



# FIAT Month

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

[www.fiatclub.org.au](http://www.fiatclub.org.au)

**JUL 2024**

**VDC Spirit of 20's Rally**

**Run to Blairgowrie**





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**JUL 2024**



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  
Fiat Pronto – Peter Bartold/Roger Beattie

#### FIATmonth deadlines

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#### Front cover:

Richard Unkles 501 at the cab rank at  
Maryborough Station  
VDC Spirit of the 20's Rally  
Photo Roger Beattie

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Kevin Lemm
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Richard Unkles
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Vicki and Kevin Lemm
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2024-2025

# THE CLUB COMMITTEE

## President

Roger Beattie, [president@fiatclub.org.au](mailto:president@fiatclub.org.au)  
M: 0400 177 278

## Vice President

Sandro Cesario, M: 0420 277 701

## Secretary

Ian Payne, [secretary@fiatclub.org.au](mailto:secretary@fiatclub.org.au)<sup>^</sup>  
M: 0407 838 532

## Treasurer

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03 9568 4411

## Membership Secretary

Tony Romeo, [members@fiatclub.org.au](mailto:members@fiatclub.org.au)  
M: 0401 144 391

## Club Permit Co-ordinator

Mario Di Censo, M: 0419 171 661

## Editor

Lyn Bartold, [editor@fiatclub.org.au](mailto:editor@fiatclub.org.au)  
M: 0433 034 721

## Competition Secretary

Vacant. Contact Secretary  
[secretary@fiatclub.org.au](mailto:secretary@fiatclub.org.au)  
Bill Freame, M: 0412 814 855 will stand in to assist  
with events up to the end of 2024

## Social Co-ordinators

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

## Vintage & Veteran

Richard Unkles, [vandv@fiatclub.org.au](mailto:vandv@fiatclub.org.au)  
M: 0411 185 779

## Calendar

Roger Langdon, M: 0402 409 758

## Display and Run Co-ordinator

Joseph Sammut, M: 0412 211 581

## Merchandise

Sandro Cesario, M: 0420 277 701

## General Committee

Jeremy Tassone

## NON-COMMITTEE POSITIONS 2023-24

### MSCA Delegate

Marisa Gangemi

### CAMS Delegate

Paul Freame

### Supper Organiser

Paul Pozzobon

### AOMC Delegate

Roger Beattie  
0400 177 278

### Property Officers

Mario Di Censo,  
Kevin Lemm

### Library

Bruce McCann

### Communications Officer

Peter Bartold  
0414 867 280

### Raffle Manager

Sandro Cesario  
0420 277 701

### Federation Delegate

Richard Unkles

### Webmaster

Mark Weinberger

<sup>^</sup>Where no email has been indicated, the committee member can be emailed via [secretary@fiatclub.org.au](mailto:secretary@fiatclub.org.au)

## LIFE MEMBERS



Perc Delmenico\*  
David Plummer\*  
Graeme Shephard\*  
Richard Carlson\*  
Barry Ellis\*  
Noel Tyzack  
Peter Bartold

Lyn Bartold  
William Freame  
Colin Templar  
Jon Carroll  
Robert Judd  
Debra Judd  
Phillip Buggee

Janet Fry  
Shirley Clark  
Stephen Mayer\*  
Richard Unkles  
Ian Payne  
David Hughes  
Keith Ellis

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

\*deceased

Life Member and Patron — Peter Bartold

## SERVICE AWARD MEMBERS

Sandro Cesario  
Jonathan Crellin  
Bob Durrant  
Frank Fazio

Paul Freame  
Stuart Granger  
Bruce McCann  
Danny Petterlin

Mark Rae  
Tony Romeo  
Joseph Sammut

Gary Spencer  
Shayne Williams



FIAT month





We have had a busy couple of months since our last FIATMonth with a variety of events, involving many or just a few of our members. I have tried to recruit a range of authors to tell the stories of their experiences at these events, so thank you to those who willingly put pen to paper and to those who contributed photos.

As Peter and I have not been able to attend most of these events, I am always on the lookout on the FCCV Facebook site to see what has been happening and who was attending.

Can I also encourage club members who are at events to take some photos and not only put them on FB but also send them to me at [editor@fiatclub.org.au](mailto:editor@fiatclub.org.au) so that I have a collection to pics to put with the articles. There is a much better chance that photos that are emailed will be better resolution than those I download from FB.

I would hate to add up the amount of hours spent on trying to find the appropriate photos for the articles that are included in each FIATMonth and to find ones that have a high enough res to pass muster. By far the best photos come from sources rather than those taken by phone. With my chief photographer out of action at present due to his health issues, it has been a struggle, so get out your old cameras and start snapping. I am going to offer a prize in each FM for the best photo – starting in Sept FIATMonth.

My aim with each FIATMonth is to include a variety of articles, ones that reports on past events and also articles of interest to our Fiat-loving members. If you have anything that you think might be of interest please send it to me for inclusion in a coming FIATMonth.

It has been a sad last couple of months with news of the passing of a number of Fiat Club members, both past and present. Sherry Tyzack, wife of Noel and mother of Tony and Ben passed away in

April after some years of ill health. Sherry was a very active member of our club in the 80's and 90's and Bill Freame has written a tribute to her in this magazine.

The NSW Club has also lost a much loved and long-time member of its club, in Warren Smith. Those of us who knew Warren appreciated his enthusiasm for all things Fiat and the contribution that he made to the NSW Club. Peter and I met up with Warren and wife Diane on one of our trips to Torino and drove around with them in their hired Panda and visited the Fiat landmarks along with Ian Allison and Lindsay Cox for a couple of days. See the article on Warren in this magazine.

We also heard the news of the passing of Suzie Lloyd, who with husband Danny, were the Editors of FIATMonth in 1999-20 and very active FCCV members around that time. So, it has been a sad couple of months.

Our thoughts are with these families and friends.



## From the Editor...

### EDITOR'S PIC OF THE MONTH

It was good to get out for a drive in the X after months in the garage. No....Peter was not trying to remember how to drive it as someone on FB suggested – he was working out to connect his new phone to Bluetooth!!







# Rapporto del presidente



Winter has arrived and with it the opportunity to get out and enjoy some of those winters day cruises that end up in a warm cafe or pub (if you prefer) reflecting on what a great day you had over a warming beverage. I have been fortunate to have been involved in a number of such drives already this year and it reminds me why I like the cooler months so much. There has been a trip or two picking up a variety of old FIAT cars, parts and paraphernalia which adds to the pleasure of a road trip.

I always have a moment when I write this column for the July magazine because as I write I am not sure who will be the club president when the magazine is published. That being said it is probably a good opportunity to thank everyone who has helped make the past club year memorable and enjoyable. Many of them are on the committee but so many more are members who share their interests and thoughts to help keep the club year and events running smoothly.

A couple of event launches have taken place over the past few weeks and I have been happy to attend on behalf of the club. One was the Motors and Masterpieces launch, this will be taking the place of Motorclassica in November at the showgrounds. The other was the 2025 Ripponlea Concorso which is moving from there from its previous Daylesford venue. The club will have a display at the former while the exclusivity of the latter might elude many of us.

In other FIAT related news I have been helping trace some early information about a 1908 FIAT here in Australia for its current owner. That has given me a chance to catch up with a number of my automotive historian friends in Europe and quiz them on early FIAT knowledge. I



Sunny winter's day



Moonrise Laanecourie



Sandro selects his next  
at the M&M Launch



have also turned up a book that will induce a yawn in most but makes fascinating reading for me. It is the minutes of the first 15 years of management meetings at FIAT. One of my recent revelations came when they were discussing the purchase of the land to expand around the Corso Dante (FIAT Centro Storico now) site in Turin. The owner was seeking 11 lire per square metre and the minuted request was that Giovanni Agnelli might approach him and see if they could get a discount for cash. It seems that some traits extend a long way back!

Looking forward to more trips and stories as winter unfolds.

*Roger*



Topolino Recovery

By Joseph Sammut

## Fiat-tastic Fundraiser

Danny D'mello and his family attended the May General Meeting to speak about his Fiat-tastic Fundraiser which our club had supported. Danny, wife and two children drove their Fiat 500 to Sydney and back to raise money for the Werribee Mercy Hospital.

The trip was a great success with \$12,000 being raised. Congratulations to Danny and family for a great result.



The Fiat-tastic 500 after its trip to Sydney and back



Speaking at May FCCV Meeting





# CLUB CALENDAR

## JULY - SEPTEMBER 2024

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**, changes to advertised events and further details of the events.

### JULY

- 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 8.00 pm.**  
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 14** **Cars and Cannoli at Benzina Stables, Preston. 8.30 am – 11.30**  
Contact Sandro Cesario 0420 277 701
- Sun 21** **The Barry Ellis Memorial Eco Drive**  
Contact Bill Freame 0412 814 855

### AUGUST

- Sat 3** **Caffe di sabato. Veneto Club 9 am**  
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sat 3 - Sun 4** **Winton Festival of Speed. FCCV hosted Motorkhana on Sun 4**  
See Competition Calendar
- Thurs 8** **General Meeting. Veneto Club 8.00 pm**
- Sun 18** **Maling Road Autoclassico, Canterbury. 9.30 am – 3.00 pm**  
Contact Robert Judd 0438 871 044
- Sat 24 – Sun 25** **FIAT Nationals, Ansell Park, Richmond, NSW**  
Contact Competition Secretary
- Sun 25** **Run to Marong Federation Picnic**  
Contact Joseph Sammut 0412 221 581

### SEPTEMBER

- Sat 7** **Caffe di sabato Veneto Club 9am**  
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sat 7** **Fiat vs Alfa Bocce Challenge. Evening event**  
Contact Paul Pozzobon 0418 552 290
- Thurs 12** **General Meeting. Veneto Club 8.00 pm**
- Sun 15** **"Harry's Run" in honour of past Life Member Harry Baker. Run to Upper Beaconsfield**  
Contact Richard Unkles 0411 185 779
- Sun 21** **Barry Ellis Eco Drive**  
Contact Bill Freame 0412 814 855

**COMPETITION EVENTS ARE LISTED ON THE COMPETITION REPORT PAGE.**

### 2024-25 Committee Positions

The Annual General Meeting was held on Thursday June 13th at the Veneto Club. See the updated list of Committee Members for the coming club year on Page 2

**Competition Secretary – Vacant**

**Geremy Tassone – General Committee**

**Sandro Cesario – add Merchandise to his Vice President role**



FIAT month — July 2024

### General Meetings



Club Meetings are held at 8pm on the second Thursday of each month. Dinner in Bistro at 6.30pm

The Veneto Club  
191 Bulleen Rd,  
Bulleen VIC 3105

Future General Meetings 2024  
Thursday 11th July,  
Thursday 8th August,  
Thursday 12th September

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

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

Find us on  
www.fiatclub.org.au  
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**



# Membership News

*Tony Romeo, Membership Secretary*

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

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

## NEW MEMBER UPDATE *By Tony Romeo*

### WE WELCOME THE FOLLOWING NEW MEMBERS –

**Peter Kaighin** Fiat 850 Sports Coupe, Fiat 500 ( Modern)  
**Guy Coward** Fiat 128 SL, Ford Focus  
**Carlo Sabidussi** Fiat 124 Coupe  
**David Hawker** 1950 Fiat 500c Topolino Giardiniera  
**Mark Lissek**  
**Mark Crisafulli**

## CLUB PERMIT SCHEME

*Mario Di Censo, Club Permit Co-Ordinator*

Mario has now taken over the role of co-ordinating the Club Permit section of FCCV. If you need any information about how the Club Permit scheme operates or need to put a car on Club Permit plates, contact Mario - [FCCV241@gmail.com](mailto:FCCV241@gmail.com)

Make sure you have renewed your membership for the 2023/24 year for your Club Permit to be valid.

Our new database system is being introduced as renewals are processed. This will soon be fully transferred. In the transition both databases are being maintained to protect the data.

## ELECTRONIC PERMIT RENEWAL

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

To use the electronic process please send a scanned copy (or good readable photo) of your renewal form to our dedicated email address [permitrenewals@fiatclub.org.au](mailto: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	Northcote	0411 511 679

# Competition Report

Marisa Gangemi

By: Marisa Gangemi

Photos by Brian Shanahan, Nicholas Charrett, Marisa Gangemi, Mario Di Censo and Kevin Wilson.



Photo by: David Parr

We have had a very busy couple of months with quite a few FCCV representatives out there competing and this made me very happy to see. Hopefully we can keep this momentum up and get more FCCV club members competing across the board at different motorsport events. Here is a summary of the events over the past few months:

## VMC Round 2 Motorkhana

On Sunday the 14th of April I competed in round 2 of the Victorian Motorkhana Championship at Geelong motorsport complex in Avalon. It was a well organised a well-run event as always and we had the perfect weather for the day. I enjoyed my day however did get hit a couple of flags and made a mess of the reverse tee slalom test but starting my journey in reverse gear on the wrong side of a flag then ran over a flag and cone at the end. All captured on video of course. Surprisingly even with the penalties I ended up finishing 20th Outright, 3rd in vehicle Class B and 1st in Ladies Class.

## Pakenham Auto Club Motorkhana

On Sunday the 21st of April Team Freame and I competed in the Pakenham Auto Club Motorkhana. At this event I had Paul, Ruth and Mark Freame joining in the fun in their Punto while I competed in my Alfa 33. We had quite a fun day on the grounds that we hadn't competed on since before covid. Please to say they have improved the venue since then, with new toilet facilities and the motorkhana surface is slightly less bumpy than before. The Pakenham Auto Club also had a nice BBQ lunch available which we all enjoyed. Paul Freame finished 2nd Outright and 1st in Class C, Mark Freame finished 10th Outright and 5th in Class C, I finished in 12th place Outright and 7th in Class C, and Ruth finished in 14th place Outright and 8th in Class C. I finished 2nd in ladies' class with Ruth finishing 3rd. Mark Freame finished 2nd in Junior's category. A good result for team FCCV.



Marisa at VMC Avalon

## MSCA Round 4 The Bend

The MSCA returned to The Bend this year but this time in April for the Anzac Day long weekend which proved to be a successful move as the field was full for both events. On Friday the 26th of April was a Sprint event held by Porsche Car Club of Victoria in conjunction with the MSCA. On the Saturday was Round 4 of the MSCA Sprint which Ian Maud competed in his X1/9 and was joined by Greg Schultz from South Australia in his X1/9. The had a great battle between each other on the track. There is some great footage which Ian posted in our FCCV Facebook group which I highly recommend watching! Unfortunately, I missed the event this year, but I am hoping we can get a bigger group of Fiats from Victoria to join in the fun next year.

## Victorian Khanacross Championship Round 4

On Sunday the 28th of April, I competed in Round 4 of the VKC at Bryant Park. Although we had a bit of a cold start up in Gippsland the weather improved as the day went on and we had an action-packed day of racing. I felt like I handled most of the tests well except when doing u turns around cones in the cross over section were required. I got a few out of bounds penalties because I couldn't quite master the handbrake timing. This is something I am still working on as a driver. However, despite a couple of penalties I still managed to finish 2nd place in ladies' class and finished 25th Outright and 16th in my vehicle Class C.



The Freame Punto and Gangemi Alfa at Pakenham





Marisa at Bryant Park

## Group 5 Motorkhana

On Sunday 5th of May Tony Russell represented our club in his mighty Super Panda Job at the Group 5 Motorkhana held at Geelong Motorsports complex in Avalon. Tony finished second in Class F, well done Tony!



Tony Russell at Avalon

## Safe Race Regularity

Also on Sunday May 5th was Safe Race which is a new regularity event which ran at Sandown. We had two club members competing on the day Mario Di Censo and Frank Spinosa, in their mighty Abarth's. They both enjoyed the day and got lots of track time. Mario finished 3rd place in his class and took home a trophy. Well done Mario Di Censo!

## AROCA Sprint Round 2

At round 2 of the AROCA Sprints held at Sandown we had members competing listed below with their fastest times for the day:

Mario Di Censo	Fiat Abarth 500	1:33.9544
Tony Romeo	Fiat Abarth 500	1:36.9762
Frank Campisi	Fiat 124 ac coupe	1:38.3030



Mario Di Censo with trophy at Safe Race

## VHRR Historic Winton

On the weekend of Saturday the 25th of May and Sunday 26th of May we had Phil Buggee competing in Group S at Historic Winton in his Fiat 124 Spyder Abarth. In the Saturday race Philip finished 22nd place with his fastest lap of 1:15.7485. On the Sunday in race 2 Philip finished in 21st place with his fastest lap of 1:15.3425. On the final race for the weekend Philip finished in 22nd place with the fastest lap of 1:15.5498. Well done Phil for all your efforts in historic racing this year!



Phil Buggee at Winton,  
Photo by Dallas Benbow

## Gippsland Car Club Hill Climb

On Sunday 26th of May, Ian Maud represented FCCV in his awesome Fiat X1/9 at the Gippsland Car Club Multi Club hill climb. He had a fantastic day out at Bryant Park in what I consider his backyard because he competes there so much! They ran the Anticlockwise hill climb layout and Ian finished 13th

# Competition Report

cont.

Outright and finished second in his class with a time of 60.54 seconds only a 0.15 second gap from 1st place. Well done, Ian!



## VMC and VKC Weekend at Deniliquin NSW

On Friday 31st of May I left work after lunch to head up to Deniliquin NSW in my Abarth, I was joined by Paul Freame and Mark Freame in their Punto, and I caught up with them in Elmore and we then followed each other to Deniliquin. For dinner that night we met up with some competitors at Deniliquin RSL including the very famous Phillip East who was the Fiat Nationals Novice Champion last year. On Saturday we were all gathered at the very soaking wet grounds of Deniliquin Sporting Club. It was clear when we arrived, we were in for a messy and muddy weekend.

The first event for the Weekend was round 3 of the Victorian Motorkhana Championship. It is fair to say the conditions of the grounds proved challenging for all of us, even the 4wd Subarus. No one had significant group and the grounds got torn up as more and more of us completed tests. There were quite a few bogging incidents in the parking areas. I unfortunately got bogged in the finish garage of one of the tests but was able to be pushed out. I also had a brain fade and got a WD on one test but enjoyed the day overall. The Freame's Punto handled the day well and it was great to see Mark out there competing in Junior class and seeing his vast improvement over time.

At the end of the day both the Punto and the Abarth were very muddy and looked like they needed a good wash, however we knew we needed to be back the next day for the Khanacross which would only make the cars dirtier. On the Saturday night we had a great dinner organised by Deniliquin Car Club at the Sportsman's Arms Pub. On Sunday morning we returned to the sporting grounds hoping the grounds would be a little bit better. Most of the grass areas were still quite soggy which of course led to some bogging incidents again. The Khanacross track however was mostly dry with a few wet patches on the sides guarded by cones and bollards. Some of the cones and bollards got hit and a few vehicles went off track into the puddles including our very

own Mark Freame in the Punto. He kept competing with a smile on his face and that's all that mattered, I was so impressed by his driving at a junior level. At the time of writing this article the results aren't finalised, but it is fair to say we all had fun. Paul and I took the cars to the car wash in Deniliquin after the racing and tired to get majority of the dirt off before heading home. Both cars were in need of deep cleans and some detailing for sure!



## Upcoming key events:

By the time this magazine is published we would have hopefully had our Fiat Nationals Practice motorkhana + Come and Try motorkhana at Pakenham.

The FCCV are running the VMC motorkhana round at the Winton Festival of Speed on Sunday the 4th of August. If you are a member that can help the day, please contact Paul Freame or myself. We also plan on running the Fiat Nationals Motorkhana tests at this event too as extra practice.

The FCCV also still plan to run our annual Come and Try Motorkhana at Geelong Motorsport Complex in Avalon on Friday the 27th of September (Grand Final Public Holiday)

## My final sign off for now....

This is my last competition report as the current competition secretary as I will be handing the reigns hopefully to someone else at the AGM to take over my role as I now have other duties to attend to. I will still be around as a motorsport official, the MSCA delegate for our club, a representative on the Victorian Motorkhana Panel and of course representing our club in competition.

I might still write an article every now and then about my motorsport adventures to share with you all. I want to take this opportunity to thank everyone who supported me in this role especially my fellow officials and committee members who helped me run motorsport events. For the last time at least in 2024 thank you, and I hope to see you around trackside! Happy Racing!



## From the Editor – Congratulations to Marisa on a job well done

I am sure all FCCV members will join me in thanking and congratulating Marisa on the work she has done in her two years as Competition Secretary. She has taken this part of the life of the club to another level and not only does she hold that position, she has been (and will continue to be, I am sure) our most frequent competitor in Motorsport events. I am sure her enthusiasm and encouragement of other club members will continue and she will still post updates of events she is participating in, on Facebook, and contribute them for publication in FIATmonth. I am sure everyone will join me in congratulating Marisa on her achievements so far, and wish her well in in both the competitive and administrative areas she is heading towards.



## COMING EVENTS: JULY – SEPTEMBER 2024

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

SPRINT EVENTS		
Saturday 6th of July	AROCA Sprints	Phillip Island
Friday 2nd -Sun 4th of August	Winton Festival of Speed	Winton
Sunday 18th of August	MSCA Sprint Round 6	Winton
Sunday 25th of August	AROCA Sprint	Broadford
Sunday 15th of September	Races at East Sale Sprint	Sale
Sunday 29th of September	MSCA Sprint Round 7	Phillip Island
MOTORKHAHA/KHANACROSS		
Sunday 7th of July	Group 5 Motorkhana	Avalon
Saturday 13th of July	VMC Round 4	Bendigo Saleyards
Sunday 14th of July	PAC Motorkhana	Pakenham (dirt)
Sunday 21st of July	WDCC Khanacross	Avalon (dirt)
Sunday 28th of July	VKC Round 7	Bagshot, Bendigo (dirt)
Saturday 3rd of August	Group 5 Motorkhana	Winton
Sunday 4th of August	VMC Round 5 FCCV	Winton
Sunday 11th of August	PAC Motokhana	Pakenham (dirt)
Sunday 18th of August	WDCC Khanacross	Avalon (dirt)
Sunday 18th of August	GCC Khanacross	Bryant Park
Saturday 24th of August	Fiat Nationals Motorkhana	Ansell Park (dirt) NSW
Sunday 1st of September	Group 5 Motorkhana	Avalon
Sunday 22nd of September	VMC	Avalon TBC
Sunday 22nd of September	PAC Motorkhana	Pakenham (dirt)
Friday 27 of September	FCCV Come and Try Motorkhana	Avalon
HILLCLIMB		
Sunday 28th of July	GCC Hill Climb	Bryant Park
Sunday 1st of September	GCC Hill Climb	Bryant Park
Sunday 29th of September	GCC Hill Climb	Bryant Park

# On a beat to Blairgowrie Yacht Squadron

By Trevor Prasad

Photos Roger Beattie, Jeremy Tassone, Trevor Prasad



With all hands on deck, Captain Jolly Roger announced the course that had been set for our flotilla of twenty-two Italian tubs.

Sighs of relief were heard when the coordinates (-38.358981-South, 144.772949-East), confirmed that we were, in fact, heading to the southern end of Port Philip Bay, and not venturing out through the heads to the 'Burgh of Blairgowrie' (the largest town in Pairth an Kinross, Scotland), from which the naming of our Blairgowrie owes its origins).

Although there was no mention of a bottle of rum, nor the discovery of a secret stash of 'pieces of eight', there was nonetheless a promise of much merriment, and a safe passage.

Allow me to digress for a moment with my reference to "pieces of eight". You might know that a Spanish dollar coin was worth 'eight reales' that could be physically cut into eight pieces (to provide change), hence the colloquial name 'pieces of eight'.

And while we are on the topic of currencies, we heard a rather interesting titbit from our captain who was at the helm of his Doblo. Commencing with the release of the Fiat Talento in 1981, saw the introduction of Fiat's practice of naming their commercial vehicles after old currencies.

Talento - Referring to the talent, a unit of measurement often used for precious metals



Ducato - The ducat (of Venetian origin), was coined in the papal mint from the year 1432

Scudo - In 1531, the ducat was succeeded by the scudo (replaced in 1866 by the lira)

Doblo or Doblone, is an XIX-century golden coin



Now back to the voyage. With the request from command to pipe down and toe the line, to ensure there was no flotsam and jetsam, with assurances that there would be no sense of feeling blue and being in the doldrums, to not be taken aback, to know that this was indeed a long shot, to be prepared to tide over, and above all stand proud as you cut a fine jib in your Fiat jersey. All say aye, aye! Phewww..., so enough of my folly in seeing how many nautical terms



I can cram into one sentence – enjoy reading up on the origins of these terms that have become folklore.

Once on the Peninsula and into the narrows, there was much tacking, going about, on a beat, and moments of a run. Although, I managed to follow a few oversized barges that slowed my progress as I hit dirty-wind and as fortuitously suggested, I had to tide-over.

As we all arrived at the Blairgowrie Yacht Squadron, the whole fleet had the unique experience of being able to drive onto the private pier and line up in formation. Of particular interest for me was seeing David's 130 coupe, Kevin's recent acquisition of a beautiful 2300 S coupe (stay tuned for a feature article soon), Rob's Fiat Dino coupe and Pat in his 1971 Fiat Dino convertible. It was great to see Mario in his 1969 AC coupe.

As we assembled onto the upper deck after a very gourmet dining experience, we were greeted by Phil Beattie's drone for a photo shoot of the crew, before witnessing some low flying acrobatics and aerial shots of our Italian exotica.

Special thanks go to the Blairgowrie Yacht Squadron and in particular their former Club Captain, Phil Beattie, for making (what was the second running of) this event in such magnificent surroundings.

The food was awesome. I enjoyed a succulent slow-cooked lamp shoulder that was beautifully presented. With much banter over lunch, with many of the group relating to childhood experiences of sailing down this corner of the bay, Roger recounted some interesting stories of sailing out and picnicking on Mud Island.

If there are enough that say Aye Aye, there could well be such a jaunt planned out to Mud Island in the future! With the caution, and in the words of Arthur Ransome's Swallows and Amazons, "Better drowned than duffers, If not.

A great day was had by all the participants – thanks to the Beattie boys for organising a fantastic event





# Sherry Tyzack Tribute

By Bill Freame  
Photos Noel Tyzack

When Sherry's sister, Julie bought an 850 Coupe from the Camberwell Fiat dealer, Bob Neil Motors, included with the purchase was an application for membership in the Fiat Car Club. Through Julie's membership in FCCV, Sherry and her boyfriend, Noel Tyzack, also became involved in FCCV activities.

Marriage followed for the Tyzack's, with the honeymoon holiday taken in Noel's British car, which had a troublesome electric fuel pump to provide additional excitement during their driving travels. Sherry purchased a 600D as her everyday drive, and as well it was pressed into service for many competition activities.

All this was BK (before kids) with the pinnacle being when Noel finished equal first outright in their 600D at the final Wagga Wagga Fiat of Italy Cup competition in 1975. That the 600D was driven to Wagga and returned successfully further embellishes how competitive that street car was against all the trailered 'Specials'.



Sherry and Julie's parents had a hobby farm in Narre Warren East and our club used it for the annual Children's Christmas Party venue for many years. That was possibly successfully arranged as Sherry was the Social Secretary for a few years, which included her being 'Father Christmas' on several occasions. Father Christmas always brought a sack full of presents for the kids, arriving in a Red 500,



Sherry and Noel



The 600D





Sherry and Noel at Presentation Dinner



The 850 Special

standing up through the open roof and shouting out to the kids to gather around, as if they needed to be instructed thus. I have no doubt Sherry really enjoyed bringing such joy to all the kids and she did it very well.

The Freame and Tyzack families grew closer together when an 850 sedan was bought to develop into a Dubbo Special, as the Interstate motorkhana competition was to be held at Dubbo from 1976, to more equalize the travel distance between Melbourne and Brisbane. The greater distance to get to Dubbo and return wasn't an ideal trip in a little car, in late January! Thus, we guys built an 850 special to ease the stress on our everyday street cars.

Noel and Sherry moved to Rye when Noel retired and they quickly became involved in their local Probus club, with Sherry soon becoming President, while Noel became Secretary. They both enjoyed the relaxed lifestyle of Rye, but being actively involved in the local community. In Sherry's later life there were multiple health issues to contend with, their nearest hospital in Mornington, but major issues handled in Frankston. There were a few major health incidents in the last three years, but each time she had recovered and returned home to Rye. Always a very proud Grandmother, Sherry also followed the car club activities of her grandson's as they have been getting involved in motorkhana competition.

Condolences to the Tyzack family of Noel, Ben, Tony and Martine, Aaron and Elliott, plus Sherry's sister, Julie.

#### **Editor's note**

*Those of us who have been in FCCV since the 70's remember Sherry well.*

*Always with an opinion and a smile.*



Sherry at Rye beach



# Florence Thomson Tour 2024

*By Debra Judd  
Photos Deb and Rob Judd*

To celebrate the pioneering spirit and contribution of women to Australian motoring, The Florence Thomson Tour was created as an annual event in April 2017 by the RACV. After a break during COVID lockdowns, the Florence Thomson Tour is now proudly continued by the Association of Motoring Club (AOMC) on behalf of RACV.

Who is Florence Thomson you might ask:

In February 1905, Florence Thomson was the sole female entrant in the Dunlop Reliability Motor contest from Sydney to Melbourne. Mrs Thomson was one of the 16 entrants who successfully completed the five-day trial, driving a six horsepower Wolseley, over what was then nothing more than 562 miles of dirt track between the capital cities. At this time very few women were driving automobiles let alone entering such an arduous event. This was not Florence's first foray into driving over some distance. She was a motoring pioneer and, in 1904, drove from Adelaide to Melbourne (725km) in a 5hp Beeston Humberette. This journey took eight days.



Deb and Rob Judd ,1967 Fiat Dino Coupe



Irene and Brian Garrett, Mercedes Benz 300CE 24



Breakfast at Glengarry Mechanics Institute Hall



At the end of April this year Fiat Car Club members Brian & Irene Garrett and Robert & Debra Judd participated in the 2024 tour. As part of the event all drivers must be female and cars at least 25 years old. Everyone entering is encouraged to dress in clothes appropriate to the era of their car. Irene was driving their 1990 Mercedes Benz 300CE 24 and I drove our 1967 Fiat Dino Coupe. Driving the coupe is a bit of a challenge as it is left hand drive, so I gained my first LHD experience by joining the FCCV run to Gisborne the Sunday before. I thoroughly enjoyed it and was given the tick of approval to keep driving.

This year's Florence Thomson tour was based in and around Gippsland. Starting Friday evening in Traralgon with registration and a casual dinner at the tennis club. This was the beginning of meeting new people and catching up with a few old friends.

On Saturday morning a short drive to Glengarry Mechanics Institute Hall for breakfast, photographs and display of all 84 entrants cars AND the fashions. Cars ranging from the oldest, a 1927 Vauxhall 20/60 sedan to the 'youngest, a 1997 Fiat Barchetta.

The fashions – well what can I say. Almost every one of the 180 participants was dressed, to greater or lesser degrees, matching the era of their car. From vintage furs to driving suits to 1950's full-skirt dresses to hippy styles of the 60's. Driving gloves, hats, bowties, handbags, beads, wigs ..... Rob & I wore 1960's daywear and I am a bit tickled to say we received a "Divine Daywear" Award for our efforts.



Deb and Rob in their Divine Day Wear, Maffra

We departed Glengarry about 10am to start the day's tour. Heading to Maffra covering 100km through some lovely rural countryside via small townships like Toongabbie, Cowwarr, Heyfield and Boisdale (easy navigation for Rob).



The Garrats and Judds dressed for dinner Morwell Bowls Club

Arriving in Maffra at the Gippsland Vehicle Collection ('Maffra Shed') for a great display of all the tour cars on the lawns outside, entry to the museum collection, with its' Back-to-the-80s display of vehicles, and lunch prepared by the Museum volunteers.

Mid-afternoon we travelled back to Traralgon on rural roads and through Glengarry. The afternoon route a little shorter at ~60km.

Back at our hotel with a couple of hours to relax which was a lovely chance to meet a few more participants and have a chat over a drink at the bar.

Buses had been organised for those who wanted to use them to get to & from the dinner at Morwell Bowling Club. Again everyone had put on 'glad rags' to dress to the era of their Vehicle. The photographer was taking photos of everyone throughout the evening.

Next, the shortest leg of the tour at 35km, was Sunday morning. We headed off from Traralgon to breakfast in the Whistlestop Room at the Old Gippsland Heritage Park in Moe. This was a very fitting venue for all our older era cars which were on display around the old buildings and open to the public to view.

A thoroughly enjoyable and relaxed driving and social event. We will be back. **Deb Judd**

100s of photos of the cars at the event – and the fashions - can be found on the AOMC website if you are interested in having a look - <https://www.aomc.asn.au/galleries>

Also, Western District Families website has more on Florence Thomson's history - <https://westerndistrictfamilies.com/tag/florence-thomson/>



A few cars on display at Gippsland Heritage Park Moe



# Autumn Colours Run

By Diane and Frank Newton  
Photos Roger Beattie



On a crisp Autumn morning we met at the BP Servo on the Calder freeway with at least 15 cars, drivers and partners and lots of old faces. We drove in convoy following Joe Sammut to a coffee break at Gisborne. Some of the ladies went shopping, while the rest of us sat and chatted before heading back to our cars.

This time the convoy was led by Roger Beattie who took us on some lovely winding roads. With the weather improving to give us sunshine, the cars with sun roofs were able to take advantage of a pleasant, roof off drive. We drove in a big circle and returned to the BP servo, but the in-bound one this time, for a pit stop and loo break (everyone just followed Roger in!!), so it was back in the cars and off to the Eiffel Tower cake shop in Tullamarine and then to the Pizza Place, a few doors down for lunch

A great day as had by all – thanks to Joe and Roger for organising the day for us





# National Motoring Heritage Day

By Rob Judd

As part of the many events organised to celebrate National Motoring Heritage Day a small group of Fiat members met at the airport viewing area, Oaklands Rd, Tullamarine to convoy to Trentham Historic Railway Station where a large variety of Victorians older cars arrived for display to the public.

The aim of the National Motoring Heritage Day (NMHD) is to promote and display Australia's strong motoring heritage and also show the community, business and government the strength of the Australian motoring movement. Display events for 2024 were held around Victoria – Trentham, Maffra, Geelong, & Thomastown.

It was a chilly day but no rain which meant we were able to move around the display and take a walk into Trentham township for lunch. It was a very enjoyable way to catch up with friends and see some of rural Victoria.

## Fiat members attending:

Joe Sammut ( blue 124 CC)

Trevor and Julie Spencer (blue X1/9)

Basil King (red Ritmo)

Andrew McNabb ('sans' classic car)

Julie Kiernan and Max Gioia in Julie's two-tone grey 500

Frank Newton (red 500 Abarth)

Deb & Rob Judd (gold 131)

Anthony Willis from Kyneton and in his 124 Spider joined us at Trentham.

Sandro Cesario and Joe Pagnoccolo were also there when we arrived – albeit 'sans' classic car!

David Stott in his 1966 Holden HR station wagon. This is another of David's cars with family history. It was purchased new in 1966 by his father and has remained in the family ever since. David learnt to drive in it. It is totally original (down to the registration plates) and in excellent condition.



# Vale Warren Smith

By Lyn and Peter Bartold

Many of our club members will know and remember Warren Smith who has been part of the NSW Club for over 50 years. Peter and I have known Warren from the early days when we joined FCCV in 1970. The Vic V NSW Motorkhana which began in the 1960's and morphed through various forms and at many locations into what is now the Fiat Nationals was our chance to meet up competitively and social with our NSW friends.

Our memories of Warren have always been of a bright and friendly member of the NSW Club whom we had the chance to catch up with on a yearly basis at the Interstate Motorkhana each year and a fierce competitor. He was a Fiat lover, through and through, and he made a huge contribution to all the styles of the Interstate Fiat event over the years. It was always a pleasure to meet up with Warren and Diane at each year's event.

We also had the pleasure of meeting up with Warren and Diane on one of our Italian trips. We spent a couple of days together, driving around in Warren's rented Fiat Panda, visiting the Fiat site.

There are many members of FCCV who knew Warren who are as sorry as we are that we have lost a Fiat lover and a good friend

**Dave Fillipetto, President NSW Fiat Car Club** wrote and read the Eulogy at Warren's funeral which I have used in this article. Thanks also to Warren's son Glenn for the photos

Dave writes...."Warren was such a huge part of the NSW Club and an enormously popular character, with so many friends and club colleagues over the 5 decades he has been in the club. In pulling this together I have indeed reached out to a larger group of people to provide their reflections and memories of Warren and some of them have been woven into this speech.



Warren with son, Glenn

No doubt, Warren's wife, Diane, could reflect on how big a part the Fiat Club was in Warren's life at home and indeed the life of their family generally – the countless hours he spent on all the work he did for the club, but I would also observe that Warren has distinguished himself as a constant and undeniable part of the Fiat Club's history, and not just in NSW but with all Fiat Club's around Australia where he was well known and well respected.

Warren's office at home is a veritable treasure trove of our Club's history. Not only was he an avid club event photographer and Cecil B de Mill movie maker, but he has copies of every club magazine going back to the dawn of time, as well as other countless articles, records of committee meeting minutes, resolutions, correspondence far and wide, trophies, and memorabilia. Warren had a true passion to chart and preserve the club's history in every way imaginable. I am sure we and future generations of committees will be reminded many times of Warren's efforts in creating a repository of our Club's history as we thumb through the past to make decisions for the future."

Warren was fully involved in all aspects of the club, meetings, competition and social events and held every executive position on the Committee, including President multiple times. He was instrumental in the workings of the Fiat of Italy Cup from its early days in Dubbo to its later manifestation as the Fiat Nationals.

He was awarded Life Membership of the club and he was a great bloke and the Fiat Club of NSW is the richer for his involvement. I believe Warren went on to own some 30 odd Fiats in his time, including race cars and motorkhana specials. Warren was a very proud Fiat owner, and all of his cars were kept to the highest standards and an example to all.

To Diane, Glenn, Mel and the wider family FCCV sends our sincerest condolences for your loss.



# Old Fiats in Australia

*By Roger Beattie*

Interesting stuff this month, at least it is interesting to people who enjoy the history of the marque. As mentioned in the presidents report I was given a photograph of an old FIAT on a veteran rally in New South Wales and determined to track it down no matter how much of a pain in the arse it was. How prophetic those words turned out to be.

The 1908 Fiat was able to be tracked down to an owner in Bundaberg, Queensland who told me that it was a 1908 FIAT Tipo 1 Fiacre (pronounced Fee-Ack-re). My previous knowledge of Tipo 1 FIAT cars led me to believe they were part of the new series rolled out in 1910 with a range of sizes of unibloc 4 cylinder motors going from Tipo Zero to Tipo 6.

It turns out that after a trip to visit Henry Ford in Detroit in 1906 Giovanni Agnelli was convinced to start rationalising and standardising the FIAT model range. The Tipo 1 I had received pictures of was the first of these cars. They really were the first FIAT car with features that became standard for decades. Four cylinder monobloc motor with a gearbox bolted to it, a drive shaft and live rear axle.

The Fiacre name stems from the use it was proposed for as a Fiacre was a small 4 wheel carriage used in taxi service named after the Hotel St Fiacre in Paris where the practice emerged in the 1640s. I was now well down the worm hole so continued and eventually learned that Saint Fiacre was an Irishman who settled



1908 Tipo 1 Fiacre

in France and among other this is now the Patron Saint of gardeners, taxi drivers and the Saint you pray to if your haemorrhoids require divine intervention .... So not such a pain after all.

Another Old Fiat spotted in my travels... is it a Topolino heading for restoration??? Photo Topolino Recovery



## VDC Mid-Winter Run

*By Augustin Banko and Kevin Lemm*

On 12 June we joined the Vintage Drivers Club for their Mid-Week run to the Flowerdale Hotel. The weather was very cold, and it rained for most of the day, but the 508C never missed a beat!

It just shows that you don't need a hard top and a heater to have fun; just a warm coat and a big smile, and maybe the "Roast of the Day" and a glass of Red at the Flowerdale. Get out there!!





# Spirit of the 20's Rally

Words and Photos David Stott

## Three Fiat 501's get into the Spirit.

The Vintage Drivers' Club's signature rally is the "Spirit of the Twenties" rally which is held every two years and is a long-distance tour for 1920's vehicles only. In April this year three Fiat 501's, being Richard Unkles and John Hebbard (UK) in the 1924 501 Taxi, Rob and Maryisa Poynter in their 1925 tourer, and myself in my 1925 Tourer.



David at top of Great Divide

The Rally was called "Over the Hills" and it certainly lived up to that name, travelling over the Great Dividing Range at Powelltown and Noojee, South to Gippsland then back over the Great Divide to the North on the second highest road in the country, through Dead Horse Gap at 1,580 metres, on the Alpine Way beyond Thredbo in the Snowy Mountains.

About 48 cars were scheduled to start, and there were a few non-starters, as well as one that broke down on the way to the start, and another that broke down at Yarra Junction. There were a few more that were replaced by moderns along the way. Of these a couple reappeared after being able to be repaired and rejoin the rally.

We started at Seville and were cheered off by several Fiat club members including Rob and Deb Judd, Kevin Lemm and Roger Beattie. Traveling via Yarra Junction to Powelltown and Noojee for lunch,

we stopped at the Noojee Trestle bridge which is an impressive structure. It started raining from Noojee on as we drove down to Yallourn North and the Brown Coal Mine Museum. "Brown Coal Mine" was the name for the town we now know as of Yallourn North until 1947. From Yallourn we headed on a more leisurely drive to Traralgon for two nights.

My Fiat had become noisy during the day and next morning I replaced the exhaust manifold gaskets with spares I luckily had on board. The rest of the group had headed to Walhalla on an average speed trial. Drivers nominated their estimated average speed, they were timed at the start and finish. Once my repairs were done, I managed to catch up with the group at Walhalla in time for the ride on the Goldfields railway.

The rally organisers had selected roads that would keep us off highways and next day we headed to the



The 3 FCCV Cars



Richard and John at the start at Seville





Trestle bridge at Noojee

Maffra shed to view the current "Back to the 80's" display as well as the swap meet that was on. Then proceeded on to Lakes Entrance for the night.

The next day was a very long run of 330kms. To Orbost, then on the Bonang highway via Bonang to Delegate and Bombala before heading to Jindabyne in the Snowy mountains. It was expected that this would be a slow trip with a lot of steep climbs and narrow winding roads. Given the speed of the 501 this was likely to be an all-day affair and I planned on getting away at daylight. However, that hope went out the window, when I returned from dinner that night to find a front tyre flat. I changed the wheel but that meant I had to find a tyre depot before I went anywhere.

I was waiting at the local Bridgestone depot at 8am with wheel off and spare tube produced ready to be changed. That was attended too very quickly and worryingly it was not a puncture but a tube failure along a seam!

Along the Princess Highway from Lakes Entrance to Newmerella I kept to my usual 68-70 Km/h, and covered the 50km's in 1 hour. So, my possible best average speed on the best roads was 50km/h, and this was to be my benchmark for the rest of the trip.

The Bonang highways was a slow drive on very narrow roads, with some steep sections and taking until lunch time to get to Delegate in NSW, where

we all stopped at the local café to get lunch, then continuing on through Bombala by mid-afternoon.

Heading along the Barry Way toward Jindabyne we encountered even steeper climbs, and as we increased altitude engine performance dropped away in the thinner air. 501's only have 10-15 HP and we don't have any spare horses to let loose in the paddock! It was the steepest road I had ever driven in my Fiat and for that matter in a modern car. I was down to 1st gear at a speed of 10-16km/h for significant distances, and on more than one occasion on the various climbs. I had an American car behind me at one stage, and I pulled over to let them pass, but they did not, as they were not doing any better than me. I am glad my Fiat does not have a temperature gauge because at this stage I didn't want to know! No steam was a good sign, although it must have been bubbling as radiator water level was done when I checked later on. I understand several cars had to be towed up the hills.

About 40 kms from Jindabyne another tyre went flat, and again spare was fitted (just as well I had it repaired at Lakes Entrance). Rob and Marysia were following at this stage and pulled up to assist. We travelled on to Jindabyne arriving about 5 pm, when I found my starter motor would not work luckily it is easy to crank start when warm. A very stressful day.

The group did a day run to Adaminaby to visit the Hydro Museum, but my day started with a roll start in the three car lengths available in the car park, then finding the local tyre dealer and having my last spare tube (which was a second hand over sized tube), fitted to the spare. Again, this was not a puncture but a second tube failure. With still half the rally to do what of the remaining two tyres??

Rob and Marysia had a lay day to recover from the previous days drive, and Rob attended to oil top up and we checked spark plugs trying to find an intermittent ignition miss on his car. I checked electrics on my car looking for my starter issue. No fault found.

Next day we headed higher up again past Thredbo and Mt Kosciusko against a strong head wind with even thinner air and further lack of performance, to top the range at 1,580 meters. Then we had to go down again. Organisers had warned us we needed to use gears on steep descents, and on the Alpine way there were many long steep descents, and 3rd gear didn't hold without frequent braking, so I put it in 2nd and at 20km/h headed for lower altitude.

It took 3 hours to do the 110kms to Khancoban, where we stopped for morning tea/lunch. John Hebbard joined me for the easy run into Albury for the



# Spirit of the 20's Rally cont.

night. Richard and John went to the Anzac Day dawn service, while I worked on the starter motor. I found the solenoid was the issue, and realised that if I took the cover off the starter I could lay on the ground and press the solenoid myself and wow I had a starter again. It look like I had a remote starter as the car started with me hidden underneath.

Next day Albury to Shepparton including a visit to the terrific Museum Of Vehicle Evolution (MOVE). This has a great display of cars, but also a new wing devoted to trucks and is sponsored by all the local trucking companies, who have donated or loaned trucks as well as history of their various companies. Also there is the Farin collection of about 200 bicycles of all styles, from the earliest onwards. There is also a full pavilion displaying clothing and accessories over the years. They had a display of 1920's gear out just for us. This museum is well worth a visit if you have not been.

Heading now to Bendigo via Rushworth for a tour of the Great Stupa of Universal Compassion. This is a Nepalese Buddhist temple but is also inclusive of many other religions. It is set in extensive grounds and work continues. Then Bendigo to Maryborough stopping at Newbridge where I noticed President Roger on the roadside taking pictures.

Unfortunately the ignition miss on the Poynter car had got so bad that they called RACV and were trucked to their sons place for the car to be trailered home. A disappointing end so close to the finish.

Final night was at Maryborough for a 1920 style gala dinner where prizes were given. Next morning Roger Beattie again met us for a photo shoot at the very grand Maryborough station before travelling home via the Calder Freeway.

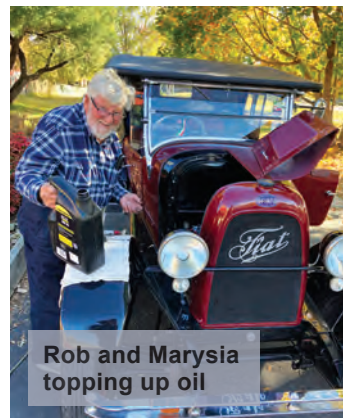
On the freeway home I was travelling at the 68 to 70 km/h my Fiat is comfortable at and I had passed

the Richard and John in the taxi soon after getting on the freeway, We had planned to exit and head via Sunbury to avoid the ring road, and as we approached the Sunbury exit I saw the taxi in my rear view. I said to Richard later how did he catch me? He said he had the car up to 78/km/h !! top speed of a 501 is supposed to be 75km/h!

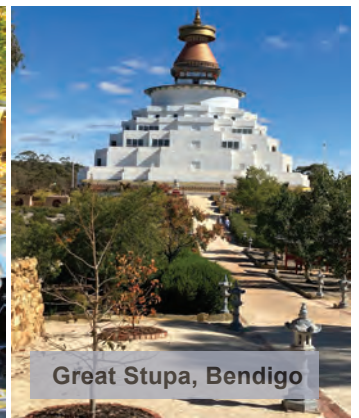
Total distance for my car was 1,803 kms, averaged about 10ltrs/100kms, used only 500ml of oil, two tubes, and some gaskets, and for the Taxi, more like 2,000km's . My car had the 4 issues above, the Taxi? Well again it performed perfectly without any repairs being necessary.

In the week after, I went and bought some more tubes, worked on the Poynter's car, and did a magneto changeover, but also found the ground wire to stop the magneto had come loose and had probably been touching where it shouldn't causing or contributing to the ignition miss.

This was an epic trip, going further, faster and in harder conditions than these cars every did back when they were new and here we are with 100 year old cars, and two out of three Fiats completed the distance. One with no issues. – Richard Unkles 501 Taxi wins!!



Rob and Marysia  
topping up oil



Great Stupa, Bendigo



Costumes at MOVE

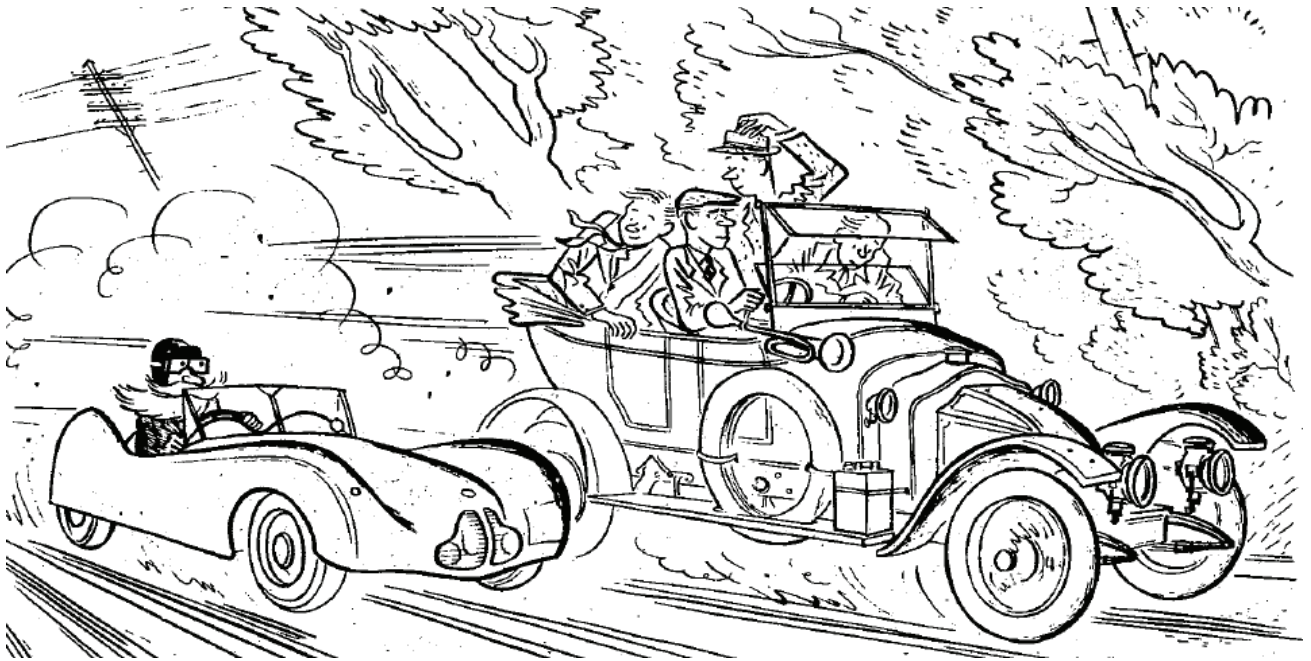


Two of the Fiats at Maryborough Station



# 'Harry's Run'

Sunday 15<sup>th</sup> September 2024



Our Annual *Harry's Run* 2024 has been planned by Elsa & Richard Unkles.

Assemble at front of Whitehorse Civic Centre, 379 - 399 Whitehorse Road, Nunawading.

Melways Map 21 H10

9.00 Sunday 15<sup>th</sup> September to leave at 9.15

Follow 'tulip' diagram route to the morning tea venue at the

**Puffing Billy Discovery Centre, Emerald Lake Park**

Emerald Lake Rd, Emerald

Melways Map 127 J4

There is a \$8 adults entry fee if you wish to see the largest model railway in the southern hemisphere. Has lots to see and observation points of interest for kids as well.

Arrive at lunch stop at Pine Grove Hotel 45-51 Stoney Creek Rd, Beaconsfield Upper from 12:30 onwards.

# ECCV WINTER WARMER RUN

By Vicki Lemm



What a terrific day we had on Sunday the 16th of June. The winter run commenced in Jubilee Park Ringwood at around a very brisk 8°C. Most of us were rugged up with coats, scarves, boots, jackets and beanies with only two male participants in shorts.

Our final destination was a hot chocolate in Yarra Glen, so taking a scenic route, we headed north through Warrandyte, Kangaroo-Ground and Christmas Hills, turning off for a look at Sugarloaf Reservoir.

We stopped at the Ridge Picnic area at Sugarloaf. With barely a soul in sight, (who else traps around in single digit temperatures) we had a Rotunda all to ourselves. The perfect spot for a sip of mulled wine and a warm scone. With the sun shining it was a pleasant spot to chat and discuss all things Fiat and beyond. The troops were rallied, and we attempted a photo shoot at the edge of the Reservoir before driving over the dam wall. Then began a rather slow

trek on a short stretch of unmade road, before turning onto the Highway with only a ten-minute run to our destination.

The Chocolaterie is always a popular spot, particularly on the weekend, however we managed to get the lower car park for just our group. Many dollars were spent on chocolate and ice-creams then we dispersed, some home to mow lawns and others to enjoy lunch in the Yarra Valley.











## The News Stand

Richard Unkles

Pleasing to report that the odd roadblocks that Terry Harris has had for the last year in the restoration of his 505 tourer have been resolved by an introduction to Ray Fullard and his collection. When Terry bought the part restored car from the estate of his old boss, some parts were missing, including some of the generator drive. His solution meant that the generator would only fit upside down. Thanks to Ray he has the original parts needed to complete the engine assembly. Terry also bought a spare engine from Ray for spares. Being an easy to get on with person, Ray simplified the negotiations by declaring that he got the engine for free. Terry was also missing a small but important mechanism of the steering box. Fortunately 20 years ago your scribe picked up a gas axed steering box and carefully placed it under the house, just in case, so to speak. That action now justified so all happy.

Thanks to the internet, David Stott has been a saviour to a chap named Gino in Luxemburg. Gino has acquired a 503 tourer, which would bare run at all. Through numerous communications he now has the magneto timing set correctly and the leads on the correct plugs. David's next action was to prevent Gino doing a flush of the clutch, as a photo showed that it has modern linings which do not need cleaning or lubrication. It is thought that this is likely one of the numerous modifications available from a firm in France in period. Now running well but overheating, David has diagnosed a radiator back flush. Awaiting the result, but so far a very happy Gino on the far side of the world.

Now we come to the good and the bad news for David. The bad being his Itala Tipo 50 broke a back axle. The good news is that he decided to take his 501 on the Spirit of the 20's Rally, as the Itala would

have barely got to the start before the axle broke. Fortunately he has spares from a wreck he picked up last year from a deceased estate.

David John has long spoken of the Melbourne Motor Bodied spider he sold at the end of the 50's. The prime point of interest is that the body was very different from the yellow spider of Rob Poynter. At last an example has turned up, now in South Australia. Perhaps even the same car.

Rod Boyd in Perth says the local Fiat Lancia Club is already planning for the proposed Centenary rerun of the 1926 Fiat Club of WA's Perth, Sydney, Melbourne trip. We are aware that Roger Beattie is involved, so be prepared for something special.

Rod also advises that he was asked to value a Tipo 501 single seater that has not moved in 40 years, so sitting on very flat 760 x 90 tyres. The special interest is that the body was made in Scotland. No photo available unfortunately. Seems it was a private import at some stage, but when is not known. Rod also has for sale his 1968 Fiat 7.5 tonne truck that he rebuilt 10 years back and only 15,000 miles since.







## Winton Historic Races

Robert Sales was competing as usual at the recent Winton Historic Races in his single seater special. Based on '27 chev chassis rails, an upgraded Dodge flat head six engine, Austin brakes and more. He had an enjoyable run.

The number of historic motor cycles, plus their noise, can be very interesting. This time the old Indian and Harley Davidson motor cycles came to the fore. The common belief is that all motor cycles have a twist grip for the rider's right hand for the accelerator. Whilst volunteering at the recent Winton Historic Races it was found that this is not always true. All the early manual gear shift Indian and Harley Davidson bikes all have left hand twist grips and they remain this way on the numerous hefty and noisy bikes that raced in this classification. The reason is simple. Many of these were sold to the police in the USA and having a left-hand twist grip allow the right hand free to shoot their pistols whilst on the move.

Photo, right, shows the smallest car on display. It is a Viglione, a cyclecar made in Buenos Aires,

Argentina. Recently brought back to life by the Up The Creek restorers at Castlemaine. Certainly a rare orphan here.

Also present in the display car park was the Fiat Tipo 521 that was owned by Secretary Ian Payne until he sold the unrestored tourer to the Up The Creek Workshops. They converted it for use as the firm's ute. In it's current unrestored form it is classified by some as a "feral". Form your own opinion from the photo. Regardless, it is practical.



Viglione cyclecar

## Luigi Misuraca

The last Fiat Month ran a tribute and obituary to the late Luigi. My last real interaction with Luigi was at Autobella in 2008 when he had a drive at Como Park of your scribe's Fiat 509S. My recollection was of him grinning from ear to ear, though the photo shows up my imperfect memory, or a photo at the wrong moment. He explained the background that his father owned a 509 sedan in Italy and Luigi would occasionally nick it when his father was having a coffee waiting for the train to arrive. As Luigi was so short it looked like the car had a phantom driver. I always found time for Luigi as he was always a willing helper to others with parts or advice. Drive on Luigi. Thanks for all the time you spared for those still motoring down here.



Luigi Misuraca



# FIAT 125 Newsletter No.3 June 2024

## November 8-11 2024, Forster-Tuncurry



**June already:** We are rushing toward a great event in November and have been getting more organised as we get closer. It's looking like the 125 will be bigger and better than the FIAT 123 with responses from most states and even overseas participants looking to attend.

Still plenty of discounted accommodation available through the providers listed on the back. Make sure you let them know you are there for the FIAT 125 event when you book from the reserved rooms.

Make sure you are in Forster Tuncurry for:  
Drives                      Social Events                      Displays  
Historical Talks                      Video Displays

### REGISTRATION

Please register as soon as possible to help us finalise numbers for the Sunday dinner. The registration fee cover Venue Hire, trophies, lighting, and run organisation. The Sunday dinner will incur an additional cost but will depend on the final venue. We are working to maintain the prices at the most reasonable level for all.

Primary attendee Name .....

Contacts Mob:..... Email .....

	Name	Event entry 1st Car	Earlybird Event entry	Event entry Extra Car	Pres. Dinner*	Sub Total
		8-11 Nov	Before July 31	8-11 Nov	10 Nov	
		\$30.00	\$25.00	\$20.00	\$ TBA	
eg.	John SMITH	Y			1 Adult	\$ 30
Attendee 1						\$
Attendee 2						\$
Attendee 3						\$

Payment details:

FIAT 125

BSB: 814282

Acc: 30369100

Ref: Surname (Please email details)

Total

\$

Contact:

Roger Beattie 0400 177278

fiatcentral.victoria@gmail.com





## FIAT 125 Accommodation

As the numbers are beyond a single provider the list following have offers and rooms for the event: See the map for locations and proximity to Event Central at the Tuncurry Memorial Hall, 7 Point Rd. Tuncurry 2428.

Please feel free to contact me with event questions or to register for more information on [fiatcentral.victoria@gmail.com](mailto:fiatcentral.victoria@gmail.com)

**Forster Tuncurry Holiday Park:** [nrmaparksandresorts.com.au/forster-tuncurry](http://nrmaparksandresorts.com.au/forster-tuncurry)  
Ph: 1800 371094

Variety of cabins and sites, Cheryl will help you out

**Sails Apartments:** [sailsapartments.com](http://sailsapartments.com)  
(02)6555 3700

More luxurious high rise apartments if you are staying for a few days longer to make a holiday of it and explore the area more fully.

**Golden Sands Motor Inn:** [goldensands.net.au](http://goldensands.net.au)  
(02)6554 6222 Talk to Jimmy

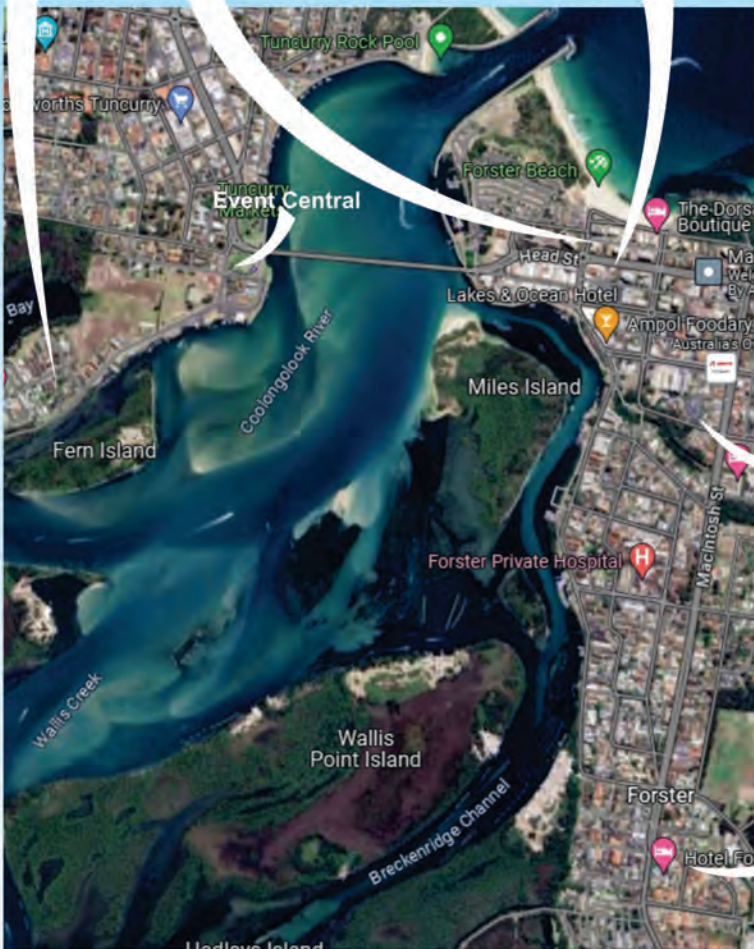
A range of room specials in the heart of Forster. At last count as follows:

2 x Budget Doubles @\$125/night,  
9 x Budget Queens @\$140/night,  
6 x Twin rooms @\$155/night, 2 x  
Premium Queens @\$170/night,  
3 x Premium twins @ 185/night, 1  
x Family Room @185/night,  
2 x Premium Family Rooms  
@\$200/night, 2 x 3 Brm Units  
(Downstairs \$275  
Upstairs \$350/night)

**Forster Holiday Village:**

[forsterholidayvillage.com.au](http://forsterholidayvillage.com.au)  
(02)6554 6027 talk to Frann  
2 Brm Villa @ \$170/night for 2 +  
\$25/night extras  
3 Brm Villas @ \$180/night for 2 +  
\$25/night extras

**Hotel Forster:** [hotelforster.com.au](http://hotelforster.com.au)  
(02)6554 8100 Hayden and Adam  
have double and twin share rooms  
@\$180/night  
set in an arc around the pool area.  
A km or so from the town centre



Contact: Roger Beattie 0400 177278

[fiatcentral.victoria@gmail.com](mailto:fiatcentral.victoria@gmail.com)



# ***Coming Events***

## **General Meetings**

July 11th 8.00pm Veneto Club  
August 8th 8.00pm Veneto Club  
September 12th 8.00pm Veneto Club

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

**Contact Sandro Cesario 0420 277 701**

## **Caffe di sabato**

July 6th Veneto Club  
9.00am

August 3rd Veneto Club  
9.00am

September 7th Veneto Club  
9.00am



## **Fiat v Alfa Bocce Challenge Sat 7th September**

### **Club Italia**

**128 Furlan Club St Albans**

**5.30pm for a 6.00pm start, Dinner 7.15pm**

**\$60.00**

**Limited to 26 members per club**

**Bookings Essential**

**Come along and help us retain the Bocce Cup**

**Contact Paul Possobon 0418 552 290**

**or Mario Di Censo 0419 171 661**





# Winton Festival of Speed

Including Motorkhana organised by FCCV

**Sunday 4th August**  
**Club Members required to run the Motorkhana**

Contact Paul Freame  
 0412 968 451



# Autoclassico

**Maling Rd**  
**Sunday August 18th**

We will have a number of  
 Fiats on display

Contact Rob Judd 0438 871 044  
 for information about  
 display spaces  
 or come along and enjoy the day



# ***Coming Events***

## **Barry Ellis Memorial EcoDrive**

**Supported by BOI Performance**



## **Sunday 21 July**

**Start- Hungry Jacks, 1175 Stud Rd Rowville  
Next to Service Station, Corner Wellington Rd,  
opposite the Stamford Hotel**

**Entries open 8.00am – \$10 per car**

**Arrive with full fuel tank**

**Distance 125 kms to fuel location,  
then a few more to lunch location**

**Lunch at Olinda Creek Hotel Lilydale**

**Contact Bill Freame 0412 814 855**





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Caroline Springs	9361 2900
Highpoint	9318 3199
Croydon	9723 1300



## FIATMONTH ADVERTISING RATES

FIATMONTH IS PUBLISHED 6 TIMES PER YEAR  
JANUARY, MARCH, MAY, JULY, SEPTEMBER, NOVEMBER

FULL PAGE \$2,500 FOR 6 ISSUES

1/2 PAGE \$1,500 FOR 6 ISSUES

1/4 PAGE \$750 FOR 6 ISSUES

1/8 PAGE \$250 FOR 6 ISSUES

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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.  
Fiona Tonizzo will be looking after merchandise and can be contacted on  
0417 508 299 if you wish to purchase any items.

Current merchandise will be available at each General Meeting

**SOME OF THE CURRENT RANGE OF MERCHANDISE:-**







# **Fiat Nationals 2024**

in Sydney on  
**Sat/Sun August 24th/25th**

This is the 60th year of the  
Fiat of Italy Cup

The event program:

- Fiat of Italy Cup Motorkhana – Ansell Park – August 24th
- BBQ Lunch at motorkhana – August 24th
- Presentation Dinner – Clarendon Tavern – August 24th
- Shannons CMC Car display participation – Sydney Motorsport Park – August 25th

Supp Regs and Entry forms available at club meeting or from Fiat Nationals website or contact Rob Judd, [robert.judd.srg@gmail.com](mailto:robert.judd.srg@gmail.com)

Suggested accommodation options:

- Gateway Motel, Vineyard  
[www.thevineyardsydney.com.au/stay](http://www.thevineyardsydney.com.au/stay)
- Clarendon Tavern, Clarendon  
[www.hrcmotel.com.au](http://www.hrcmotel.com.au)
- Alexander The Great Motel, Vineyard  
[www.alexanderthegreatmotel.com.au](http://www.alexanderthegreatmotel.com.au)

Make your bookings soon. Entries close August 16th