



FIAT Month

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

www.fiatclub.org.au

JUL 2025

My Fiat Turns 100

Barry Ellis Memorial Eco Drive



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JUL 2025



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
and Advertising
Fiat Pronto – Roger Beattie

FIATmonth deadlines

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Front cover:
David Stott's Fiat 501C
celebrating its 100th Birthday
See story Pages 12,13,14

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- BC** Bocce Night Poster



2024-2025

THE CLUB COMMITTEE

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NON-COMMITTEE POSITIONS 2024-25

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CAMS Delegate

Paul Freame

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Paul Pozzobon

AOMC Delegate

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Bruce McCann

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Vacant

Raffle Manager

Sandro Cesario
0420 277 701

Federation Delegate

Richard Unkles

Webmaster

Mark Weinberger

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

LIFE MEMBERS



Perc Delmenico*
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Graeme Shephard*
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Barry Ellis*
Noel Tyzack
Peter Bartold*

Lyn Bartold
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Joseph Sammut

*deceased

Life Member and Patron — Lyn Bartold

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Paul Freame
Stuart Granger
Bruce McCann
Danny Petterlin

Mark Rae*
Tony Romeo
Joseph Sammut

Gary Spencer
Shayne Williams

*deceased



Looking back over the 2024 – 2025 FCCV year we have had a very busy year, as usual, and the coming year looks just as busy. As I write this we have just held the Annual General Meeting and need to congratulate and thank our previous Committee Members for the excellent job they have done in keeping the club running efficiently and in promoting and organising a wide range of events to keep us all happy. The Committee remains the same for the 2025-26 year except for General Committee member Jeremy Tassone who is not able to continue in the role this year. We thank him for his support and thank to all the other Committee Members who are continuing in their roles for the coming year.

With each FIATMonth that I prepare, I am always amazed at the range of events that we offer to our members and the enthusiasm with which they are supported. Obviously, we can't all attend every event but the attendance at events is usually excellent and always enjoyed by everyone.

As the Fiat Nationals will be held a few weeks after you are reading this magazine, it is not too late to encourage members to make the drive to Queensland for what has always been a major event of our club year – contact Roger Beattie if you plan to be a last minute entry for the event. Of course, a full report will be in the September FM.

The Nationals have been held since 1964, with the FCCV and the NSW Fiat Clubs competing for the Fiat of Italy Cup in Wagga- other venues were used in following years. The Motorkhana was the only competition event, always held on a dirt surface and inevitable in a cloud of dust! It was held at the end of January each year, so usually very hot and we would head back to our motels after the motorkhana for a long cold shower (very few motels had pools in those days!!) to recover for the Presentation Dinner that was held that evening)

I was looked through our collection of old FIATMONTH's for some reminders of Vic V NSW Nationals competition and found the February 1971 edition (a month after the event) with the article "Wagga Gleanings" where I got

a mention. It said.... Poor Lyn, fancy having to appear at school on Monday morning after a rather enjoyable Wagga weekend followed by an early morning dash to Melbourne. Hope she didn't sleep too soundly during the all-day staff meeting! – those were the days!!!

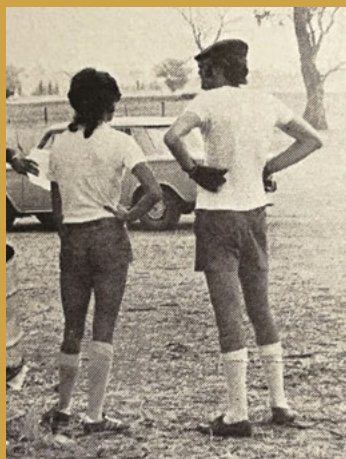
The Queensland Fiat Club was not part of the competition until the early 70's and first took home the Fiat of Italy Cup in the Annual Interstate Motorkhana in 1976. Since then; Fiat Clubs have been established in South Australia, Western Australia and the ACT, and Tasmania has Club Motori Italia

The Nationals have come a long way since then with the Motorkhana being 1 of 3 competitive events, with the Sprint and the Show n Shine being added to the point scoring. I hope that all members who are going to the event this year enjoy the experience and return with lots of fun stories to tell and that the Interstate competition that has been going since 1964 will continue into the future.

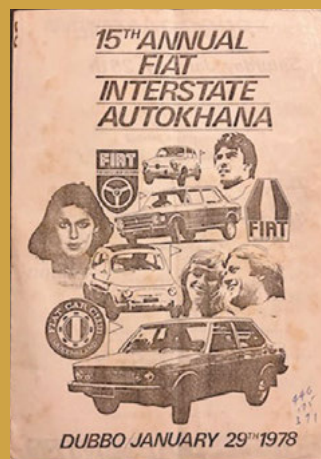


From the Editor...

EDITOR'S PICS OF THE MONTH



FIAT NATIONALS 1971
"back in the day"
(shorts couldn't get much shorter or hair more big, buffed and shaggy!!!!) (both hers and his!!)



THE ANNUAL FIAT INTERSTATE PROGRAM
The 15th Annual Fiat Interstate Autokhana Program, held at Dubbo in 1978

Rapporto del presidente



The weather is cooling down, days are shortening as is my time to get this report done for our hardworking editor.

Just after the submission of my report for the last FIATmonth I joined a small group for the trip up to Canberra for Autotalia. As always the Fiat Club of the ACT ran a Saturday event which added immensely to the weekend. More about it elsewhere in this edition.

My automotive travels had me at a number of other places over the past couple of months too, from the Rheola Easter Monday Show to uncovering dusty old FIAT remains in Brisbane via a few interesting detours and twists.



White Van

The National Motoring Heritage Day (NMHD) run to Trentham was well supported again and has become something of a regular event. Not so regular but happening more often was a visit to a retired member whose grandson contacted us to see if we might be able to help turn back the hands of time with a visit/ride in a 2300S Coupe. It was arranged and will feature later in the magazine. Thanks Kev. It is this sort of outreach that enlivens the soul of the club as often we are focussed on achieving the aims we have set for ourselves and forget that we exist in a wider community. The social licence we have for continuing to enjoy driving old cars about the place is strengthened by both of these days as the political message sent back to the legislators by highly visible days like NMHD is reinforced by the stories and actions we generate among the public by displays of good will and inclusion embodied in the visit.



Dusty old car



Red wreck



We also need to continue to be mindful of the future of the club. Where are the next group of members coming from? For the club to remain active and successful for nigh on 70 years shows that we have found ways to renew in the past, it is incumbent on all the current members to help do so again in the future. To that end we will be having a daytime visit

to a primary school in Epping on September 5 to let a bunch of potential future members experience some of our cars. Keep your eyes on the FIAT Pronto emails for details.

Share the road safely

Annual General Meeting Report

By Lyn Barthold

Our Annual General Meeting took place at the June General Meeting, chaired by David Judd. We had a good turn up of members to the meeting and, as usual, David ran the meeting efficiently. There has only been only one change to the General Committee with Jeremy Tassone, standing down and we thank him for his participation in the 2024/25 year. The General Committee position has not been replaced as yet so if anyone is interested in taking it on contact President, Roger Beattie) This position requires a member who is willing to take on tasks as they arise and we need a member who can step into a job as it arises – eg assist the organisers of a major event such as Autobella, or step into a role if the elected member is away on a trip or in circumstances when they are not available.

If you are interested in taking on this role, contact our Secretary, Ian Payne 0407 838 532

Non-Committee positions are determined by the Committee and are confirmed in this FIATMonth on page 2.



CLUB CALENDAR

JULY - SEPTEMBER 2025

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 5** **Caffe di sabato. Veneto Club 9am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 10** **General Meeting. Veneto Club 8.00pm**
- Sun 20** **Winter Warmer Drive.**
Meet Jubilee Park Car Park Reilly St Ringwood. 9.00am for 9.30am departure.
Contact Roger Beattie 0400 177 278
- Fri 25 – Sun 27** **FIAT Nationals. South East Queensland**
Contact Robert Judd 0438 871 044

AUGUST

- Fri 1 – Sun 3** **Winton Festival of Speed Friday August 1st – Sunday August 3rd**
Contact Joe Sammut of information 0412 221 582
- Sat 2** **Caffe di sabato. Veneto Club 9am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sat 2** **Fiat v Alfa Bocce at Club Italia, Sunshine**
Contact Paul Pozzobon 0418 552 290
- Thurs 14** **General Meeting. Veneto Club 8.00 pm.**
- Sun 17** **Maling Road Autoclassico and Costumi d'epoca. Canterbury**
Contact Robert Judd 0438 871 044, Lyn Bartold 0433 034 721

SEPTEMBER

- 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 8.00pm**
- Sun 21** **Harry's Run honouring Harry Baker. Tyabb area**
Contact Richard Unkles 0411 185 779

COMPETITION EVENTS ARE LISTED ON THE COMPETITION REPORT PAGE.

FIAT NATIONALS 2025

Hosted by FCCQ

Join us as we compete to retain the FIAT of Italy Cup

July 25th – 27th

For last minute entries contact Roger Beattie 0400 177 278

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 2025
Thursday 10th July,
Thurs 14th August and
Thursday 11th September

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

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

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

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

Fiat Car Club of Victoria
Is affiliated with
Motorsport Australia
MSCA

**Compiled by
Roger Langdon**



Membership News

Tony Romeo, Membership Secretary

Membership Renewals for the 2025-2026 Club Year are now due.

Please remember it is important to renew your membership if you are driving a car on a club permit.

If you have any enquiries regarding the status of your membership, please email members@fiatclub.org.au

WE WELCOME THE FOLLOWING NEW MEMBERS –

James, Mandy and Michael Ferres – 1982 Fiat X1/9

Reg Howard-Smith – 1978 Fiat X1/9, 1969 Lancia Fulvia

Frank Karan – 1997 Nissan Skyline

Neil Rote – 1962 Fiat 500D, 1962 Triumph TR4

Christian Akl – 1992 Nissan 300ZX

George Trpkovski – 1972 Fiat 850 SC

Jordi Rosenfield

Lou De Fazio 1968 Fiat 500

Lesley Langdon

Frank Scarpino

CLUB PERMIT SCHEME

Mario Di Censo, Club Permit Co-Ordinator

For any information or enquiries about the Club Permit scheme, including adding and renewing cars contact Mario.

Enquiries: permit@fiatclub.org.au

Renewal: permitrenewals@fiatclub.org.au which is also the fastest way to renew now. See the new instructions in this magazine or online at fiatclub.org.au/renewals.

Club Membership must be current for a Club Permit to be valid. All memberships expire on June 30 and must be current to allow use of a Club Permit vehicle whenever the Permit is due.

ELECTRONIC PERMIT RENEWAL

The process for electronic renewal has been simplified making it the simplest renewal method available. You will need and should have an active “myVicRoads” account (sign up info below this).

Sign and photograph your Club Permit renewal form and email it to permitrenewals@fiatclub.org.au. It will be signed and returned within a few days and then you can send it to VicRoads with your payment via your “myVicRoads” account.

To set up a My Vic Roads account you can find the link on their homepage or follow this link.

<https://www.vicroads.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

CLUB PERMIT SIGNATORIES

| Name | Location | Phone |
|-----------------|-------------------|--------------|
| 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

By Keith Ellis, Competition Secretary



In the attached calendar there are events provided by a variety of clubs or organisations including MSCA, AROCA Vic, Gippsland Car Club (GCC), and others. There are others including Ballarat Light Car Club, Bendigo Car Club, Western Districts Car Club, Gippsland Car Club, Pakenham Auto Club to name but a few that we have available. There are others of course and you can always look up on the web to find out who runs what events where.

As I said in the last Fiatmonth the Australian Hillclimb Championship at The Bend in Tailem Bend in October will be of interest for those not necessarily competing but to see the standard of engineering and certainly will provide great viewing. There are also likely to be opportunities to officiate and get very close to the vehicles competing.

Marisa Gangemi has been an excellent ambassador for women in motorsport. Marisa appears to be

our most active member competing in motorkhanas and khanacross both dirt and bitumen as well. Marisa is our MSCA representative and regularly competes in their sprint events.

Having been out of regular competition for many years I am very fortunate to have Marisa's experience to assist me in this role.

Ian Maud has the X1/9 Prototipo back on track competing at the Hillclimb at Bryant Park near Moe/Morwell. I was able to attend on the day and space permitting, and to provide pics taken at the event

Bryant Park Hillclimb is considered possibly the best Hillclimb in Australia. The pit facilities, the viewing areas, the clubrooms and the other facilities are all of a very high standard. I am looking forward to running my 128 Spider there when I have attended to a few minor matters. Nothing major just want to add my touches and a little finesse that I enjoy doing myself.



Ian Maud competing at the Bryant Park Hillclimb in his X1/9 Prototipo

Now to one of our important events of the year. **Fiat Nationals 2025 from Friday 25 to Sunday 27 July**

On Friday 25 July is the Sprint at Morgan Park Raceway. This circuit is quite undulating from the videos I have seen, is 2.1km long with a variety of slow and fast corners quite suited to our cars much like Winton Raceway, but with more elevation changes. The average lap time for club cars like ours is north of 1:30.

The following day Saturday is the Show and Shine at the Harrisville Pub where lunch can be had.

The Fiat of Italy Cup Motorkhana is on Sunday 27 July at the carpark of Queensland Raceway. This is a bitumen surface normally the pits for the drag cars.

If you can make the trip, it will be well worth the experience.



Schedule of Events 2025

THURSDAY 24th July Travel and setup at Morgan Park Setup and register with Morgan Park for Sprint. Coachman's Inn accommodation details below.

FRIDAY 25 July Fiat Nationals Sprint 25th July 2025 8AM till 2PM <https://www.morganparkraceway.com.au/> 8am Morgan Park, Warwick Lunch available at track canteen Afternoon travel to Ivory's Rock Accommodation details below.

FRIDAY DINNER after the SPRINT Friday Night at Ivorys Rock. Pizza van at Camp Ground Nationals by the Camp Fire

SATURDAY 26 July at 10:00 AM FIAT Nationals Show n Shine
Harrisville Pub:
<https://www.royalhotelharrisville.com.au/>
Car Show on lawn of Harrisville Pub Lunch in Pub

SATURDAY 26 July, 6:00 PM Dinner after the Show n Shine
Casual Hamburgers back at Ivorys Rock Campground, "Nationals by the Camp Fire"

SUNDAY 27 July at 8:00 AM FIAT OF ITALY CUP Motorkhana
Queensland Raceway Carpark 133 Champions Way, Willowbank QLD 4306

SUNDAY 27 July at 6:00 PM Presentation Dinner
Presentation Dinner at the Ivory's Rock Camp Ground Conference Room. End the weekend with the final "weekend debrief" for Nationals 2025 by the campfire.

Accommodation All bookings by phone for Fiat Nationals discount

Thursday 24 July. One night Only: Coachman's Inn Motel at Warwick, being the night before FIAT Nationals SPRINT on Friday, 25/07/25.

Coachman's Inn Motel. Ring (07) 4660 2100 to use FIAT Nationals discount booking rate. Use website for info only. coachmans.com.au/

Friday 25 to Sunday 27 July Ivory's Rock CAMPGROUND

For the NIGHTS of 25th to 27th of July. All Fiat Nationals Activities for the rest of the weekend will be based here. Ring Ivorys Rock Campground on (07) 3077 9668 to use FIAT Nationals discount booking rate. Camp sites and Cabins available. Go to Website for INFO ONLY <https://www.ivorysrock.org.au>

COMPETITION EVENTS JULY – DECEMBER 2025

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

| SPRINT EVENTS | | |
|-----------------------|-----------------------------------|-----------------------------|
| Sunday 6 July | AROCA Sprint | Phillip Island |
| Friday 25 July | Fiat Nationals Sprint | Morgan Park |
| Sunday 17 Aug | MSCA Sprints Round 5 | Winton |
| Sunday 31 Aug | AROCA Sprint | Broadford |
| Sunday 21 Sept | MSCA Sprints Round 6 | Phillip Island |
| Sat 4 to Sun 5 Oct | AROCA 10 Hour Relay | Winton |
| Saturday 11 Oct | MSCA Sprints Round 7 | Calder |
| Sun 16 Nov | RAAF Autoclub East Sale Sprint | RAAF Sale Airbase |
| Saturday 29 Nov | MSCA Come and Try Day | Phillip Island |
| Sunday 30 Nov | AROCA Sprint | Phillip Island |
| MOTORKHAHA/KHANACROSS | | |
| Sunday 6 July | Grp5 Rnd 6 GMSC/WDCC | Avalon (Bitumen) |
| Saturday 12 July | Bendigo CC VMC 6 | Bendigo Saleyards (Bitumen) |
| Sunday 27 July | Fiat Nationals Motorkhana | Qld Raceway |
| Sunday 3 Aug | GCC Multi-club Khanacross | Bryant Park |
| Sunday 14 Sept | GCC Multi-club Khanacross | Bryant Park |
| Friday 26 Sept | FCCV Come and Try M'khana | Avalon (Bitumen) |
| Sunday 28 Sept | Grp5 GMSC/WDCC | Avalon (Bitumen) |
| Sunday 5 Oct | Grp5 Festival of No-Speed | Pakenham (Dirt) |
| Sunday 26 Oct | GCC Multi-club Khanacross | Bryant Park |
| Sunday 26 Oct | VMCi Motorkhana | Pakenham (Dirt) |
| Sat 1 to Sun 2 Nov | Aust'n K'cross Champs | Bendigo |
| Saturday 8 Nov | Grp5 HSCCV Motorkhana | Twilight M'khana (Dirt) |
| Sunday 23 Nov | PAC | Pakenham (Dirt) |
| Sunday 7 Dec | GCC Multi-club Khanacross | Bryant Park |
| HILL CLIMB | | |
| Sunday 27 July | GCC Multi-club Hillclimb | Bryant Park |
| Sat 9 to Sun 10 Aug | Ararat Hillclimb VHCC Rnd 6 | One Tree Hill |
| Sunday 24 August | GCC Multi-club Hillclimb | Bryant Park |
| Sunday 21 Sept | GCC Multi-club Hillclimb | Bryant Park |
| Sunday 5 Oct | Inter-club Challenge Rnd 3 | Rob Roy |
| Sat 11 to Sun 12 Oct | Aust Hillclimb Champs | Tailem Bend |
| Sun 19 Oct | GCC Multi-club Hillclimb | Bryant Park |
| Sat 29 Nov | GCC Multi-club Twilight Hillclimb | Bryant Park |





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| Croydon | 9723 1300 |



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MY FIAT TURNS 100 YEARS OLD

By David Stott

From the Editor. This is an amazing story that we are very much appreciate David sharing with us. For those of us who have been in the club for many years, we are very used to seeing David's wonderful car at so many events but I am sure not many of us knew the story of its history and that a car that was built 100 years ago and came from Italy and is still with us.

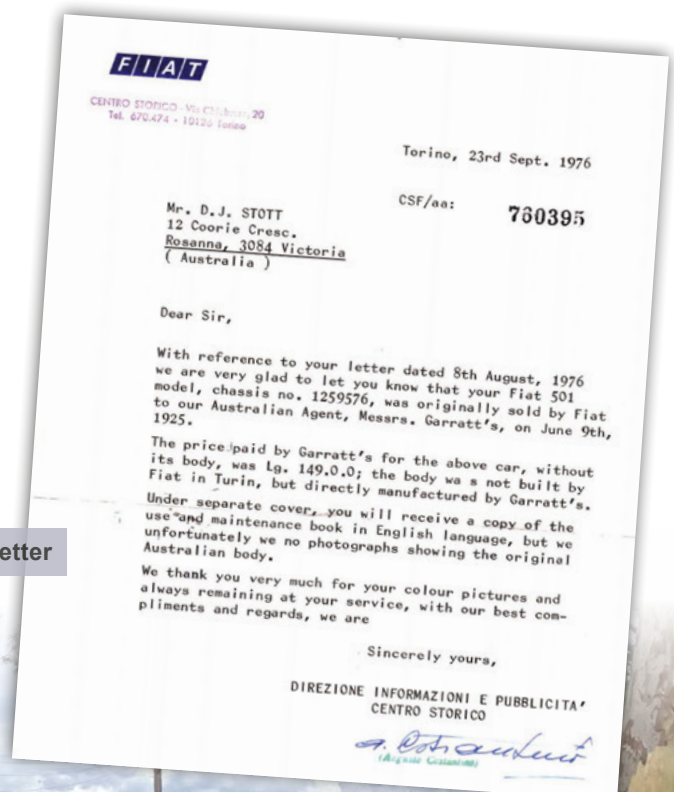
Well done David and family over these years for keeping a car with such a history, on the road and being part of so many club events – it definitely deserves to be on the Front Cover of July FIATMonth.

DAVID'S STORY ...

At Caffé di Sabato this week and at Italian Republic Day last weekend, I celebrated my car reaching **100 years old**. I always knew it was a 1925 car by the chassis and engine numbers, but I now have a letter from Fiat confirming an actual date.

In 1976 shortly after I took over the Fiat from my Grandfather, I wrote to Fiat Centro Storico in Turin and in their reply, they sent me a reproduction handbook and were able to tell me the chassis was sold to the Australian Agent Garretts in Sydney for 149 pounds on 9th June 1925.

Fiat Centro Storico Letter



David and Jenny with their 100 year old Fiat 501 C



Original Photo of the 501

The engine is dated 22/5/1925, so it took only two to three weeks for Fiat to build the car, road test it on the roof of the Lingotto plant and sell it to Garretts on 9th June 1925. My Grandfather bought the Fiat new in 1925/26 and owned it for 50 years, and I am the second owner, and I have had it for 50 years also.

My Fiat is a 1925 501C. The "C" stands for Colonial which means a wider track and stronger front axle compared to what was sold in Europe. Fiat built about 80,000 of this model over six years and it was quite a popular model in Australia. The 501 was Fiat's first volume production car and set Fiat up for future success.

Last year the club celebrated 125 years of Fiat building cars, and it is one of the oldest car companies still around, including Peugeot, Opel and Renault.

Why do we have so many early Italian cars in Australia? I understand there was a trade deal done with Italy, our Merino Wool for their fashion industry and Italian cars for Australia.

As we know, in the '20s to protect the Australian coach building industry, there was a tax on imported bodies, so most cars came into Australia as chassis only, that is radiator, bonnet scuttle frame and bare chassis beyond that. Fiats were flat packed sitting on their axles, with wheels stacked on the rear of the chassis.

Cars were shipped to various body builders and depending on the which state, there are slight differences in the bodies and windscreens.

The body on my car by Garretts in Sydney, is a 4-door tourer, spare wheel on the back, bevel glass

wind deflectors, fixed front seat, rug rail and foot rail. Mudguards had a squared off front. This is quite different to the Victorian bodied cars, which are three doors, with side spare, adjustable seat and a different windscreen.

My Grandfather used the Fiat extensively around NSW regularly travelling the 200km's from Newcastle to Merriwa in the upper Hunter Valley to visit family. It was a good trip if only one flat tyre had to be repaired beside the road. Mum and her brother slept top to tail on the back seat.

During the depression years, Great Grandfather provided the money for petrol so that the family could visit and could afford to keep the car.

Mum remembered on wet days her dad would pick her up from school and he was about the only school dad to own a car in the mid '30's.

My Grandfather was a builder and used the Fiat for work. In the early 1940's, when he purchased a Vauxhall sedan from his mother's estate the Fiat was



Fiat cut down to Ute

MY FIAT TURNS 100 YEARS OLD (CONT.)

cut down to a Ute. I said to my mum was the Fiat getting tatty and worn out, and she said no it was perfectly good, and was used as the family car before it was cut down. It was only 15 to 20 years old at that stage.

In 1940 petrol was rationed and he applied for 15 gallons of petrol for a month. This is about two tank fills to last a month. My Grandfather rigged up an alternative fuel tank and ran it on Kerosene with Naphthalene (mothballs) as an octane enhancer. Apparently with this fuel, the Fiat barely held 4th gear on the flat, provided there was no head wind, and mostly was driven in 3rd.

It was used as a truck in this form until deregistered in 1960, then was stored at the family holiday house on Lake Macquarie NSW, and when we visited from Melbourne at Christmas, my uncle would start it up, drive up and down the road, then park it under a tree, and I would then play in it.

It is a wonder it still ran because the rings had disintegrated into cubes and set in carbon around the pistons, the ring grooves were all worn out of shape, and some pieces of ring had exited the ring groove out the top of the piston.

In 1975 I asked my grandfather if I could have it for restoration. At age 21 I had never pulled an engine apart before, and thought it just needs an engine overhaul and a new body. Little did I realise what was involved.

Once I got it back to Melbourne and we built a shed, it took me six weeks to pull apart then 26 years to get back together. (Lack of technical expertise, Marriage/house/kids - you know the story)

My car has the original engine with the usual repairs to bearings and rings rebore and new pistons, original honeycomb radiator, the colour, and pinstripe are the same as original. It now has carpet versus rubber flooring, and red instead of brown upholstery. I have kept it to standard specifications, and it is not modified in any way.

My Fiat has now been on the road for 25 years and has been a tourer longer than when it was new.

Now for specifications - 4-cylinder side valve of 1,469 CC 4 speed gearbox. 12-volt positive

earth electrics, originally had two-wheel brakes with separate shoes for foot and parking brake. The brakes are quite good but limited by the small patch of rubber on the road. Front brakes were optional in 1925, and I was fortunate to find a front braked axle and this makes braking in Melbourne traffic very effective.

It has a multi disc all steel clutch with 35 steel plates each about 0.8MM thick. It runs dry, but from time to time must be flushed with Kerosene and lubricated with a mix of Transmission fluid and Kero, which is then drained off.

It is a sweet smooth engine, and the car feels light to drive.

Top speed is 75km/h and I find it cruises comfortably at about 68-70km/h. Fuel consumption is about 10L/100km.

I have made a video of the family movies from 1960 and 1969 and includes a re-enactment we did last year 67 years later at the same location. Copy and paste this link into your browser and you will find my video. <https://www.youtube.com/watch?v=VXfUasih-E>



My Fiat 501

Barry Ellis Memorial Eco Drive

By Bill Freame

From the Editor Thank you to the Freames for organising the Eco Drive, once again. I was fortunate to be the back seat passenger in the Judds Fiat 130 Coupe (luxury and comfort and very little need to contribute to the navigating!) – thanks to David and Robyn for the ride!! I thought it was an excellent event, on roads that took us up and down Mt Dandenong and through the beautiful surrounding countryside to finish in Lilydale.

Yet another BOI Performance Eco Drive has been run for the members of this club to exercise their classic Fiat's against the challenge of driving economically on some enjoyable driving roads. As with each of the previous 14 Eco Drive events, the hilly area to the east of Melbourne was where we set the course.

For the third time, the start location was at the Hungry Jack's on Stud Road in Rowville and 22 crews fronted up to participate, as well as take advantage of the catering facilities offered for breakfast. Although the weather was forecast as a possible threat of rain, it was blue skies and almost no wind that greeted us that morning.

Being a winter event, there is always that threat of low temperatures and icy roads in the higher elevations on Mt Dandenong and the area around there. This year however, we were blessed with mild weather and the enjoyment of sunshine to warm our hearts.

I am very proud to announce that Paul and Erin designed this course, with a total length of about 100kms and an estimated approximate driving time of two hours, which indeed proved to be quite correct.

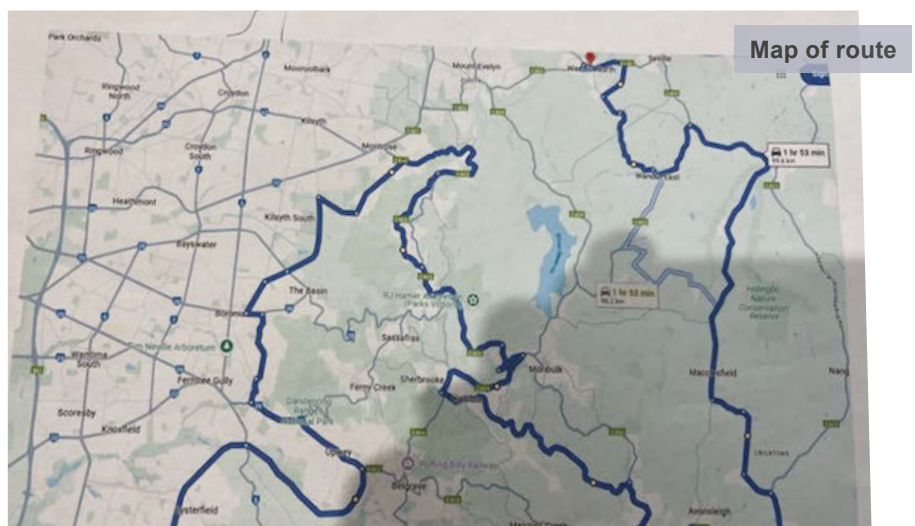
Hungry Jack's is situated alongside a 7 Eleven/ Mobil servo, so everybody involved with this event was able to top up their tank before entering the Hungry Jack's car park.

A crew briefing was conducted at 9:45am, reminding all to obey the road rules, as well as offering vital information, including toilet locations along the course. With the briefing completed, the crews alighted in their vehicles and the car park emptied quite quickly, with

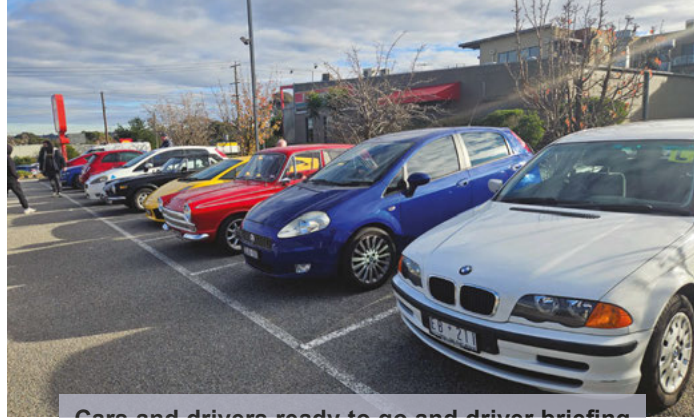


just Alana, Ruth and myself still inside. Paul and Erin were intent on being 'Tail End Charlie', with Erin still on her 'L' plates at that time.

Thus, when I was out on course, to take photos of the cars, I knew they would be the final car on the drive and I could then proceed to the refuel location at 'Fast Fuel' in Wandin. Pleasingly, fuel prices were still lower than in Melbourne, plus 98ULP is now available at all the pumps, which some of the vehicles that were used in this event prefer.



Barry Ellis Memorial Eco Drive (CONT.).



Cars and drivers ready to go and driver briefing



We never try to put tricks in the route instructions; we really do want all the vehicles to cover exactly the same course. Therefore, often there will be several cars all travelling together, relying on the lead vehicle to show the following cars the way. This certainly helps when some of the vehicles are crewed by only a driver alone, without the aid of a navigator to read the course notes to him/her.

Of course, traffic lights and roundabouts can easily break up these road-trains, thus each leading crew

need to be watching out for these hazards, and allow them to reform, without getting in the way of normal traffic also using our roads. Also, good weather always brings out the cyclists and on this year's event they all seemed to be on the Olinda-Monbulk Road, fortunately most were in the opposite direction, some alone while others travelling in a bunch, a Peloton at times! That can make them harder to overtake! However, I am mindful that they also have the same rights and encouragement to use these roads.



On the road



Finish petrol top up for amount used

The event finished in the Olinda Creek Hotel, in Lilydale, for a pub lunch, while the results were being compiled by Alana, Ruth and Paul. It was a party type atmosphere as we sat around feasting, a buzz of conversation at all the tables when I arrived.

The event had been well received by the participants and after the provisional results had been announced, Robin and David Judd had sneaked a Birthday Cake into the proceedings, for presentation to me, as it was indeed my Birthday on that day. With the loudest singing of 'Happy Birthday' to embarrass me, I was left with the dilemma of how to cut the cake into many pieces, still with about 36 in attendance.

The battle for least fuel used was between two Fiats, the diesel powered Doblo of President Roger and the ex-Barry Ellis petrol powered Punto of Barry's nephew, Tony Tyzack, ably assisted by son Aaron, who came out victorious by consuming only 3.23ltrs, against the Doblo on 3.38ltrs. The event data gathered calculates \$/100km, and with Diesel priced higher than 91ULP, an advantage to the unleaded fuel cars.



Lunch



Presentation to winner- Tony Tyzack

Barry Ellis Memorial Eco Drive (cont.).

Wow, that's incredible over a quite challenging course that traversed across the top of Mt Dandenong. That's 86.373mpg in old speak, from the Punto! Barry would be proud of you achieving that result.

The cars that were attracted to participate in this event included a Rolls Royce Corniche, Lamborghini Gallardo, Fiat 130 Coupe, Mercedes SL280, Lotus Elise, two BMW's, two Fiat Abarth 595's, two Fiat 124 Spiders, even a Fiat 500e electric car, and that list is only some of the cars we had.

I would like to thank the enthusiastic team that have put this event together, for this club's members and always with minimal financial exposure to the club and maximum enjoyment to the participants. Thanks again to Phil Buggee and BOI Performance for the ongoing advice and support to ensure another successful event. Finally, thank you to the FCCV members that supported this event.

| Car No | Entrant First / Surname | Passenger First / Surname | Club | Car Make / Model | Class | Fuel Consumed Litres | Fuel Price \$/L | Fuel Economy L/100km | Fuel Economy mpg | \$ Economy \$/100km | Class Place | O/R Place | Entrant First / Surname |
|--------|----------------------------|------------------------------|------------|---------------------------|-------|-------------------------|--------------------|-------------------------|---------------------|------------------------|----------------|--------------|----------------------------|
| 7 | Roger Beattie | | FCCV | Fiat Doblo | D2 | 3.38 | 1.629 | 3.43 | 82.344 | 5.587 | 1 | 2 | Roger Beattie |
| 14 | David Wright | Jill Wright | FCCV | Fiat x19 | U2 | 7.19 | 1.599 | 7.28 | 38.797 | 11.641 | 1 | 8 | David Wright |
| 6 | Rodney Wells | Riley Wells | AHSDC | Austin Healey Sprite MK2A | U2 | 9.12 | 1.819 | 9.24 | 30.567 | 16.808 | 2 | 14 | Rodney Wells |
| 17 | Warren Reid | | AHSDC | Lotus Elise | U4 | 5.02 | 1.819 | 5.09 | 55.489 | 9.259 | 1 | 4 | Warren Reid |
| 2 | Erin Freame | Paul Freame | FCCV | BMW 318i | U4 | 6.87 | 1.599 | 6.96 | 40.580 | 11.129 | 2 | 7 | Erin Freame |
| 20 | Bruno Tonizzo | Fiona Tonizzo | FCCV | Fiat 124 spider 1978 | U4 | 8.11 | 1.819 | 8.21 | 34.402 | 14.934 | 3 | 12 | Bruno Tonizzo |
| 10 | Brett Perry | Jenny Kane | | Fiat 124 spider | U4 | 8.64 | 1.819 | 8.75 | 32.279 | 15.916 | 4 | 13 | Brett Perry |
| 1 | Phil Buggee | Trevor Haines | FCCV | Fiat 131 Racing | U4 | 10.16 | 1.819 | 10.29 | 27.448 | 18.718 | 5 | 16 | Phil Buggee |
| 16 | Laurie | Rory | MKI Owners | Ford MKI Cortina | U4 | 10.58 | 1.819 | 10.71 | 26.372 | 19.481 | 6 | 17 | Laurie |
| 4 | Tony Tyzack | Aaron Tyzack | FCCV | Fiat Punto | U5 | 3.23 | 1.599 | 3.27 | 86.373 | 5.229 | 1 | 1 | Tony Tyzack |
| 5 | David Carter | Malithi Ratnayake | | Mazda 3 | U5 | 5.72 | 1.599 | 5.79 | 48.781 | 9.258 | 2 | 3 | David Carter |
| 19 | Jonathan Crellin | | FCCV | Fiat Abarth 595 | U5 | 6.12 | 1.599 | 6.20 | 45.555 | 9.914 | 3 | 5 | Jonathan Crellin |
| 13 | Keith Ellis | Debbie Ellis | FCCV | Skoda Octavia RS162 | U5 | 6.23 | 1.599 | 6.31 | 44.761 | 10.090 | 4 | 6 | Keith Ellis |
| 3 | Ken Davis | Bob Durrant | FCCV | Fiat Abarth 595 | U5 | 6.8 | 1.819 | 6.89 | 40.993 | 12.533 | 5 | 9 | Ken Davis |
| 15 | Stephen Spiers | Jasper Spiers | FCCV | Fiat Freemont | U5 | 7.55 | 1.819 | 7.65 | 36.920 | 13.915 | 6 | 10 | Stephen Spiers |
| 9 | Shayne Williams | Helen | FCCV | Mercedes SL280 | U5 | 11.54 | 1.819 | 11.69 | 24.161 | 21.264 | 7 | 18 | Shayne Williams |
| 8 | David Judd | Robyn Judd/Lyn Bartold | FCCV | Fiat 130 Coupe | U5 | 13.51 | 1.819 | 13.68 | 20.646 | 24.884 | 8 | 19 | David Judd |
| 18 | Chris Crombie | | AHSDC | BMW | U6 | 7.95 | 1.819 | 8.05 | 35.086 | 14.643 | 1 | 11 | Chris Crombie |
| 11 | Rob Hayden | Suze Hayden | FCCV | Lamborghini Gallardo | U7 | 10.00 | 1.819 | 10.13 | 27.882 | 18.426 | 1 | 15 | Rob Hayden |
| 22 | Tim Kemp | Dee | Melb Cobra | Rolls Royce Corniche | U7 | 22.31 | 1.599 | 22.59 | 12.503 | 36.121 | 2 | 20 | Tim Kemp |
| 12 | Mike Carey | Maree Carey | FCCV | Lancia Beta Coupe | U4 | | | | | | | | Mike Carey |
| | | | | | | kWh | \$/kWh | kWh/100km | | \$/100km | | | |
| 21 | Damon Earwaker | Jack Earwaker | AROCA | Abarth 500e | E1 | 14.076 | 0.28 | 14.25 | | 3.990 | 1 | | Damon Earwaker |

Eco drive results

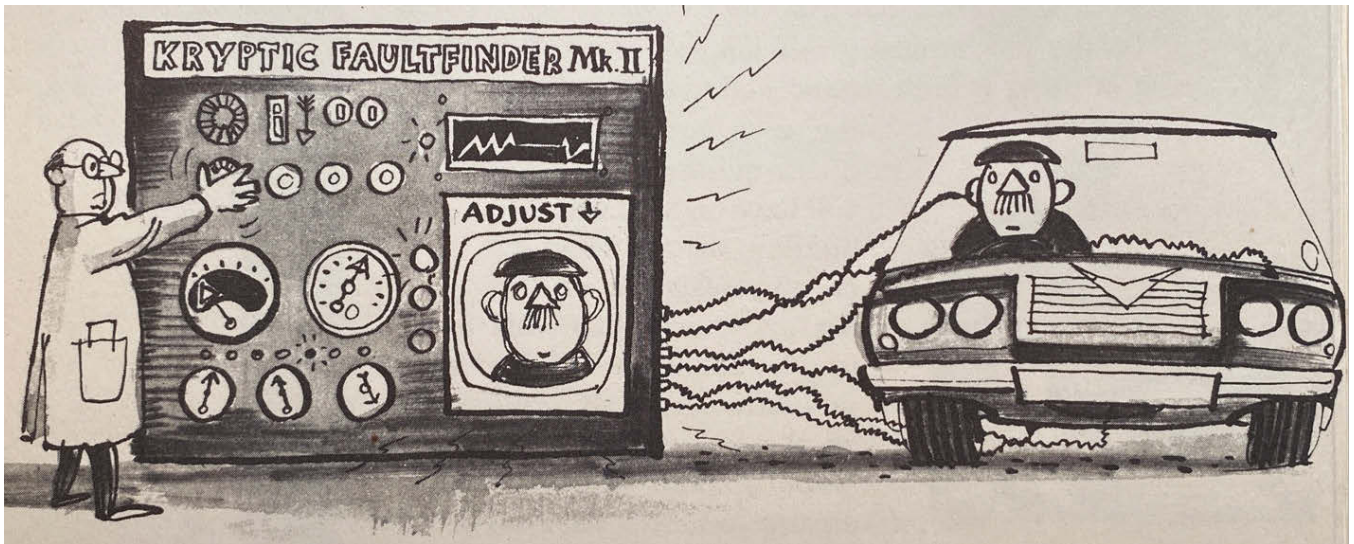


Cars at finish



'Harry's Run'

Sunday 7th September 2025



Our Annual *Harry's Run* 2025 has been planned by Elsa & Richard Unkles.

Assemble at Brandon Park Shopping Centre car park, on the south east corner of Springvale Road and Ferntree Gully Road, Brandon Park. Entry is just south of the 7/11.

Leaving at 9.30 Sunday 7th September

Those who wish to leave early can have a bonus. Tulip diagrams available by 9am.

Follow 'tulip' diagram route to the morning tea venue at 10.15 at the

The Tyabb Packing Shed Antiques Centre

14 Mornington - Tyabb Road, Tyabb

The Antiques & Collectables Centre has much to see and a playground area adjacent the Rattling Red Café towards the rear. We leave at 12.00.

Arrive at lunch stop at Dava Hotel from 12:15 onwards.

614 Esplanade, Mount Martha

The hotel has both an internal and external playgrounds and does provide seniors meals on

National Motoring Heritage Day - Trentham

By Roger Beattie



Our hobby is one shared by many people around Australia and the third Sunday in May every year is a great opportunity to be out celebrating this fact and the visibility doesn't do the movement any harm politically.

For the second year we decided to support the Trentham Cavalcade of Transport which is a moderately grandiose way of describing a car display at a railway station but this year we decided to travel away from the freeway. There were a couple of hundred cars parked up and the arrival of our small band of Fiat enthusiasts only added to the variety on display.

After meeting at Epping for a pre-departure coffee we headed north through to Wallan then swung west to follow the scenic roads through Romsey and Woodend on the way to Trentham. Clear skies and autumnal temperatures made for a cosy picturesque drive past some of Victoria's interesting geology as well as roads. The route took us past three mamelons, Brocks Monument, The Camels Hump and Hanging

Rock which are part of the state's extensive volcanic legacy. Perhaps we will conduct a Victorian volcano tour at some stage to explore a little more widely.

When we arrived in Trentham the parking area was filling quickly and the volunteers had their hands full positioning cars. It was all soon sorted out and we all leapt in the awaiting embrace of the typical Trentham chill. Coffee was procured and cars gazed upon. There is a profound joy in experiencing all the differing passions that make up the world of automotive enthusiasts. While I am no fan of Hot Rods I can certainly appreciate the amount of work and dedication that their owners have lavished upon them. From pre WW1 French to late Australian Holden and Ford cars there was definitely something for everybody including pretty locations, cafes, bakeries to explore in the streets adjoining the display precinct.

If Trentham is featured again next year I think we should attend again as the drive is about the right length although we might start a little earlier and travel some slightly more obscure roads next time.



Auto Italia 2025, an autumnal Canberra experience

By Roger Beattie



It was a bit of organisational tetris but somehow a reasonable group of FCCV members ended up at the Criterion Hotel in Gundagai for dinner on the Friday before AutotItalia. It has become something of a regular event for attendees from the club to overnight in Gundagai and drive the final 170km into Canberra on the Saturday morning. Instructions were issued about the Fiat Car Club ACT run starting point on Saturday afternoon and we dined, laughed and caroused until bed time.

The drive into Canberra along the Barton Highway from Yass is lovely on a clear crisp autumn morning

and they often are in April. Upon reaching Canberra or Queanbeyan for those who appreciate the difference, we checked in to our accommodations and arranged our afternoon.

Most of us headed off along a variety of winding roads to the south east of Canberra to Googong Reservoir, visited an enthusiasts collection (Thanks Phil) and ended up at John Cardona's fine establishment that provided a wonderful backdrop for a dinner for about 75 people with attending wood fired pizza van and his collection of mostly Italian thoroughbred cars on his sprawling estate.





Thank John and the FCC ACT for organising yet another surprising and entertaining evening. Those who didn't come on the drive but opted for more cultured pursuits like the Arboretum rejoined us for dinner.

The Sunday display day starts fairly early with hotel checkout and prep before delivering the car to the display spaces at Queanbeyan Park. I had secured a nice parking spot away from tree sap and falling leaves which would show off the 850T Camper to advantage. A bite of brekky around the corner with a hundred or so other attendees and a quick spot of optical care for a club member (we did go to Specsavers!) and it was time to return and enjoy the fine machinery on display. Well, that was the plan ... Duty called and it was a case of breakdown duty as the 2300S would not start after performing flawlessly on the drive

up and the afternoon run. Eventually the fault was tracked down and a mercy dash to Fyshwick secured a replacement coil and we were finally dressed and ready for the Ball! The only thing was that as I headed back to the Park the traffic was all outbound. I am assured there were a lot of wonderful cars on display and who knows, I might see them next year.

The drive home was uneventful even if it felt like a long day as I was back in Melbourne by 11.30pm on Sunday night. I thoroughly enjoyed it and look forward to going again next year which only highlights how important the camaraderie and group element is to the weekend when I consider how little of the featured event I saw. Join us next year, there were about 14 FCCV attendees this year and a few even received awards. I have to thank others for the photos from the day.

By Ian Payne

Auto Italia in Canberra is a fabulous event and one that I look forward to. But this year it looked like I'd miss out as both my cars are not going but then I get a call from Joseph Sammut 'would I like to accompany him in the Ritmo as his wife had decided not to go.' and of course I said yes

We would be part of a group and the plan was to leave on Friday 11th for an overnight stay in Gundagai and then head to Queanbeyan for the next two nights.

The Victorian contingent consisted of;

- Roger & Judith – 850 Van
- Kevin & Vicki – 2300S
- Frank & Diane – Abarth 500
- Sam & Marina - 500
- Joe & Ian – Ritmo
- Mario & Maria – Jeep
- Paul & Sabrina – Jeep
- Inez and Ryan were there with the Ferrari Club

I headed over to Joe's early Friday morning and soon we were away heading up the Hume, a quick stop at Euroa for a coffee, where we spied the Beatties &



AUTO ITALIA 2025, AN AUTUMNAL CANBERRA EXPERIENCE (CONT.)

Lemm's then onwards to Gundagai for an overnight stop. After settling in and freshening up it was down to the bar for a few cold ones and a meal. Here we met the Knights and ???, with the Beattie's joining us later. The next morning, we all headed north, having separate accommodation in Queanbeyan but we would meet up again later that afternoon when the local club would host a Tour and Pizza event.

Here we met the other Victorians; Mario, Maria, Paul & Sabrina who had taken the scenic coastal route until the Jeep expired! A hire car was quickly arranged and they continued onto Canberra.

The 'tour' took us out to Googong Dam for a photo shoot then onto Royalla to view some cars under restoration then we finished at a magnificent residence to look of the owners Ferrari and Fiat 125 collection. There was plenty to eat and drink and great company from the Canberran Fiat owners.

The next morning, we headed over to Queanbeyan Park for Auto Italia and as usual a magnificent display of Italian automobiles accompanied by great weather. One highlight was to see our own FCCV members, Ryan & Ines receive prizes in the car & costume category. Another great day was now over, so back to our accommodation, freshen up then off to the pub and catch up with the others for dinner.



Monday morning saw us leave Canberra and head south for home. It had been another memorable weekend made all the more enjoyable by great company.





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The News Stand

Richard Unkles

David Stott has made a well received presentation of his Fiat 501 Garratt bodied tourer to the Vintage Drivers Club. His car was bought new by his grandfather as a demonstrator and subsequently he made it into a ute as he was a builder. Finally acquired by David in the 70's it has been rebuilt to original and is the most consistent 501 in events of the FCCV and the VDC.

In Norway Jakob Khan is another builder of a 501 speedster. His obvious skills as a spray painter show in the photo provided.



In UK Jim Dalton's insurance company has finally started to replace his garage which burned down mid last year in which he lost his Fiat 509S and all his garage equipment. He expects it to be rebuilt as per the heritage original by Christmas. Then he expects to be finally able to rewire his original Fiat 503 sedan.

Locally Augustin Banko has been building a second Fiat Balilla 508S resolved the problem of just how to form the fin on the boot lid. Finding someone with the skills in metal forming proved difficult so he finally did it

himself after forming the rest of the body himself.

Part of the secret was to obtain a wheel for his wheeling machine with a very small radius. Photos show his lining out the sheet metal and the finished fin. All done to his usual high standard.

Bud Smith in Queensland is forging ahead with the restoration of what is known as the Sarovich Fiat 501 spider. Bill Sarovich sold it to your scribe some 50 years ago, then bought it back intending to restore his grandfathers car. Then he sold it again but little happened to it until finally acquired by Bud (Alastair) Smith some 2 years back. He hopes to have it finished for a concours later this year and then planning to drive it on the 2026 Centenary Fiat drive to Perth. He is full of praise for Yesteryear Engineering for their work on his radiator.





Harry's Run 2025

Reconnoitring this year's Harry's Run has paid off for Elsa Unkles, by using her experience assessing silverware for her volunteering for Vinnies. At the Tyabb Packing House Antique Centre she bought these six Kings Pattern tea spoons for \$20. These are a mixed set, though the three on the RHS are all by the same maker but of different years, the oldest being 1814, but are all early. She identified that the spoons are all Sterling Silver which is now worth \$1 per gram. They weigh 321 grams. The maths are simple. Will you be able to find a bargain on Harry's Run?

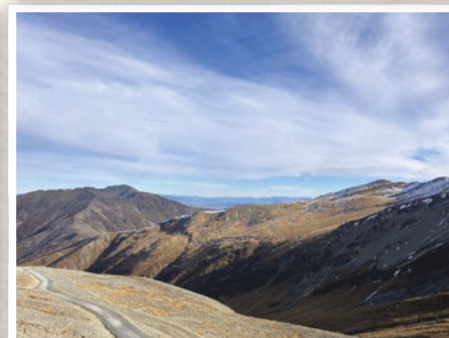
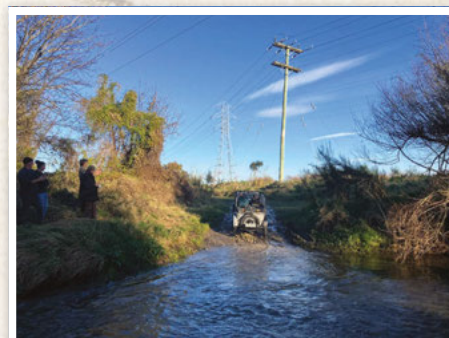


Irishmans Creek Rally – Fairlie, New Zealand

Derek Haycock in NZ took time off from his Tipo Zero restoration and headed for the ferry in his restored 1929 Chevrolet. The reason was the 2025 Irishmans Creek Rally which has been held annually for the last 71 years and is only for pre-1932 vintage cars. How many other car events have such a continuous history?

It is run for 2 days over the NZ Monarch's Holiday weekend, the first weekend in June. As popular as ever the entry had 214 cars including 2 Fiat Tipo 501. It is held in MacKenzie Country nominally around the town of Fairlie. The Rally traverses the back-blocks and is about 'rough and tough' and off road, mostly on farming properties rather than 'show and shine.' Snow is included where possible, spectacular scenery is a certain and at least one fording of a stream is compulsory. As hoods down is encouraged it is not surprising that the number of tin tops is higher than other rallies. The overall winner gets the privilege of planning the event the following year. Derek's photos are worth more than words.

Irishmans Creek



Tip Torque continued

New Zealand Oddities

The following were taken on a recent Riley Rally in New Zealand. This quarter scale S76 model was seen at a garage in Thames on the Coromandel Peninsula. Owner says it is scary to drive over 40kph, so something did not work to scale. Nice work though.

Rather typical of the Kiwi humour are the following, though we doubt the humour or wisdom of placing a 100kph sign right on a corner that has a recommended speed of 35kph.



S76 Quarter Scale



Confusing speed sign



Slow the #@



My car's getting old



NYPD Police close up

If you are ever on the North Island a deviation to the town of Coromandel to the Driving Creek Railway is strongly recommended. Built by Barry Brickell who only lasted 2 terms as a science teacher, he built this 15" gauge railway along the side of a serious hill above his pottery that takes potters from around the world. Just the surveying of the thick bush to work out where the tracks could go is a wonder, and the view from the top is well worth the trip. The train raises 112m in 2.7km along the steep hill and ends at The Eyeful Tower. As he bequeathed the site to the community, he is the only person who is buried on the land.



Pottery and Tunnel



Train at lookout

Festa della Repubblica

By Roger Beattie

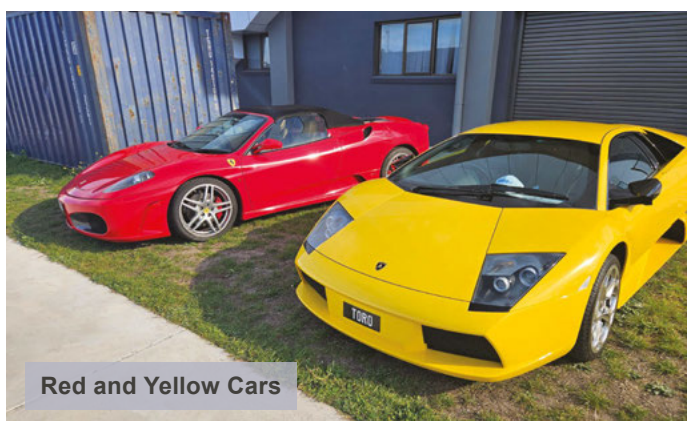


Line up with a little bit of roof

It was a little chilly on June 1st this year but for the second time in a couple of weeks I was on my way to Epping. This time it was my destination not the start point as it was for the National Motoring Heritage DAY Run.

A group of Italian clubs from around Melbourne take turns in hosting the celebration of Italian Republic Day and this year was the Casa d'Abruzzo was our destination. It was a little chilly in the morning but our club has always supported these events and this year was no different.

A distinct lack of other marques were in attendance and only an 850 Spider ignition issue meant the Ferrari back up vehicle had to come out for the day.



Red and Yellow Cars

As always at such events there was a procession of regional groupings into the Mass which proceeded the days eating opportunities, many of which were taken up with some gusto. Each of the attending Italian social clubs run a stall selling regional specialties, so a mini foodies tour of Italy is affected by completing a lap of the Bocce courts



Interior of Clubs and Stalls

Thanks to everyone who drove out, next time we are out there we will ensure a more visible location, although all that did make it out into the wind enjoyed a chat and look over the cars on display. Special mention to David Stott whose 501 predates the Republic itself. In fact in 1946 when the Italian Republic was declared it was already the age of (21 years), so a fitting tribute to be at the event as close to the 100th Anniversary of the sale to Garretts by Fiat Torino on June 9 1925.

The plan is for the Veneto Club to host next year, but that is somewhat roadwork dependent.



501 100th Birthday

A Joy Ride in the 2300S

Introduction by Roger Beattie



What clubs can do: A 2300S Coupe joyride brings joy to two men

You will see in the article below how we returned Barry Pictor to his glory days and heard plenty, though not all I am sure, of his stories about Fiat ownership in Wonthaggi and Phillip Island, coming up with the Tipo Torque title for the VVFC newsletter and surviving a horrific crash in a 132 (which Barry credits with saving his life). As ever the quiet bystander it was wonderful to hear not only Barry's recollections but Kevin's stories detailing his desire to own a 2300S and be able to share the moment, the memory and a drive. Shirley, Barry's wife who supplied a lovely morning tea (and was happy to have someone else hear the stories) and Nathan the instigating grandson both thanked the club profusely for being so accommodating. It was a pleasure to represent the friendliness of the club and revive the memories.

By Kevin Lemm

The Club recently received an inquiry through our Facebook Site from the grandson of a gentleman who was a Fiat enthusiast. The request was for his grandfather to have a look at his favourite Fiat, and one that he once owned, a 2300 Coupe. After some discussion, Roger Beattie and I offered to show the man my 2300S Coupe.

On a sunny mid-May morning Roger and I met Nathan at his grandparents' place in Cranbourne. A spritely 89-year-old Barry Pictor and his wife Shirley greeted us on our arrival, and it was hard not to see the excitement on Barry's face as he admired my



car. Barry explained that his Fiat ownership included a 501 (never made it out of the shed), a 125 and a 125S, a 131, a 132, and both a 2300 Coupe and later a 2300S Coupe. After an inspection of my car and some discussion of Barry's experiences with his cars, an offer for a ride was (of course) accepted by Barry.

Over coffee Barry explained that he had been a member of the Vintage and Veteran Fiat Club (VVFC) during the late 1990s and during the time the Club amalgamated with the FCCV. He continued his FCCV membership until around 2004 when he sold his 2300S.

Barry was also a member of a Register started in December 1998 by Quinton Wilkinson of Ballarat for all types of 2300 vehicles. This was a group that I hadn't heard of before. Roger and I also noted that "the apple doesn't fall far from the tree" with grandson Nathan's interest and practical experience in sporting cars.

It was a pleasure to see Barry's enthusiasm for the Fiat marque and a nice opportunity to show off our car to someone who appreciated it. A few hours well spent!



Coming Events

General Meetings

July 10th 8pm Veneto Club
August 14th 8pm Veneto Club
Sept 11th 8pm Veneto Club

Join us for dinner in the Bistro from 6.30pm

Bookings essential

Contact Sandro Cesario 0420 277 701

Caffe di sabato

July 5th Veneto Club
9.00am

Aug 2nd Veneto Club
9.00am

Sept 6th Veneto Club
9.00am



WINTER WARMER DRIVE 20 JULY

Meet at Jubilee Park car park
Reilly St, Ringwood, 3134
9.00am for a 9.30 departure

Those that came last year know
that you might get a bit spoilt on
this run!

Contact: Roger Beattie
0400 177278

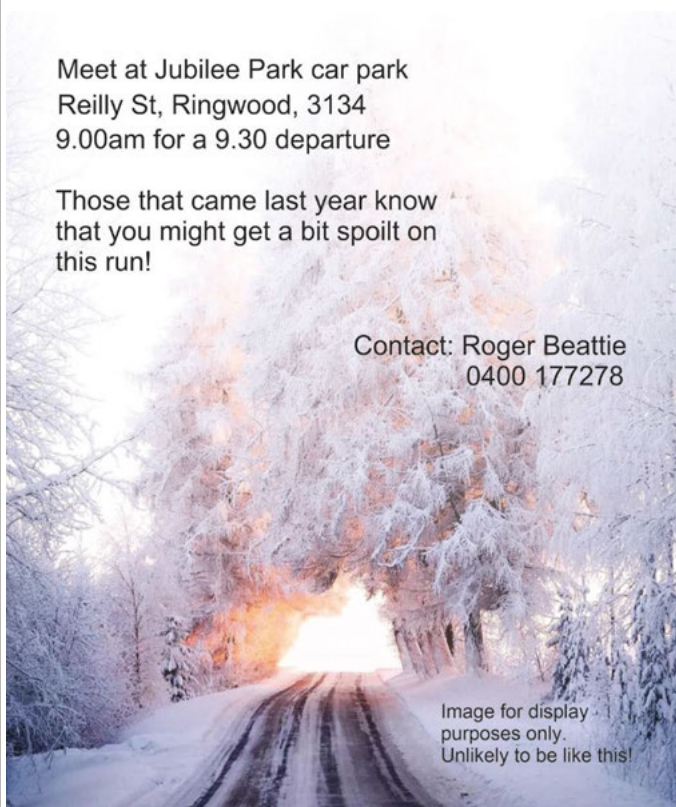


Image for display
purposes only.
Unlikely to be like this!

Contact Roger Beattie
0400 177 278

FIAT NATIONALS 25TH -27TH JULY hosted by FCCQ

FIAT NATIONALS 2025
25TH JULY SPRINT 26TH SHOW N SHINE 27TH MOTORKHANA



THE EVENT PROGRAM

Friday 25th - Sprints, Morgan Park Raceway

Saturday 26th - Show n Shine, Royal Hotel

Sunday 27th - Fiat of Italy Cup Motorkhana, Queensland Raceway

Sunday 27th - Presentation Dinner

Supp Regs and Entry Forms - Contact Keith Ellis

Contact il president,
Roger Beattie for Details

MALING ROAD **AUTO CLASSICA** **MALING RD AUGUST 17TH**



We have been allocated places for our cars in what promises to be an even bigger and better Auto Classica this year.

AutoClassica organisers have added a Costumi d'epoca this year and FCCV will be running it so get out a costume from the era of your car or your favourite era and join us for our costume parade amongst an amazing collection of cars on display.

**Contact Robert Judd for Car Display
Lyn Bartold for Costumi d'epoca**



Marong Picnic

Celebrating 80 Years of Fordson E27N Tractors



Sunday 31st August 2025

Malone Park, Marong Victoria (near Bendigo)

Enquiries: Neil Athorn 0408 033 839

Free Entry for all Federation Club Members

Vehicles over 25+ years old

Cars, Trucks, Motorcycles, Tractors, Stationery Engines etc.

Onsite Catering

Sponsored by:

**Federation Veteran Vintage & Classic Vehicle Clubs
Central Victorian Restoration Group**

RUN TO MARONG August 31st

**Meet at BP, Calder
Outbound**

**9.00am for 930am
departure**

**CONTACT JOSEPH SAMMUT
FOR DETAILS
04121 211 581**

July Photo Competition

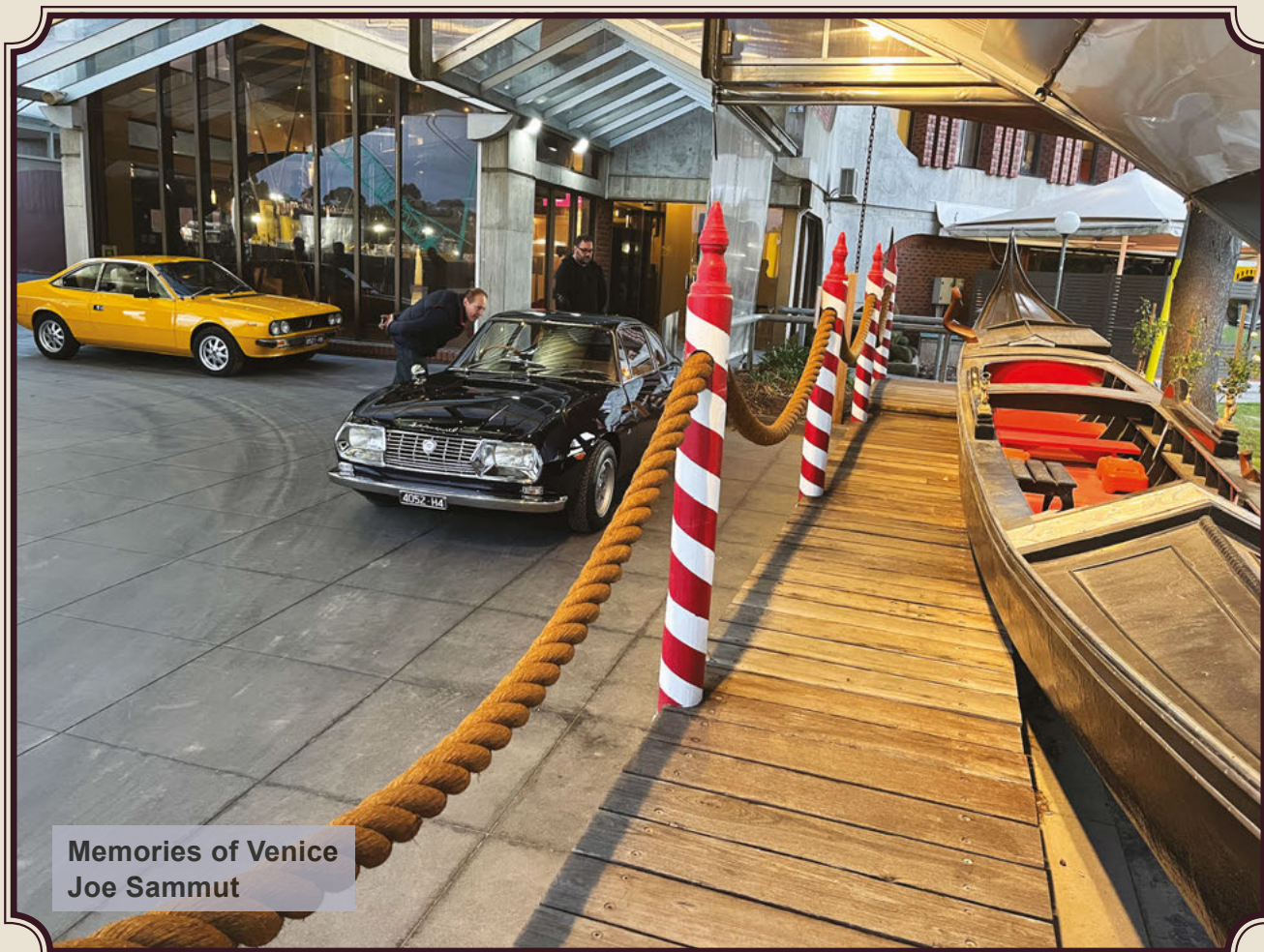
By Lyn Bartold

We have had some interesting photos on the FCCV Facebook Page over the past month so I have included a number of them on this page, as well as some submitted directly to me. There are always lots of photos out there but very few members think to submit them to be included.

I will leave it up to the readers of July FM to select the one they think is the best photo.



Working on a wreck
Cosimo(Max) Gioia



Memories of Venice
Joe Sammut



4 x the Size
Roger Beattie



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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:-







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photo by Killboy.com
FIAT 124 Spider owned by Don Yates
Parts from Auto Ricambi

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AutoRicambi.us



YouTube





FIAT

v



Bocce Challenge

Sat 2nd August

CLUB ITALIA, 128 Furlong Rd St Albans

5.00pm for a 5.30pm start, Dinner after

\$60.00 / head

Limited to 26 members per club

Contact Paul Pozzobon 0418 552 290

