mid-Week Coffee Runs** continue to be popular events, mostly for the retired amongst us.

A Blast from the Past focuses on the Fiat 2300, to give context as John Leeks' interview of Tony Cassaniti in **Meet the Member**. Many thanks to John for spending so much time interviewing, taking photos and writing the report.

Continuing on from the previous Newsletter's investigation of the Alfa Romeo badge, we look at the many incarnations of the Fiat badge and logo. I have to say I had no idea it had so many incarnations, and towards the end I was getting logo/emblem/badge all confuscated!!!! You will notice also the occasional random photo from past events, which I have included to fill empty spaces! This can act as an archive of CIAO activities and cars.

Finally, a special thank you to Carlo Rossi, Warren and Laurel Buckingham, Michael and Deb Johnson, John Leeks, Tony Cassaniti, Louis Ippolito and Greg Crow for their written and photographic contributions to this Newsletter.

Keith Mitchell (Editor)

Checklist for organising an event: a reminder

With more and more people organising CIAO events, the following list of ‘dos and don’ts’ is based on a document previously devised by Laurel Buckingham to assist in this.

There are three types of events: permanent calendar items, eg Auto Italia, Euro Motofest, Lago di Mac
 Mid-week Coffee Runs
 Weekend drives

Mid-week Coffee runs:

- select a venue for the event, usually Wednesday and check with the Event Coordinator for a suitable date.
- check with the proposed venue that they are open on Wednesdays, and if so, make a tentative booking for around 12 people
- confirm numbers closer to the actual day
- the editor of the Newsletter appreciates a written report, preferably more than 3 sentences and remember. It earns 5 points towards the end of year trophy, presented at the Birthday Lunch.

Weekend runs:

- select a destination and discuss with the Event Coordinator a suitable date
- if there is a drive (convoy), where is the meeting place and time, and is there ample parking and toilets
- what is the departure time and estimated arrival time at the final destination for those who are going straight there
- event destination:
 - if a **picnic area**, is there a BBQ, and if so, is it electric or gas and does it need money to operate.
 - are there chairs and tables, or do we need to bring our own and are there toilets
 - if a **restaurant or café**, it is best to make for an initial booking for 12, and confirm a more exact number closer to the day
- what is the state of the roads ie sealed, dirt and road conditions to take note of.
- the editor of the Newsletter appreciates a written report, preferably more than 3 sentences and remember. It earns 5 points towards the end of year trophy, presented at the Birthday Lunch.

Suggestions for writing a report for the Newsletter

If you are writing a report of a CIAO event, some of the following suggestions I found in Amatori Alfa (the AROCA magazine, who borrowed it from their Victorian counterparts) may help. They have been modified somewhat to suit our events and you don’t need to answer all questions. They are suggestions only and don’t worry too much about spelling, punctuation or continuity. You have to make the Editor earn his huge salary.....

- Event name and description (eg Club run, Mid-week coffee run)
- Place, destination (if applicable), date, time and duration of the event
- Weather details
- Food: menu, cuisine eg Italian, seafood, coffee and cake
- Most interesting car/cars in your opinion (why, model, colour, type, year, features)
- Did anything interesting, funny, noteworthy happen during the event?
- What did you like about the day/event?
- Tell us about your car and the day (the drive there, did you get lost, run late, get booked, company etc)
- Photos: of people (if seated at tables, better with plates of food, rather than the mess of finished meals and drinks)
 - : plates of food only if interesting
 - : menu, the view, the building and external signs
 - : of the cars (very important!)

KM

Remember: organising an event give you 5 points towards the Perpetual Trophy, a report (of more than 3 lines) also gives you 5 points.

Special Event: Euro Motofest: August 25

Talk about history repeating itself! Was it two years ago that this event was postponed owing to poor weather? And that the event went ahead in perfect sunshine the following weekend? Not so in 2024, where the twice postponed event will be remembered as one bleak and wet day. It is also sad, as the previous, and following days were perfect weather-wise!



We left the Central Coast very early in overcast conditions, Rocky Caputo deciding it wasn't the weather for his Fiat 124 Spider, brought along his recently acquired Volvo 242. It was a good drive to Swansea, where we were joined by Louis Ippolito in his beautiful 'new' Alfa Spider. It was a pleasure driving from there to our meeting place, despite the weather, watching this beautiful car in the rear vision mirror!



I also enjoyed driving the Pacific Highway instead of the M1 goat-track!

Our meeting place was the Newcastle Fisherman's Co-operative, and one by one our CIAO members arrived: il Presidente Carlo Rossi in his Alfetta GTV, Greg Crow in his Giulietta and Michael Johnson in the MITO. Their arrival sans their better halves was noted (sensible ladies) so well-done to Sherwyn Goldie for accompanying Col in the 164! If I'd had my druthers, I'd still be home in bed..... It was also great to see new member Mark Brown here. We can't wait for his 1973 Berlina to be on the road.



Once we were sure this was our contingent, and after numerous referrals to the BOM and to the MGCC website, we decided the event was going ahead, so we took the short drive to the Foreshore Park. I think we were all rather surprised the event was still going ahead, for at this stage the rain was light but constant. We lined up the cars and Louis erected the Italian flag and I must say it looked pretty good.

Not surprisingly, cars started to leave around 10.30, as the prediction was for even worse weather heading our way. This led to some disappointed late-comers, as the event was advertised to go until 2PM. However, it was a relief to get in the car and head home. The further south we went, the more the weather improved, to the extent that the sun was out in Gosford! Overall a

disappointing day, especially for the organisers. Thank you to the stoic (and wet) attendees!

CIAO

KM



Louis Ippolito had the following to say.

Meeting up at Fisho's Wharf, members Keith Mitchell, myself, Rocky Caputo Michael Johnson, Col & Sheryn Goldie, Carlo Rossi and Greg Crow headed off in single file to the event. Luckily we were allocated a piece of firm ground and so we lined up and got to making our cars shine! The Italian flag was raised, banners were put on the cars and so we awaited the big crowds!



The organising club, MG Hunter Car Club, had done a terrific job in setting up the event but on speaking to them, I heard they were extremely disappointed with the public turnout. As time marched on, the rain became heavier and so our club pulled up stumps at around 11am.

Oh well, there is always next year!

CIAO,

Louis

Unfortunately, mother nature was unkind to us and the longer the event ran, the heavier the rain came down. I would say that they had a fairly good turnout of cars on show, probably around 60% of previous events BUT the big thing missing were the spectators! One could count on one's fingers the number of people that came to inspect and chat about our cars.



From the Archives No.1

Col and June's lovely Ferrari in happier times at Euro MotoFest 2023. Happier? Because the sun was shining!



Secondly, not all Italian cars are red! Kurri Kurri Mid-Week Coffee Run.



Club Drive No 1: Birthday Lunch: July 21

On Saturday, July 21 our club celebrated its 17th birthday!

For something different we travelled up the New England highway to the Branxton area to another extension of the Maitland's ever-expanding urban sprawl. Travelling along the highway (for the locals anyway) it's now just one suburb after another pretty much all the way from Newcastle.



We chose to travel to one of these new suburbs called Huntlee and the Huntlee Tavern for this year's party. We booked for thirty members, and as usual every seat was taken. Indeed, the Huntlee Tavern was very busy, so booking was certainly necessary!



Even though the Tavern offers mostly pub-type meals, there is actually quite a deal of variety on the menu and it would be quite surprising if you couldn't find something that appealed. I guess a consequence of that, and the fact that it is so popular, wait times for food were understandably long.



The food itself was excellent and worth the wait. Good wines and cold beer were naturally on offer and the staff were friendly, if somewhat busy! Everyone appeared to enjoy the day, with lots of chatter and laughter. We didn't hear any complaints apart from the servings being too big.



We must thank all those who supplied the prizes: Brent Blackwell for the Ferrari jacket, Laurel and Warren for the Fiat 500 artwork, Sheryn and Col Goldie for the wine glasses, Wendy and Carlo Rossi for the wines and Deb and Michael for the hamper and mystery prize. I think I have covered everyone, if I have missed anyone, I apologise.

Now to our Clubmanship awards: First Prize went to Carlo Rossi, Second Prize to Wendy Rossi and Third Prize was Greg Crow.



Congratulations to our winners, these are very prestigious awards and represents the effort these individuals have made to our club over the past twelve months.

Once again, our happy snapper John Leeks was on duty taking photos of the event, I'm looking forward to seeing them in the next newsletter. I think that should just about cover everything; I hope.

Deb and I must thank everyone for attending and making it a great day.

Happy 17th to C.I.A.O.....now start planning for our 18th,
Ciao Deb and Michael.



Mid-Week Coffee Run No 1: Wangi Wangi : June 4

Wangi Wangi (Place of much water)..... a Coffee Run.

June the 19th and the weather was perfect. Robert Booth arrived for an early morning shed tour before we headed off. It was a great way to start the day with such a knowledgeable and appreciative club member, full of enthusiasm and keen to share.



The X19 looked great parked out the front soon to be joined by our much loved Giulietta.



Ryhope, then Wilton Rd exiting south of Toronto. It's a great hotmix road surface with plenty of flowing curves appreciated by both our Italians.

It only takes two to make a drive a little bit special. Robert didn't know of "the back way" to Wangi but it didn't take long to see him on my tail over Mt Sugarloaf, Wakefield,



The Market Street Cafe provided great coffee and morning tea necessities. It was a little chilly on the deck overlooking the lake but the conversation as usual, was warm and friendly. It was wonderful to see Sheryl Simmons and her sister visiting from WA and the Maserati in the carpark created quite a spectacle. Apart from the fact that we couldn't all park together for that CIAO photo, I reckon it was a well

attended enjoyable morning.

CIAO

Greg Crow



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Mid-Week Coffee Run No 2: Sabor. July 18

That this was CIAO's third visit to Sabor in the past two years is testament only not to this venue's endless range of desserts, but also to the collective sweet teeth of CIAO members. Sabor is situated in Pokolbin on the 20 acre Lambloch Estate Winery. An added attraction is the view towards the Brokenback Mountain range, viewed from within the Restaurant, and in warmer weather, from the balcony.



The day itself was sunny if a little cool. Three Italian cars were 'on display': the Fiat 1900 of the Buckingham's, my GT Junior, and the very smart 159 Sportswagon of Craig and Helen Phillips, making it's CIAO maiden run! Sabor always provides a great backdrop for the photos.

There was a good turnout for this event. As well as those mentioned above we had Wade Phillips, Brent Blackwell and Becc Hitchcock. Being school holidays, we had a number of younger people joining us, Becc's granddaughter Sain Cook, and Charlotte Buckingham.

The range of desserts and sweets (Warning: cliché following) really has to be seen to be believed. They range from the conventional (scones, carrot cake) through the mildly decadent, to the truly outrageous. Probably the best advice, if you are visiting Sabor, is don't have breakfast!



I have selected a few photos from their website to show just a few of their desserts. When it comes to extravagant desserts, it was Wade Phillips who literally 'took the cake' with his flaming chocolate brownie. Brent looked like he was about to run for the

fire extinguisher.

It was another great event organised by Laurel and Warren Buckingham and I am sure there will be no complaints when we have another visit there.

KM





Gladys and I set out from home a little earlier than usual, knowing that the Alfa's speedo would turn over to 70,000 miles somewhere along the M1. As we would be unable to stop and safely take the photo of this milestone, we took a bit of a scenic route through the backroads around Ourimbah to capture the moment. The odometer had reached 60,000 miles outside of Goulburn on the way to our first Auto Italia in 2011, just weeks after having just got the car.

KM



Mid-Week Coffee Run No 3: Murray's Beach Cafe, August 21

Suddenly it's Spring! A sunny 26 degrees for our drive to Murray's Beach for the final Winter Mid-week Coffee Run was a pleasant surprise. The Murray Beach Restaurant is a favourite destination of mine, partly because of the idyllic situation on Lake Macquarie, but also because of the friendly service and good meals.

Possibly owing to Euro Motofest being just four days away, it was a smaller roll-up than usual, meaning there were just three Italian vehicles: Sheryn Goldie's Fiat 500, my Alfa GT Junior and Greg Crow's Moto Guzzi 650. At least it wasn't difficult to get a park!



Meals ordered tended to be more 'breakfasty' in nature, not surprising when you see what was on offer in the menu.

As we basically had the restaurant to ourselves, the conversations were happening all over the place. It was great to see Andrew Howarth again and we enjoyed hearing of the ups and downs of the restoration of his de Tomaso Pantera and hearing about Greg Crow's planned trip north to the Sunshine Coast.



It was a great morning's outing. Just a bit of a pity more people weren't able to enjoy it, KM



A Blast from the Past: FIAT 2300 Familiare

In 1961, Fiat introduced an executive sedan that competed against premium vehicles such as the Jaguar MKII and the Mercedes-Benz "fin-tail".

Fiat was already a big name among the premium carmakers in Europe, and the 1800 model was well received on the market. But customers asked for more, and the Turin factory agreed to offer a suitable vehicle for those looking at a Mercedes-Benz 230 W110, but



it didn't

fit in their budget. The 2300 was a good choice in terms of power and features.



Introduced in 1961 and built until 1969, the range included the sedan (styled by Dante Giacosa), a wagon (Familiare) and the coupe, called the 2300S. The 2300 saloon is noteworthy as in 1966 it became the first Fiat model to be available with a full automatic transmission.

The Fiat 2300S coupe was designed by Ghia. The model was often referred to as the "poor man's Ferrari" because of its luxurious style and extensive options list. After developing the body, Ghia turned out to have insufficient production capacity and production was outsourced to OSI.



The Fiat 2300 used unibody construction. Front suspension was by double wishbones, sprung by torsion bars, with hydraulic dampers and an anti-roll bar; at the rear there was a solid axle with leaf springs, hydraulic dampers and an anti-roll bar. The brakes were servo-assisted discs on all four corners.

On most 2300s and all 2300S coupés the transmission was an all-synchromesh 4-speed manual, with optional overdrive. A Saxomat automated clutch was available as an optional extra; from 1966 a Borg Warner 3-speed automatic was offered in its place. The overhead valve straight-six engine had a cast iron block and an aluminium cylinder head.



A specially tuned engine, built by Abarth, increased the power to 140 hp, which was very high for those times. While the 2300 engine was fitted with a single twin-choke downdraught carburettor, the more powerful 2300S used two twin-choke horizontal carburettor. Unfortunately, the car was not fitted with air-conditioning and power windows, which was regarded as an unfortunate omission on a car with luxury aspirations.



A Member's Profile: Tony Cassaniti

Having done quite a number of member profiles, the common theme was, naturally, they really liked their cars! However, I don't think there are many members for which their car appears to be part of their DNA. Well, let's start by telling you that Tony's father, Francesco, purchased the car new from the local dealer, Frank L. Woodcock in Newcastle in November 1963. His dad migrated to Australia from Sicily in the early 1950s and initially bought a 2300 Berlina, but when the station wagon (Familiare) was released, he swapped it over. I suppose, with his job as a baker, he thought it might come in handy, and it did! Tony remembers his family travelling around in it with he or his sister squeezed in between older



family members. Tony has all the papers from when his father purchased it (left). His oldest brother Angelo obtained his provisional license in this car. This served him well in the latter years as on occasions, Angelo would chauffeur-drive him to Sydney to purchase wine and special Deli foods (1970s).

Tony recalled on one occasion when his father's Volkswagen Kombi he used for his bread deliveries broke down, he transferred all the bread into the back of the Fiat and proceeded with the deliveries. When Tony's father passed away in 1979, the car ended up in Tony's care. During his ownership, his

talented mechanic brother, Vince assisted and did most of the major mechanical repairs. His old-school knowledge and experience proved to be invaluable.

I asked Tony whether it has been reliable, and he said yes, very reliable. I got the impression that that was almost an insulting question!! No siree, this was a well-behaved car. But after digging just a bit more, I think it has had its fair share of repairs. As Tony said, it was just 'wear and tear'.

The biggest problems stemmed from the cooling system. He has had the radiator replaced or re-cored more than 3 times and other cooling system associated repairs. The custom-made dash-pad was built from timber and vinyl covering while his father was still alive, but sat at home until Tony obtained the car in 1979 and later fitted it. Tony says the original dash upholstery parts were poor in the Fiat 2300 in the day, as were the door handles. He ended up using some Mercedes handles



but would love to get hold of some originals!



The second gear synchro issue in the gearbox was rectified in the early 80's, but then an engine rebuild was done in 1984. The ball joints were rebuilt in 2017 and the head gasket was actually replaced later in 2019. I don't recall any rust at all on the car...probably due to the car being nice and warm in the garage! The car had around 47,000 miles when Tony got it and it has done another 80,000 miles by Tony.

The appearance of the car is fantastic and the colour, a medium blue, really grows on you. Tony told me that this was an up-market car in the FIAT range and cost around \$4,000, the prices ranged from \$1780-\$6,380 for the top of the line 2300S Coupe. In comparison, the prices of the EH Holden at that time ranged from \$2,420-\$4,070). In keeping with the status of the car, the interior is very nice and airy. It is surprisingly spacious too.



The 2300 Fiat really was distinctive in its day with the rear of the car having fins that matched the style of the front headlights, a nice touch, don't you think? Just look at the rear tailgate and floor coverings. Even in the 1960s, the Italians knew how to add a classy touch even to the rear cargo areas. Tony's car has these parts really well cared for. I have noticed that Italian cars usually have fantastic chromework around the glass and doors. Tony's car is no exception, although the cast iron items are starting to show their age.



The paintwork is original and is in very good condition. Like most of us, Tony has run into his fair share of poor trades people who make us think twice about getting paint work done. On one occasion it should have been a straightforward job: he asked a guy to paint the wheels in the same colour as the spare (original) wheel. You would have thought this would have been easy. They sprayed all the wheels in a non-original silver colour. And to top it off, they even sprayed over the lead weights on the spare wheel! Tony is a mild sort of guy, but I detected his blood pressure rising thinking about it!

Tony has had many good times in his car and recalls his trip to Canberra for Auto Italia in 2011, which celebrated the Fiat 2300 50th Anniversary with his two sons. He and his partner Deanna attended the 2021 Auto Italia (Fiat 2300 60th Anniversary) in Queanbeyan where the Chinese-made condenser gave out and caused him some grief. Gill MacKenzie from another club spent some hours assisting: he was really sweating. Warren Buckingham (and also Tom Heard over the years) have given him much assistance and good contacts. In fact, Tony said that it was good people like Warren that convinced him to join CIAO.



Apart from the direct assistance of CIAO members, Tony said that it is good to talk about common issues and hopes about our Italian cars with like-minded people. He also said that the car gets many admiring glances and there is always someone that knew someone who owned one. I asked Tony what his dream car would be and quite frankly, he took so long to respond that I almost thought his dream car was his 2300 Fiat. Tony's son, Nick, didn't take long to suggest a Lamborghini Aventador, but eventually Tony came good and nominated a Dino Ferrari.



It is good to have a fellow CIAO member like Tony who obviously loves his car and who showed me great hospitality and cooperation during this interview. Tony's past as an electronics/radio technician for a company called Communico, (which was later bought out by Wormald Communications), often had him installing PYE radios in cars. I found that Tony was great to talk to, as we had many things in common from our heritage, our Italian cars helping further to initiate discussions.

Ciao John Leeks

History of the FIAT Logo



The Fiat automobile company was founded in 1899 by Giovanni Agnelli and a group of investors. The company's first factory was established in Turin, Italy, and was named Fabbrica Italiana Automobili Torino, or Fiat for short, which translates as Automobile Factory of Turin. Over the course of its 125 year history, Fiat has undergone numerous rebranding efforts, including changes to its iconic four-lettered logo.

FIAT is not just an acronym for '**Fabbrica Italiana Automobili Torino**', it also translates as "let it be done" in Medieval Latin.

1899 – 1901

When the company was first founded, it didn't have any logo but an emblem. The design of the emblem was inspired by ancient parchment shaped as a golden rectangle with curved edges. It featured the full name of the company, as well as the acronym 'FIAT'. The text was positioned in the centre of the emblem.

1901 – 1903

Fiat's first official logo and badge were created in 1901. While driving past the factory one evening, chief designer Mario Majoli was struck by the futuristic appearance of the building against the sky. Inspired by this view, he created the company's first official badge, featuring just the abbreviation of the company name, four letters with gaps in between.



The design was used with a blue-enamelled rectangular plate with a stretched upper edge. The font used became a trademark for Fiat.

1903 – 1908



The following company badge features a circular design with the company's name inscribed in the centre, surrounded by laurel leaves and a ribbon. The intricate design showcases a classic style that was popular during the early 20th century, the use of laurel leaves as a symbol of victory and achievement.

1908 – 1921

The logo design was refreshed again in 1908 for a more refined and sophisticated look. The traditional abbreviation was repositioned to the centre of a horizontally oriented blue oval, the letters in the centre of the oval set against a deep blue background.



1921 – 1925



The logo used between 1921 and 1925 contained the word within a circular border and a series of dots surrounding it.

This logo marked a departure from the more ornate designs of the past, reflecting a shift towards simpler and more modern branding. It was an important step in the evolution of the Fiat logo and served as a precursor to the design that is used to date.

1925 – 1929

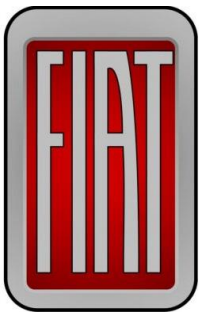
The logo was again refreshed with minor changes in 1925. It appeared with a simplified and prominent-looking wreath. The background of the badge was painted in a dark blue colour. Meanwhile, the Fiat lettering was changed to white, which stood out against a dark-themed background.



1921 – 1931

Between 1921 and 1931, the Fiat logo underwent minor changes, with the same design elements being used throughout. The logo featured a silver frame with leaf ornaments and original lettering, the only difference was the colour scheme. From 1929 to 1931, the logo had a dark blue background colour. However, in 1931, the company announced another logo with the same design, but this time with a dark red background instead.

1931 – 1938



The Fiat logo was redesigned multiple times in the 1930s, often only introducing minimal changes. The company revamped its car radiators in 1931 and decided to mark this change with an unprecedented logo design refresh. The big shift in the design resulted in a rectangular-shaped logo with rounded corners.

The font for the company name was also elongated in height. This new design was intended to resemble a car radiator grill. The dark red background colour remained the same, providing continuity with the

previous version of the logo. In 1938, the logo retained most of the previous design and colour scheme elements. However, the rounded corners were now replaced by a clear rectangular shape.



1938 – 1968

This design was used from 1938 to 1968, for almost three decades. However, the logo was refreshed thrice with minor changes to its shape, texture, and font. (see page 19 for all incarnations)

1960s

In the 1960s, Fiat introduced two new logos, one in 1965 and the other in 1968. In 1965 the company decided to bring back its circular badge from the 1930s, but with some modifications. Firstly, the silver framing was refined and simplified. And secondly, the lettering was executed in a bright yellow colour, with a white outline. This represented the Fiat brand until 1982, alongside its successors launched in later years.



The company brought out another logo with a significant change in 1968. It now featured four diamonds separated by white stripes, each letter placed in a separate cell and written in clear italics. This logo remained with the brand for a long time and is still regarded by many as one of Fiat's best designs.

1970s

In 1972, Fiat refined this logo, changing the colour to bright blue and removing the silver outline. The white letters were also positioned at a slight distance from each other. This updated badge served as Fiat's logo for almost three decades until the early 2000s, alongside a range of other badges created over the years.

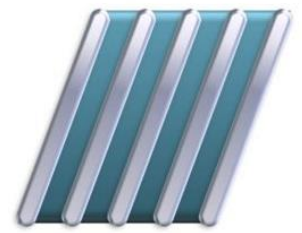


1980s

Fiat introduced a new, minimalist logo in 1982. It consisted of five parallel diagonal lines in silver.

1990s

Fiat's 1990s logos used a principle of subtraction, removing the word 'Fiat' yet retaining the geometry. The new logo was created using the principle of subtraction.



In 1999, the iconic blue four parallelograms with letters made a comeback in a three-dimensional version of the badge. The squares were now darker with gradient shades. The letters on the squares were written in light silver.



Another logo was launched in the same year to celebrate the company's 100th anniversary. Its design resembled the 1920s version, but with blue as the main colour. The company used this logo for only one year

1999-2006

Following the experiment with the circular logo, the Fiat brand opted to reintroduce the 1968 version in a three-dimensional design and added silver tones to its colour palette.

**2003 - 2006**

The brand utilised a simple logo that consisted of three-dimensional lettering in gradient blue placed on a plain white background.

2006 – now

Launched in 2006, the company is still using this badge along with its latest logo. Drawing inspiration from the early versions of the emblem, Fiat created a new logo featuring a silver circle with a red shield inside and a silver wordmark.

**2020 – now**

The newest logo introduced by the company in 2020 is an enhanced version of the original style and typeface of the Fiat emblem created in 2003. However, the redesign features straighter lines on the letters and an elevated colour palette in scarlet-red.



So, are you completely confused? Please refer to the following to get a clearer idea of the continual development of FIAT badgework.

How the FIAT Logo has changed over the years



From the Archives No.2

From my camera: I think this was at Cars and Coffee in Kariong pre-Covid, but I may be wrong. Any suggestions?



For the diary.....

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Classifieds



November 1983 built GTV with approximately 267,000km from new and under 20,000 since rebuilt some 7 years ago. This wonderful example of a GTV is quite special as it was purchased late 2014 from Greg Crow's brother at a car show at Tomago. It has all receipts and original manuals and handbooks and all services from new and it has lived most of its life in a garage in Armidale.

This car is one of the first models with the hot dip gal process and consequently has NEVER had rust. Fully restored by Murray and his daughter, the only upgrades I have made is to the motor, which appears as original but has been brought up to Autodelta specification for a Group 1 Touring Car.

This includes Autodelta camshafts 10.92mm lift and increased duration, 9.7:1 compression and carburettors reworked and sized utilizing the 40mm originals as per Autodelta spec (not 45mm which are Group 2). I think this is how they all should be and uses less fuel on highway, believe it or not. This brings the car up to a much more lively 160hp @6250 rpm and still keeping it virtually identical in nature to original idle and smoothness. Also, with great appreciation to Warren, we rebuilt the tailshaft with new rubbers the lot ...smooth.

The car comes with spares, including a spare engine, original wheels and it has new gearbox mounts and new master and slave cylinders. Regretful sale at \$25,000. Ring Carlo Rossi on 0412 494 094



For sale is this 1953 FIAT Nuova Millecento 1100-103 Sedan (Australian assembled) Owned by Glen Phillips (2006-2023), previously owned by Charlie Gugliotta, Ken Taylor....both Italian car enthusiasts.

Milage is an indicated 54,000 miles and the car underwent an engine overhaul in 2004, brakes, clutch, waterpump, wheel bearings and new tyres in 2007.

The car was originally grey but was repainted in sage green at least 30 years ago. Some rust repairs were carried out before a major repaint in 2010, The interior is in good condition and is largely original.



The car is on the Western Australian equivalent of Historic Registration and has done very few miles since 2007. The car was located in Albany by Charlie Gugliotta around 1994 where it was part of the Ken Taylor collection. Before then it was possibly in Perth



Please contact Craig Phillips initially on 0429970207 for more information and photos. The car belongs to his father, and it is in Perth. Asking price is \$15,000.



For sale is my 2009 Alfa Romeo 159 Sportswagon. Diesel, 6 speed automatic, 2 previous owners, 97000 km. It has full logbook service history, along with all manuals and 2 key fobs. Having to sell to fund a classic car purchase. Looking for \$9,500. Phone Craig on 0429970207



AUTO BELLA 2024



The Auto Bella in Melbourne is like a small-scale Auto Italia, an event I have always wanted to attend. Unfortunately, it has always happened the week or two before the Auto Italia in Canberra and I couldn't attend both. This year they decided to hold it together with the British and European Motoring Show held at Yarra Glen Racecourse in February.

Think Euro Day on Steroids, there were over 1500 British and European marques and then you had the Italian cars, approximately 350 of those. 200 plus Fiats, 80 Alfas then a mix of Lancia's, Ferraris and Maserati. The oldest car was made in 1907 (Fiat Chain Drive), the newest a 2024 Ferrari. There was

quite a range of models to see.

Laurel and I drove down in our Fiat 2300s and stopped at Albury to break the journey. We stayed at the Meramie Motor Inn; I highly recommend this motel to anyone wanting a place to stay.

The next morning, Saturday, we headed to Melbourne to stay at a friend's place overnight. The local highway patrol followed me for a good five kilometres on the way before deciding I wasn't going to be caught speeding and went on their way.



Sunday morning, I followed my friend in his car out to Yarra Glen. With only a kilometre to go we came across a traffic jam made up of all the cars trying to get into the racecourse. This took 40 minutes with a lot of the older cars showing signs of distress. Once in the grounds we easily found our area and parked for the day. This could almost be a two-day event as I didn't have time to see everything. Maybe I spent too much time talking to new and old friends.



Come 3pm it was time to pack up and head home, well back to Albury actually. Another pleasant night at the motel before heading home on Monday. Was it worth the journey of 2100 km? Hell yeah. I might not rush to do it again next year, but I will do it again.

Warren and Laurel Buckingham.

CODA

So, what would a Vice President do while on an almost month-long holiday in Cairns?

Answer? Why, search out old Fiats, of course!

Obviously, Warren saw these two Fiat 2300s as worthy projects. I'm not sure Laurel felt the same....

