



FIAT Month

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

www.fiatclub.org.au

MAY 2025



Autobella 2025

FCCV Display at Aust Grand Prix



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MAY 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

5th of the month prior to publication.
Next issue: July 2025
Deadline: 5th June 2025



Front cover: Frank Spinosa's Abarth
124 at Autobella
(see story Page 5)

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2024-2025

THE CLUB COMMITTEE

President

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

Vice President

Sandro Cesario, M: 0420 277 701

Secretary

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

Treasurer

Pat Giovannucci, M: 03 9568 4411
treasurer@fiatclub.org.au

Membership Secretary

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

Club Permit Co-ordinator

Mario Di Censo, M: 0419 171 661

Editor

Lyn Bartold, M: 0433 034 721
editor@fiatclub.org.au
Debra Judd, M: 0414 579 773
Assisting the Editor

Competition Secretary

Keith Ellis, M: 0484 221 208
secretary@fiatclub.org.au
Bill Freame was standing in temporarily –
Keith Ellis now permanent
Competition Secretary

Social Co-ordinators

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

Vintage & Veteran

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

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

Geremy Tassone

NON-COMMITTEE POSITIONS 2024-25

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CAMS Delegate

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Paul Pozzobon

AOMC Delegate

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0400 177 278

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Sandro Cesario
0420 277 701

Federation Delegate

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

LIFE MEMBERS



Perc Delmenico*
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Joseph Sammut

*deceased

Life Member and Patron — Lyn Bartold

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Paul Freame
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Bruce McCann
Danny Petterlin

Mark Rae*
Tony Romeo
Joseph Sammut

Gary Spencer
Shayne Williams

*deceased



From the Editor...

As you will read as you flip through this month's FIATMonth the club's biggest event of the year, Autobella has been held and was an outstanding success. The event was held at Wesley College's Glen Waverley Campus for the first time and it proved to be an ideal venue.

The college is situated on High St Rd meaning it is fairly central and easy to get to. As you enter the college driveway you are beside a beautiful green area which was the venue for our event; It is a very big space, perfect to accommodate the 110 or so cars we had on display and others who came to enjoy the event without being on display.

The grass was so perfect it raised some discussion as to whether it was fake grass, but it certainly was not. It was mandatory that all cars parked on the grass had drip trays under each car to protect the surface, an easily met requirement, particularly as the president had taken a supply of large cardboard

sheets that could be purchased for a few dollars.

Fortunately, everyone conformed with the rule and we had no problems even though it was a windy day and there was a bit of drip tray chasing happening!!

As usual I organised the Costumi d'epoca competition and as usual we encouraged club members to dress in the era of their car or their favourite era. I also took a couple of tubs of costumes for people to dress in if they had "forgotten" their costumes. We had a small group of entrants but some outstanding outfits (read my Costumi d'epoca report further in this FM).

As usual there were some interesting stories about the history of some of the outfits. I enjoyed the story of Diane and Frank Newton who wore Dry as a Bone coats that they had been told, before they migrated to Australia from England 40 years ago, would be necessary to survive the wild weather. Fortunately for them, they haven't had to wear them too often but they made

a great couple in their matching coats in the competition.

Staying with the dress up theme, Deb Judd and I attended the National Trust Vintage Fashion Fair at Abbotsford Convent on the weekend before Autobella. Apart from the 80 minute plus wait in the queue to finally get into the sale area it was a great event and we came home with few treasures (one of which I wore at Autobella. What really impressed us was the number of people attending who were dressed in Vintage clothing, something we had not thought of doing, so opportunity missed!!

As we were leaving the Convent we saw Julie Kiernan (wife of FCCV member, Ed, who passed away some time ago). Julie had brought Ed's Fiat 600 Multipla to the event and it was parked in the Convent grounds, so it was great to see at as we headed out after an exhausting but great day of enjoying fashions of the past.

EDITOR'S PIC OF THE MONTH

ED KIERNAN'S FIAT 500 MULTIPLA





Rapporto del presidente



What a whirlwind of a year once again. I am sure that since we had our little enforced break for the pandemic time has accelerated again. I can't believe I am already writing an article for the May magazine. There has been plenty to write about and there is a lot coming up but that doesn't seem to make the act of sitting and producing a report any easier.

The start of March was spent pondering what needs to be improved for the Autofesta Italia at Yarra Glen for next year. I have had a few ideas but am always happy to hear from club members about their experience of the day and how they feel it could be enhanced. After that it was off to the Grand Prix club display for a few days. We had a particularly strong showing of 124 variants so the addition of an 850 Berlina and an 850T Camper was definitely a good counter. There were also club members at this years iteration of the Targa Classica which trialled a new format, successfully it seems, and a decent showing at the Williamstown Italian Festa (thanks Joe Sammut).



The 1200 Cabriolet at Caffè di sabato at Eddington Sprints



Blue Cabriolet at Avoca Markets

My alternative life as a country squire(?) meant I got to a couple of events in the area around my Laanecoorie house. The Pyrenees club had a display day at the Avoca market and one of the years highlights (in my book) the Eddington Sprints took place. There is something particularly rewarding about wandering around a paddock of old cars and drivers all trying their best to beat their own best times in a friendly, supportive country environment. Might be worth a trip next year for a Saturday run.



Man in Helmet at Eddington Sprints



White Van at Autobella late in the day

Autobella arrived with a rush and the carpet like surface of Wesley's Glen Waverley campus was as smooth underfoot as I am sure the event planning was in the lead up. A great range of cars and personalities to catch up with which I am sure will be covered in great depth later in this magazine. Not quite 'displayed out' yet I am off to Auto Italia's 40th anniversary in Canberra in the 850T in a couple of days. There will be an article from that trip in the next FIATmonth if Lyn continues to allow me a little space.

Don't forget to think about membership renewals coming up and encourage new members. A strong club is only based on the enthusiasm and participation of the members Those on the committee are already lost causes, its the members that make up the real strength of the group.

Remember we all share the road.

Front Cover Photo

From the Editor

When I asked Frank if we could use the photo of his 124 Abarth, taken at Autobella, on the Front Cover, he sent me the brief history of his involvement with Fiats and Abarths which I am sharing with you. I love the photo which makes a great Front Cover (Photo by Anthony Cementon)

The Joy of Sprinting

By Frank Spinosa

It all started years ago, adding an AC Cobra to my collection. I had the urge to put it on the track so I tried it a few times, but not wanting to damage it, I refrained from using it too much.

Then the Fiat Club came around and started to kindle my passion for the track so I purchased my X1/9.

With the help of my mate, Peter Bartold, we ended up turning it into a competitive race car. I enjoyed driving that, particularly in Motorkhana events.

Once I sold it, I moved on to my "Baby Blue" Abarth 500. I very much enjoyed turning that into a race car. I had a lot of fun with this modern car as it didn't require as much attention as the older ones.

Now I thought "what's next". On my track days I started to see Abarth 124's on the track and thought "what a good idea".

So after much search I managed to find one at the auctions. Little Spinna.doc liked to drive a conventional car, not a front wheel drive one.

I have put it on the track a few times, enjoying the car immensely but at the end, the pictures of it always look drab.

I had to put a stop to this so with the help of Argent signs I had Little Spina wrapped; so I may not be the fastest on the track but I am certainly the best looking !!!

Peter would love it SpinaLyn



CLUB CALENDAR

MAY - JULY 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.

MAY

- Sat 3** **Caffe di sabato. Veneto Club 9 am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 8** **General Meeting. Veneto Club 8.00 pm.**
- Sun 18** **National Motoring Heritage Day: Run to Trentham**
Start point to be advised: Contact Roger Beattie 0400 177 278
- Sat 24 – Sun 25** **Winton Historics**
Contact Sandro Cesario 0420 277 701

JUNE

- Sat 7** **Caffe di sabato. Veneto Club 9am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 8** **Italian Republic Day (Festa della Repubblica) Casa Abruzzo Epping.**
To be confirmed. Contact Roger Beattie 0400 177 278
- Thurs 12** **Annual General Meeting. Election of Committee Members for 2024-2025 year. Veneto Club 8.00 pm**
- Sun 15** **The Barry Ellis Eco Drive**
Contact Bill Freame 0412 814 855

JULY

- Sat 5** **Caffe di sabato. Veneto Club 9am**
- Thurs 10** **General Meeting. Veneto Club 8.00 pm**
- Fri 25 – Sun 27** **FIAT Nationals. South East Queensland**
Contact Robert Judd 0438 871 044

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

Contact Keith Ellis for details 0484 221 773

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 8th May,
AGM Thursday 12th June,
Thursday 10th July

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

NEW MEMBER UPDATE

By Tony Romeo

WE WELCOME THE FOLLOWING NEW MEMBERS –

Mateusz and Iwona Gzik - 1989 FIAT Niki
Carmine Santomartino - 1974 FIAT 124 Spider
Rosario Mosello and Nita Mckee
Trevor Baseggio
Pietro Bonanzinga - 1970 FIAT 500 F
Richard Lindner - 1979 FIAT 124 Coupe
Lorenzo Marasco - Alfa Romeo 2Lt Spider
Andrew, Liadan, Clea and Caolan Robinson - 1977 Fiat 124 Spider
Ivan Noe Lunelli Pohlod, Jade Barnaby, Loretta Barnaby Pohlod - 1967 FIAT 500 F

Daniel Capaul - 1962 FIAT 500 D
Nonni Sdraulig
Joseph Paravizzini - 1989 FIAT X1/9
Tam Willacy - 1970 FIAT 124 Coupe
Priam Arumugam - 1978 FIAT Coupe
Siu Yuen - BMW

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 of follow this link.

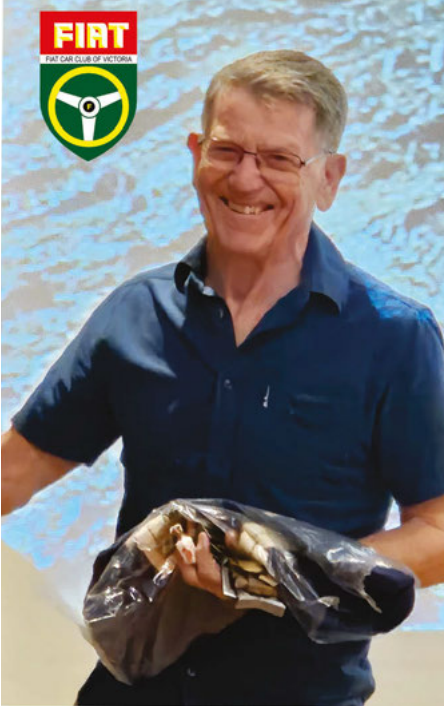
<https://www.vicroads.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

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 2024-25



In the attached calendar there are events provided by a variety of clubs or organisations including MSCA, AROCA Vic, Gippsland Car Club (GCC), Ballarat Light Car Club and Bendigo Car Club. There are others of course which highlights the range of events available to us as most events nowadays are organised as multi-club events. Rarely are the events over-subscribed.

Some of the events such as the Australian Hillclimb Championship at The Bend in Tailem Bend may be above your paygrade as a competitor but certainly will provide great viewing. There are also likely to be opportunities to officiate and get very close to the vehicles competing.

Members competing at the Phillip Island Classic Festival of Motorsport included Phil Buggee in the 124 Abarth Spider, Replica, Ernst Luthi in his 124 BC Coupe and Jack Waldron in his historic Lotus 11 Replica sports car. Bill Freame was

present wielding spanners when required.

Phil Buggee came home from Phillip Island only long enough for a change of clothes (not just underwear) and with Paul Freame alongside calling the shots set off to compete in Targa Classica starting in Wodonga and finishing at the AGP in Melbourne.

Marisa Gangemi has been an excellent ambassador for women in motorsport. Recently Marisa competed in a relay event at the invitation of the BMW car club. Marisa is our MSCA representative and regularly competes in their sprint events.

Ian Maud has the X1/9 Prototipo back on track competing at the hillclimb on Mt Leura near or in Camperdown in western Victoria. Elsewhere I expect some words from both Marisa and Ian on their exploits.

2025 Nationals Dates Confirmed

Queensland Fiat Club has confirmed the following information about the Fiat Nationals to be held in July. Put these dates in your diary and more information will be provided to you through Fiat Pronto

Thursday afternoon 24 July 2025 participants doing the Sprints at Morgan Park can arrive and set up their cars, trailers etc ready for Friday morning.

Friday 25 July from 8:00 AM Sprints at Morgan Park Raceway.

Saturday 26 July Show and Shine at the Royal Hotel, 1 Wholey Drive Harrisville. Country style lunch at this iconic venue celebrating 150 years in early July 2025.

Sunday 27 July Motorkhana at Queensland Raceway

Accommodation

Thursday 24 July is at the Coachmans Inn at 91 Wood St Morgan Park. Dinner on Thursday is not organised.

Friday 25 to Sunday 27 July Quest Springfield Central 4 Wellness Way Springfield.

Dinner on Friday will be organised by FCCQ, details to follow. Saturday night dinner will also be organised by FCCQ. Sunday Presentation Dinner venue TBA.

More info to follow as this becomes available.

COMPETITION EVENTS MAY – NOVEMBER 2025

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

SPRINT EVENTS		
Saturday 10 May	AROCA Sprint	Sandown
Sunday 15 June	GCC Races East Sale Sprint	East Sale
Sunday 29 June	MSCA Sprints Round 4	Sandown
Sunday 6 July	AROCA Sprint	Phillip Island
Friday 25 July	Fiat Nationals Sprint	Morgan Park
Sunday 17 August	MSCA Sprints Round 5	Winton
Sunday 31 August	AROCA Sprint	Broadford
Sunday 21 September	MSCA Sprints Round 6	Phillip Island
Sat 4 to Sun 5 October	AROCA 10 Hour Relay	Winton
Saturday 11 October	MSCA Sprints Round 7	Calder
Saturday 29 November	MSCA Come and Try Day	Phillip Island
Sunday 30 November	AROCA Sprint	Phillip Island
MOTORKHAHA/KHANACROSS		
Sunday 4 May	GCC Multi-club Khanacross	Bryant Park (Bitumen)
Saturday 31 May	VMC4 DSCC	Deniliquin (Dirt)
Saturday 1 June	VKC5 DSCC	Deniliquin (Dirt)
Saturday 28 June	VMC5 WMS	Colac (Bitumen)
Sunday 29 June	VKC6 WMS	Colac (Bitumen)
Saturday 12 July	Bendigo CC VMC 6	Bendigo Saleyards (Bitumen)
Sunday 27 July	Fiat Nationals Motorkhana	Qld Raceway
Saturday 2 August	FFCC/TCCA Festival of Speed	Winton (Bitumen)
Sunday 3 Aug	VMC7 FCCV	Winton (Bitumen)
Sunday 3 August	GCC Multi-club Khanacross	Bryant Park
Sunday 14 September	GCC Multi-club Khanacross	Bryant Park
HILL CLIMB		
Sunday 4 May	VHRR Historic	Rob Roy
Sunday 1 June	GCC Multi-club Hillclimb	Bryant Park
Sunday 8 June	Rob Roy Interclub Challenge	Rob Roy
Sunday 29 June	VHCC Rnd 5 (MCV)	Rob Roy
Sunday 27 July	GCC Multi-club Hillclimb	Bryant Park
Sat 9 to Sun 10 August	Ararat Hillclimb VHCC Rnd 6	One Tree Hill
Sunday 24 August	GCC Multi-club Hillclimb	Bryant Park
Sunday 21 September	GCC Multi-club Hillclimb	Bryant Park
Sunday 5 October	Inter-club Challenge Rnd 3	Rob Roy
Sat 11 to Sun 12 October	Aust Hillclimb Champs	Tailem Bend
Sunday 8 June	Rob Roy Interclub Challenge	Rob Roy
Sunday 29 June	VHCC Round 5 (MCV)	Rob Roy

Competition Events

A Busy Time

By Bill Freame

The Victorian long weekend before the AGP at Albert Park saw the 2025 running of The Phillip Island Classic, an event that is conducted by the Victorian Historic Racing Register for historic racing cars on that iconic race track. This event always attracts the most wonderful race cars from times now past, from all around the world. These cars might be superceded in relation to construction and ultimate safety, however, many of them are still very fast cars when they are opened up on the fast straights and high-speed curves at PI.

The FCCV was represented by four competitors at this meeting, Jack Waldron was in his Lotus 11 replica, in Group Lb, Ernst Luthi in his 124 BC, Phil Buggee in his 124 Spider and new member Hugh Harrison in his Alfetta GTV, these three entries were all running in Group S sports cars, this large class split in two, separating the faster and slower cars for safety. By comparison the Regularity class had 50 entries, who were all sharing the track at the same time which was thus creating some dangerous speed, cornering and braking differences, all around the track. Just as with Group S, Regularity will need to be split for safety reasons.

Qualifying was held on the Friday morning, followed by the first races in the afternoon. All our members had a trouble free Friday, but on Saturday everyone would have a further two races and when Phil returned from his morning race he was worried because the steering wheel angle had changed during the race, he was suspecting that a suspension setting

had changed. Phil and Jack dismantled the front suspension, searching for a cracked wishbone, or a failing ball joint, but there was nothing showing any signs of distress. For safety reasons, Phil withdrew his entry from the remainder of the meeting, concerned that there was an issue with the car that we would need to search out on a hoist when we had the car back home. On further investigation, the problem was found to be a front tyre delaminating. We hadn't been looking at the tyres, convinced that there was something mechanical that was failing on the car.

The remaining FCCV members continued their racing, relatively trouble free, although Jack's final Sunday race was Red Flagged after only two laps, because of a multi car crash on the main straight, with a couple of the regular competitors seriously injured and their cars very badly damaged. Jack had a very late departure from the island because the Stewards were investigating the crash and required information from all the competitors that were in that race.



Ernst on track



Phil at Phillip Island

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ECCV Display at Australian Grand Prix

By Sandro Cesario

Well another Australian Grand Prix 2025 has come and gone and what a race, but more importantly what a display our club had at Motorfest 2025, we had 10 members attend with their stunning cars over 4 days for the Australian and World Public to view and enjoy.

Thanks to the following members and their cars:

1. Aldo Ciccone 850 Sedan
2. Tony Sanfilippo 124 Spider
3. Roger Beattie 850 Camper Van
4. Tony Zappulla 500
5. Jonathan Crellin 124 Spider
6. Valentino Giancola 124 CC
7. Joseph Sammut 124 CC
8. Phillip Giancola 124 CC
9. Anthony Cementon 124CC
10. Julian Di Battista 124BC

As you can see with the photos we had the best display of the 124 range, with the 850 group supported by the Campervan and the Sedan and the lone 500. Everything went smoothly with the Bump In on the Wednesday where the General Admission 4 day passes and GP Hat were handed out, along with a Food voucher for any vendor.





With the crowd size exceeding over 400k over the 4 days I dare say many photo's were taken of the cars and many stories told.

As for the race, well what can I say, it was thrills and spills, we felt sorry for Oscar Piastrri as we nearly had an Aussie win the Australian GP, the Ferrari's made the wrong call on pit stops, and some of the rookies were rookies given the 4 weather changes in 1 day. Overall our Fiat group had a great time and there was plenty of interest in our cars.

For those of you who missed out this year, keep an eye out mid November 2025 via Fiat Pronto for 2026 Albert Park Motor Fest Expressions of Interest.



By Sebastian Bongiorno, Sandro Cesario, Roger Beattie,
Jono Crellin, David Judd; Lyn Bartold. Fiona Tunizzo
Photos by Alan Sammut, Jacky Black. Anthony Cementon



Autobella Committee Leader Sebastian Bongiorno

Committee Members for this year's event Sandro Cesario, David Judd, Jono Crellin. Rob Judd, Danny Pettelin

FROM SEBASTIAN

Another great day for Autobella and FCCV.

With a new venue at Wesley College Glen Waverley to showcase our much loved Fiats and our Italian cousins, it was a fabulous collection of cars for all to admire. The venue provides a larger space to display the cars, which we pretty much managed to fill. The collection of cars on display keeps getting bigger each year. The categories for the cars still brings out new cars to be displayed.

This was evident with the Concorso Originale section which had the larger number of entries to previous years. The quality of the cars was truly outstanding, along with all the cars on display.

We would like to thank all the other Italian marques which also came out to support Autobella – Alfa Romeo, Lancia, Ferrari, De Tomaso and Maserati which was our featured marque this year.

I would like to thank all the volunteers who assisted in setting up for the display, working the food tents, assisting in setting up the cars and cleaning up at the end of the day.

Thanks to all the traders who put in an effort to bring out their mobile showrooms – I trust you also had a great day.

To all our Sponsors, who without your support, this incredible day would not have been possible. Thank You!

To the Autobella Committee who spent months in meetings and dinners to plan this event.

Autobella takes lots of planning and they truly are incredible.

And finally to members of FCCV. The event that you go to, to support the day with your attendance, preparing your cars and the logistic support, ensures that Autobella is one of the best Italian car displays in Melbourne.

Thanks to you all.

Sebastian Bongiorno





FROM THE VICE PRESIDENT – SANDRO CESARIO

Once upon a time, in the vibrant city of Melbourne, Italian car enthusiasts from all over Melbourne gathered for the highly anticipated Autobella 2025 Car Show. This annual event was a celebration of automotive excellence, showcasing the finest Fiat vehicles from classic beauties to modern cars of today, along with every other Italian beauty to be displayed and let's not forget Costume D' Epoca , thanks Lyn Bartold for your tireless efforts in getting this show on the road.

The success of Autobella was no accident. It was the result of months of hard work and dedication by a passionate committee and its members. The committee has meticulously planned every detail to ensure the event was nothing short of spectacular and along with our FCCV members this event would never happen. A huge thank you to all the volunteers

that assisted from morning to late afternoon.

On the day of the show, the sun shone brightly, although, a bit windy, casting a golden glow over the rows of gleaming cars. The atmosphere was electric as visitors marvelled at the stunning displays. From vintage classics that told stories of a bygone era to modern cars, there was something for everyone.

I would personally like to thank all the Sponsors for again supporting our great event, to the traders that also attend and to the other Italian Car Clubs that made this show what it is today.

To our members again, a big thank you for coming along, helping when required and just being there.

PS: See you all next year for another bigger and better Autobella 2026



Autobella 2025 continued.



FROM DAVID JUDD

Autobella last year (2024), was combined with the display run by the Club at the British and European day at Yarra Glen Racecourse. This year FCCV were invited to run the Italian display (AUTOFESTA ITALIA) at Yarra Glen again, the Committee decided to take on the commitment but decided it would not be combined with AUTOBELLA. Separately a site was being sought to run an independent AUTOBELLA as we have done regularly. Sites are very difficult and expensive to obtain these days but at the last minute the Wesley College campus in Waverley was available and agreed to as an acceptable site.

At relatively short notice, and with a very tight budget, the sub Committee were commissioned to organise AUTOBELLA 2025. A big challenge for members of our Club to volunteer to organise two events so close together but what a great team we have! If you want a successful event organised and run - ask FCCV.

The new location at Wesley College proved very convenient albeit like all venues today the cost to hire was high, and the forms and declarations to submit are onerous on the organisers, thus making it harder to get such events across the line, particularly with a short lead time.

Thanks to social media and support from members of our Club as well as the allied Italian marques we achieved a large display of good cars with some never seen before cars and models. The Sub Committee will be keen to make AUTOBELLA bigger and better next year given more time to organise and also assuming we can get access to the same venue. With feedback we will be keen to implement improvements after an establishment year at the same venue.

Because we've proven we can organise and run both display events with a short time gap between it's likely we will do it again next year, subject to continuing main Committee, event sub-committee and member support.

Thanks to the sub committee for their time and skills organising the event, to all our Club members who brought their cars, volunteered for setup, volunteered at bump out, cooked, dressed up, or just turned up! Without YOU the event won't be as successful.





FROM IL PRESIDENTE – ROGER BEATTIE

The bowling green surface at Wesley was enhanced by the addition of plenty of delightful Italian automotive creations. The weather gods also played along and we all enjoyed the gentle breeze wafting across the area reminding all the history inclined souls present that by featuring Maserati we had invoked the spirits of some of the world's great winds.

Mostly destructive or unwanted, the names of these winds now recall some delightful automotive design and execution. Who thinks poorly in the wider world of the Bora, Mistral, Merak, Ghibli, Shamal, Levante, Karif or Khamsin and while not all were featured on the day some of us were definitely thinking of them.



Autobella 2025 continued.

Class Winners BY JONO CRELLIN



CATEGORY

Modern 2006 onwards	Joe Sammut Fiat Ritmo Mark 3
Open Top	Jeff F Fiat 124 Spider
Targa Top	Paul Pozzobon Fiat X1/9
Sedan	Terry Poole Fiat 131 Superbrava
Coupe	Aldo Ciccone Fiat 2300 S Coupe
Rear Engine	Luigi Manzo Fiat 500F
Vintage	Augustin Banko 1936 Fiat Ballila Coppa d'Oro
Modified	John Black Fiat X1/9
Competition	Frank Caia Fiat 124 Spider
Bella Concorso	Mark Lisek Fiat 1500 OSCA
President's Encouragement Award	Paul Malgari Fiat Coupe



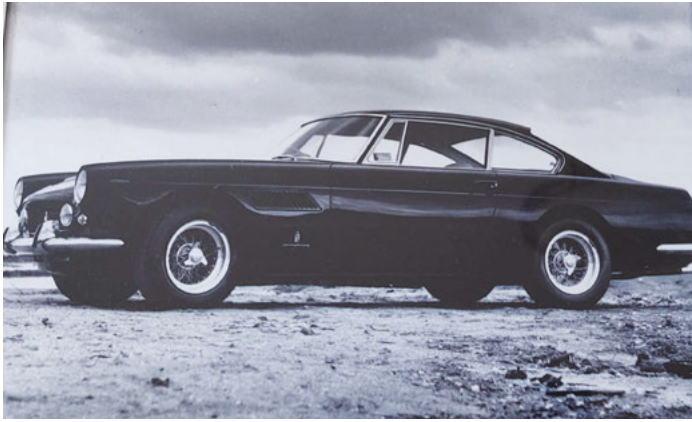
OTHER MARQUES:

Best Abarth	Jeremy Tassone, Abarth 595 Competizione
Best Alfa Romeo	Neal Cavell
Best Lancia	Peter Kopanitis, Lancia Fulvia
Best Maserati	John Gove, Maserati Merak
Best Ferrari	Paul Ferraro Ferrari 330
Best Etceterini	Shaun Morgan, De Tomaso Pantera



MY FATHER'S CAR

By Fiona Tonizzo



At Autobella in 2024 (Yarra Glen) I made a silent promise to myself that, if possible, my father's car would be at the 2025 Autobella. If possible because the car needed some work to make sure it was reliable – work diligently done by Bruno with the invaluable support of Phil Buggee, Bill Freame and Shayne Williams (apologies if I have missed anyone). Work continues on her, again with Bruno putting in the hours. I suppose there will always be something needing to be done on a car from 1962!

The most difficult question Dad ever had to answer about the car was “how long have you had it?” His answer was usually the same, “on and off since 1968”.

According to an article written by Dad for another car club's magazine:

‘The car was originally LHD imported into Brisbane by an Italian mechanic, converted to RHD and offered for sale in “The Age”. (He) flew to Brisbane, bought her and drove her home – The only way to fly.’

In 1982, the car was reluctantly sold but came back to the family in 2001 having had only 2 other owners in that time and in 2016, it was proudly driven by Dad in his granddaughter's wedding (our middle child).



The car means so much more to our family than its physical details, but for those interested, here they are:

- Ferrari 250 GT/E Coupe Pinin Farina 2 + 2, 1962
- Engine: 3 Litre V 12 60 Degree SOHC
- Bore: 73 mm Stroke 58.8
- Swept Volume: 2953.2 cc C.R: 9.2:1
- 240HP @ 7000 RPM 181 LBS/FT@500
- Three twin choke Webber carburetor
- Twin Marelli Distributor
- Chassis – 4 speed gearbox with Laycock de Normanville electric overdrive
- Spiral bevel final drive 8:34 ratio
- Live rear axle on semi elliptic springs located by radius rods
- Coil spring front suspension with unequal length wishbones
- Tubular Koni shock absorbers all round
- Wheelbase: 2600 mm Length: O/A 4700 mm
- Track Front: 1354mm Rear: 1350 mm
- Dry Weight: 1310 kg
- Wheels: Borrani wires c/w allow rims 15 x 6
- Tyres: 185 x 15
- Fuel tank capacity: 90 litres
- Engine sump capacity: 9 litres. Full flow and bypass oil filters.



The Costumi d'epoca Crew

Costumi d'epoca

By Lyn Bartold
 Photos by Alan Sammut

Our dress up competition that we always hold at Autobella (and at some other events also) drew a small but very well dressed group of club members this year. Although it was windy and a little cold our regulars turned up in (or found some to wear in the Costumi tubs) in an impressive display of outfits to fit the criteria of “the era of your car of our favourite era”. It was also good to welcome some members who have not joined us before and found some great costumes to parade in.

As usual there were some interesting stories about the history of some of the outfits. I enjoyed the story of Diane and Frank Newton who wore Dry as a Bone coats and Akubra hats that they had owned since arriving in Australia from England 40 years ago. They told us the story of how they had been advised, before they left GB, that the weather in Australia could be extreme and they would really need them so they arrived well prepared. However they had

not been worn over the years, but were genuine vintage items and made for a great story.

I will continue to offer the Costumi d'epoca section of Autobella as I think it adds a touch of something different to lots of car show that we visit and we are following in the tradition of Goodwood Revival in GB and the Villa d'Este display at Lake Como that some of our members have visited.

Congratulations to the winners of the following categories and thank you to all who made an effort to participate- a great effort by all involved. There were some great costumes, both planned and brought from home as well as those put together from my Costumes boxes so lots of awards.



Diane and Frank Newton in the Dry as a Bones



CATEGORY WINNERS

Best Female Vintage

Deb Buggee and Renee Baseggio Equal

Best Male Vintage

David Judd

Best Couple Vintage

Julie and Gary Spencer

Best Original Repro Vintage

(magnificent coat made by his wife)

David Stott

Best Vintage Female Repro

Inez Clemente

Best Borrowed Vintage Couple

Duke and Jenni Luu

Judges Award Classy Couple

James Woodburn and Katherine Brooks

Judges Awards Best Vintage Story

Diane and Frank Newton

Judges Award Best Borrowed Costume

Joe Sammut



Targa Classica 2025

By Tony Romeo
 Photos by Tony Romeo, Bill Freame,
 Ryan Brown



Targa Classica 2025 had an entry of approximately 100 cars and took place in Northern Victoria and Southern New South Wales over four days of magnificent winding roads. Based in Albury for the first two nights we visited the Hume Weir, Beechworth, Tumbarumba and Corryong, all the time with the mighty Murray River not far away.

On day three we participated in time trials at Wily Park Raceway and visited Rutherglen for a short coffee

break before moving on to the beautiful Michelton Winery. Dinner there was served in the deep underground cellar of the winery before spending the night in one of the luxurious cabins.

On your final day we made our way to Olympic Park in Melbourne, via Seymour after more test at the Eastern Lions Go-Kart track and a lap of Broadford Raceway.

THERE WERE FIVE TEAMS OF FIAT CAR CLUB MEMBERS THIS YEAR:

David Reidie and Simoen Vandermeent in a 1927 Bugatti	1st Outright and 1st in Class
Ryan Brown and Inez Clement in 2017 Lamborghini	16th Outright and 5th in Class
Phill Buggee and Paul Freame in a 1978 Fiat 131	32nd Outright and 18th in Class
Frank and Guilia Caia in 1976 LX SLR Torana	38th Outright and 19th in Class
Tony and Toni Romeo in 2011 Fiat 500 Abarth	71st Outright and 40th in Class

In support of the FCCV members and other competitors was the ever helpful, Bill Freame following the Targa Route in his ute with trailer.

Outright honours went to the very experienced and intensely focused and very experienced team Bugatti of David and Simoen (regular competitors in Targa events in Italy) while Team Lamborghini of Ryan and Inez were looking good for a podium finish until the last day.

Team 131 of Phil and Paul put in a solid performance, finishing in the top third of the classification while team Torana also put in a good showing finishing mid class while enjoying the after market electric air con installed to keep Guilia comfortable. Team Tony and Toni were making a come back on the second day after a bad start on day one until the clutch on the racing Abarth let go.

Thankfully our RACV Roadside Assist membership had the Abarth loaded on the tow truck and the event marshalls us picked up and entertained us with stories about past Targa Tasmania events!

All in all, another wonderful event, that is more enjoyable each year.

Big thanks to the Lawson family for all their passion and effort in putting this huge event together. Hopefully we will see more FCCV members compete in 2026.



David Reidie and Simoen Vandermeent – 1st Place Outright



2025 Targa Classica

By Bill Freame



Phil and Paul

Once again there were a few Fiats in the event, as well as FCCV members; For instance, in numerical order, Car #37, Peter and Barbara Fyfe, 124 CC were over from WA for this event. Car #42, Frank and Giulia Caia, 1976 Torana. Car #45, Peter and Jen Mayes, Lancia Beta Coupe. Car #47, Phil Buggee and Paul Freame, 2 door 131. Car #131, Tony and Toni Romeo, 500 Abarth. Car #135, Ryan Brown and Inez Clement, Lamborghini. Additionally, I was 'service crew' for the 131, but also to help any of our members should they need it.

Day One, The event starts:

Monday was planned as a slow, small day to start the event from Noreuil Park in Albury. The cars were flagged away from the park at 30 seconds intervals, with a few tests to challenge them before they had even left the park. It had been decided that I would remain at the park. A few threatening clouds had rolled in and a 20-minute heavy rainstorm dumped quite a bit of water on the park. Thus, the grassed area the cars were going to return to was now off limits, so the returning cars parked along the roadways. The open topped cars had crews that were now uncomfortably wet, but still enjoying the event experience.

Day Two:

Now the event was getting serious, with a long day travelling out to Corryong for the lunch stop. One of the two fans on the 131 was jammed and proceeded to keep blowing fuses, so a hasty solving of that problem was called for during the one hour for lunch. I dived off to the local BP servo to buy some bits so a manual operation of the surviving fan could be organised.

A quick rearrangement of new wiring to a toggle switch I had purchased solved the problem and the car was ready to go only a couple of positions out of place exiting Corryong. Once again, I was able to shortcut the return course back to Albury, via Wodonga, confident that the cooling fan problem had been solved.

Besides, I was on the same road behind them for most of the way back, if they had had to stop, I would have come across them, eventually.

Day Three:

Now we were exiting Albury for the final time, so I was now towing the empty trailer. While all the crews were travelling west out through Rutherglen on the way to some tests at Wilby, followed by further tests and lunch at Winton As it turns out, the fuel bowsers were arranged to be opened to refuel the cars at Winton, but the cars were often banked up waiting to fill up



so our decision to bring our own supply saved us the drama by missing out on the queueing. Just after the tank had been filled and my crew had gone off to lunch I went back to have some lunch and reconfirm the afternoon refuel, in Euroa.

From Winton the crews were all heading off to Whitfield, Mansfield, Euroa and to finish in Mitchelton Winery where the cars would be parked on a grass paddock overnight. I parked the trailer in a secure location overnight rather than try to find somewhere to park it at the motel in Nagambie.

Day Four, to the finish:

While the crews would be proceeding to Graytown, Tooborac, Seymour, Yea and lunch in Broadford, I would just cruise down the highway to the Broadford motorcycle race track. Once the 131 had fuelled up and headed off to Yea, I drove straight down to the Broadford track planning to be well ahead of the field again. As the access road in and out was set up as tests, we had decided that I would be parked near the

front gate, rather than drag the trailer all the way up to the race track.

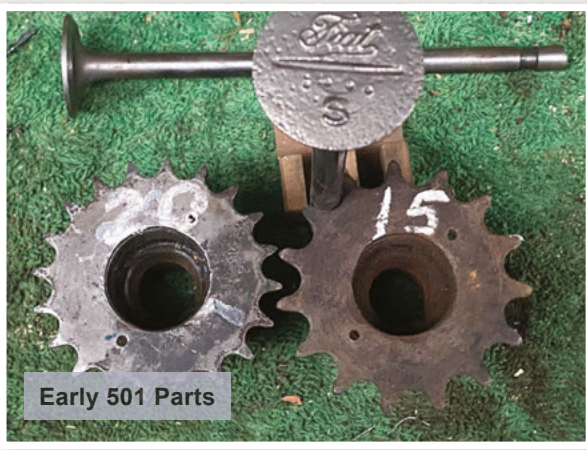
As it turned out, I was able to help marshal the cars in order as they arrived, keeping the cars clear of the road. Multiple times we had a double row of cars, with me advising the marshal what the order of the cars were to be at his end. With the event nearing its end, the crews were going off to Lancefield and down through Bulla as they proceeded to the finish location in the tennis centre in Melbourne.

I had been instructed to wait for a while at Kalkallo before returning to Dandenong to park the trailer and unpack some of the gear.

Epilogue:

Once again Targa Classica has exceeded all expectations. I am very grateful to Phil and Paul for inviting me to tag along, and so very pleased to travel across to Corryong again, a fascinating little town that we rarely visit.





The News Stand

Richard Unkles

Sam Biondo now has his 503 spider timing sorted and making use of the club's loan MP4 magneto to use whilst his is being overhauled as it has a very modest spark. Sam also has wrecked a severely corroded 1920 early Fiat 501 engine for the salvageable parts. It is an early one as the crank only engages each 180° rather than the standard 90°. It is also interesting for the generator drive sprocket. That has 20 teeth whereas the ones on later engines have 14 or 15 teeth. The valves are also interesting as they have the Fiat script cast or forged on the top and the collet system is common with modern practice. Later 501's use a slot and holder system which seems a backward step.

Autobella has come and gone. Augustin Banko and David Stott supported the pre war component with the 508S and 501C respectfully. Your scribe's 501 taxi disgraced itself, or at least its magneto did the previous day. Unfortunately the parts to fix it had been given to a magneto restorer the previous month. Begs the question as to what spares you keep and what is available for others.

Allan Rennie from New Zealand visited Autobella to talk 508's with Augustin, who is currently restoring another 508S. He has formed most of the bodywork himself but is struggling to correctly form the fin on the boot lid. An interesting challenge in panel forming.

We heard the very original Fiat 501S of the late Stan Smith of Mirboo North had been bequeathed to his nephew in Warragul but had no contact with him. Stan never did much with the car during his long ownership but kept it in a reasonable

lean to, so the deterioration was moderate. Whilst we have not seen the car subsequent to its recommissioning and running on the Club Permit Scheme it was shown to the Austin Seven Club of Vic members during a recent rally to Gippsland. Thanks to Brian Gibbons we have this photo. This would have to be the most unspoilt original 501S in the world. Yours scribe's recollection of the car at least 25 years ago is that it was off white so some change is due to the passage of time.



po 2 505 507 519
TORQUE
 521 tipo 1 501c
 FIAT



501C and 508S at Autobella

Brooklands Race Circuit

Thank you to Kevin Lemm and his article on Brooklands and the Topolino race in the previous edition of Fiat Month. This time we have some more details on the circuit with period photos from Brooklands – a Pictorial History Published 1978.

Brooklands was the first really useful race car circuit in the world. The primary fully banked track of 2.6 miles was completed in 1907 and the site was visited by the FCCV during the 2019 Trip to Europe. In WWII it was used for aircraft factories which caused demolition of most of the track. Note that the central area had been used for aircraft almost since inception. What remains is a short piece of track and the test hill, which was added in 1909.



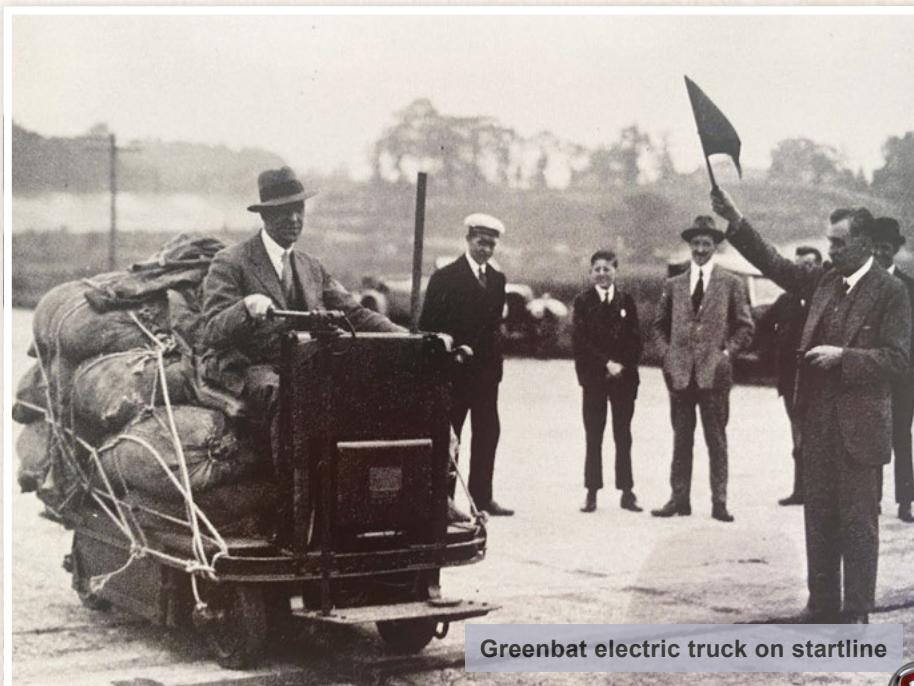
Les Bailey

Motor cycles used the track in major numbers. Next photo shows Australian rider Les Bailey on his 350cc flat twin Douglas on 20/7/1912 who reportedly cleared the top of the test hill by “a dozen feet”. Clearing the hill airborne was not achieved by cars until the 1920's.

Handicapping of aces was undertaken very early, after the use of price brackets proved irrelevant. A V Ebbelwhite was the starter and handicapper from 1908 until closure in 1939. His accuracy was proved time and time again. This example shows the “Hare and Tortoise” race in 1926 when a loaded Greenbat 2-ton electric cart raced a supercharged Austin 7, an Alvis race car from 1924 and the Leyland Thomas record breaker over three



Photo of Test Hill today



Greenbat electric truck on startline

Tip Torque continued

laps. "Ebby's" accuracy was proved when the Greenbat came first by 32.4 seconds ahead of the Alvis which lapped at 91.22mph. The Greenbat was given a start of one hour, 25 minutes and 38 seconds.

Aircraft use was very popular and up to 5 flying schools were present. Photo shows a dual control ground trainer used for familiarizing pupils with the basic controls.

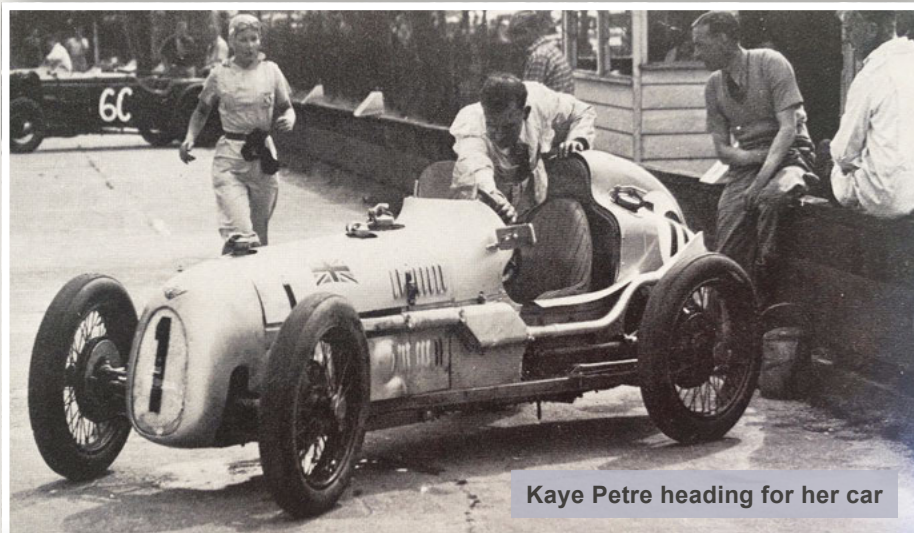
Misogyny was naturally rife at Brooklands and women were not allowed to race against men until 1929. Prior to that there were ladies only races. Photo shows Kaye Petre heading for the side valve Jamieson Austin Seven racer.

Large cars were no problem for the petite Kaye who drove the 10.5 litre Delage racer to lap at 134.75mph in 1935. Involved in a serious accident in 1937 she was badly injured. She then concentrated on rallies and became a well known journalist.

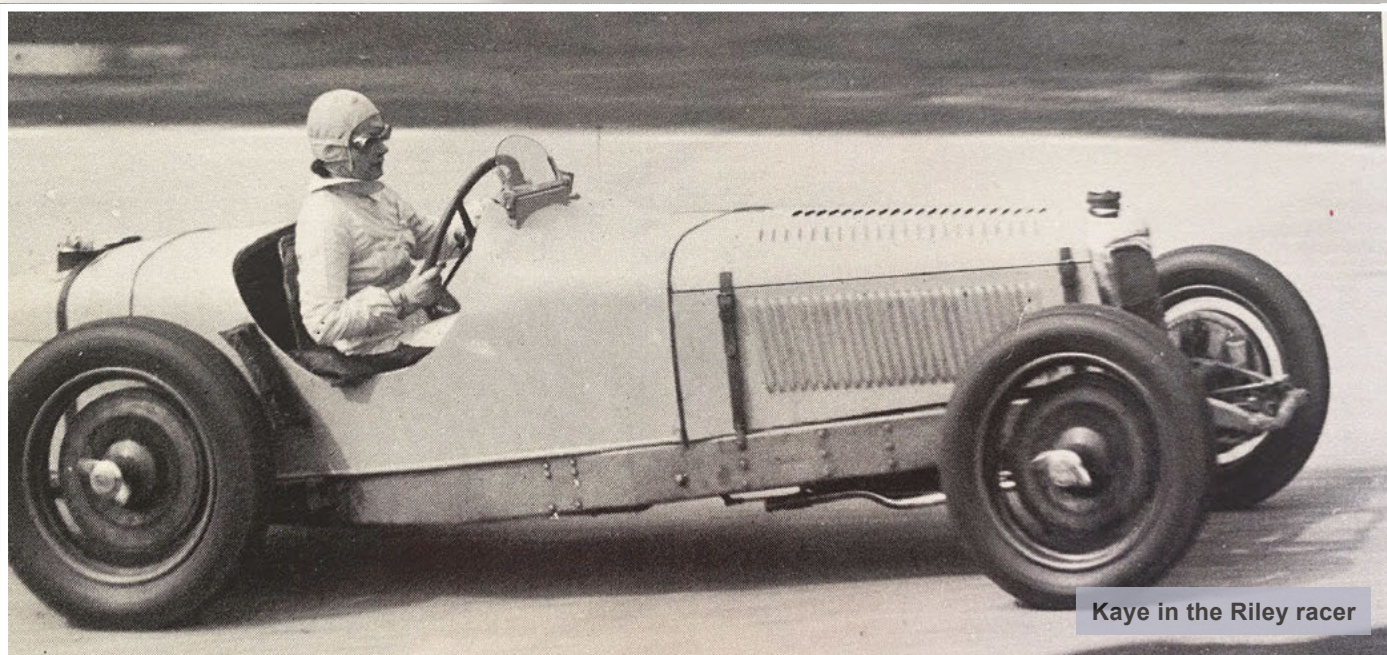
Final photo shows Kaye in her Riley racer. Note the driving style of the time close to the steering wheel with "arms akimbo".



Ground Based aero trainer



Kaye Petre heading for her car



Kaye in the Riley racer

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FIAT 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:-







FLORENCE THOMPSON TOUR 2025

Article & photos by Deb & Rob Judd

While everyone else was busy at the FCCV Autobella event in Waverley, Rob and I were participating in our second Florence Thomson Tour.

The Florence Thomson Tour is an annual event run by the Association of Motoring Clubs (AOMC) in association with the Royal Automotive Club Victoria (RACV).

It is an event held to celebrate the pioneering spirit and contribution of women to Australian motoring and it commemorates Florence Thomson.

Florence Thomson was born in India in 1864, studied in the UK and moved to Melbourne, Australia in 1888. In 1892 she moved to Adelaide and married Benjamin Thomson. Both were interested in motoring and motor cars with Florence teaching herself to drive. In 1903 Ben drove his 6hp 1903 De Dion Bouton from Adelaide to Melbourne. In 1904 Florence repeated the drive in her 5hp Beeston Humberette. They were the first 2 people to achieve this drive.

In February 1905 Florence Thomson was the sole female entrant in the Dunlop Reliability Trial from Sydney to Melbourne. Mrs. Thomson was one of the 16 entrants who successfully completed the five-day trial, driving a 6hp 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.

The Annual Florence Thomson Tour is restricted to women drivers of historic vehicles (vehicles 25 years or older). Everyone entering is encouraged to dress in clothes appropriate to the era of their car

This year's Florence Thomson tour was based in and around Ballarat. Starting Friday evening with registration and dinner at the Mercure Hotel Convention Centre.

Our plan was to be at the Hotel in Ballarat by 4pm, dress in vintage clothes to compliment our 1967 Fiat Dino Coupe. Well, you know what they say about the best laid plans....

Not long into our trip to Ballarat the car developed an electrical problem. This meant a tow truck back to base. It was a hot Friday afternoon, stuck on the Tullamarine freeway - uugh. Finally, we stowed away the Dino and swapped over to the 1987 Maserati Biturbo. Four and a half hours later we were back on the road, making a quick detour home to change vintage clothing to 1980s wear.

Needless to say we missed dinner but did arrive at 8:45pm - in time to catch up with friends and to register.

Saturday morning took us some 37 km to Kingston Show Grounds for breakfast, put on by the Kingston Agricultural Society. I have to say I missed the drive in the Dino. The challenge of driving a sporty, left hand drive manual was great fun last year. But the change to the Maserati did give me a very easy run - right hand drive, automatic and with power steering.

Departure for the days' drive followed photos of cars, drivers & navigators in front of the old historic grandstand, and vintage fashions.

We had chosen the long route of about 140kms for the days run. (A short route is offered). We travelled to Daylesford via Clunes, Carisbrook, Maldon, Newstead and Shepherds Flat.



At breakfast, 1980s style,
at Kingston



Lunch at the Amazing Mill Market in Daylesford gave us a chance to meet more participants. We first sat next to two sisters who were driving in a 1934 Alta 21S. Not knowing the brand at all, we asked about it and were surprised to learn that it was one of about 60 cars made in England by Geoffrey Taylor for racing purposes only. This particular car (chassis 21, the 11th car) was an 1100cc supercharged model and was imported into Australia in 1937 by Alan Sinclair. It has an interesting history worthy of googling and featured in the Benzina magazine vol 7.

Next we sat with a remarkable lady who, in Rob's words to her, really embodied "the spirit of the tour". Dee was driving her 1928 Chevrolet National Tourer - solo! She and her husband have owned the car for 56 years, and after he passed away she continues to use it quite regularly. She decided to enter the Florence Thomson this year for the first time, reading up on the route the evening before as she did not have a navigator – and hoping that there would be plenty of other cars on the course if she needed them.



Dee's 1928 Chevrolet National Tourer

Come the presentation of Awards Saturday evening the organizers also thought Dee to be the essence of the Spirit of the Tour. She received this top award.

After lunch a wander through the Mill Market was fascinating. Many stalls containing vintage wares and clothes (- if only I was a size 10-12!!).

Covering 44kms returning to the Mercure Ballarat meant we had travelled about 220km for the day. Back in time with a couple of hours free to catch up with friends made at the 2024 tour before changing and heading to dinner. It was very convenient having the dinner located on site at the hotel. The food was excellent. Almost everyone at the dinner had dressed to impress.

Rob was very honoured to be wearing Peter Bartold's (ex Peter Westcott) red dinner jacket again this year and we thank Lyn for being happy to lend it to us.

We received a little surprise at dinner - a special mention award for the determination to be part of the Florence Thomson run 2025 after having had our car break down but arriving in a replacement vintage vehicle.

The final leg of our tour was Sunday morning. This was a short run of only 10 kms to the Tramways museum in Ballarat. The museum is beside Lake Wendouree and the avenue running around the lake was closed to traffic and made a lovely place to display all the vintage cars on the tour.

Breakfast, by a local Rotary Club, was served at the museum. The Ballarat Tramway Museum, BTM, is a working museum preserving the heritage tramway and trams of Ballarat. The BTM formed when the tramway system closed in 1971 and operates on part of the original 1887 tram route. The collection includes the horse drawn tram of 1887, electric trams, a Geelong tram & several vintage Melbourne trams. After breakfast and time to have a good look around the museum two of the trams were brought out and we got to take a ride along the 1.3km of remaining track. Complete with conductor in traditional uniform issuing tickets of the 1960s and giving bell signals to the driver.

We thoroughly enjoyed the event again this year. Next year I have asked Lyn Bartold if she would like to join me on the Florence Thomson, making it a double lady team. Sorry Rob, you will either have to sit this one out – or take a back seat!

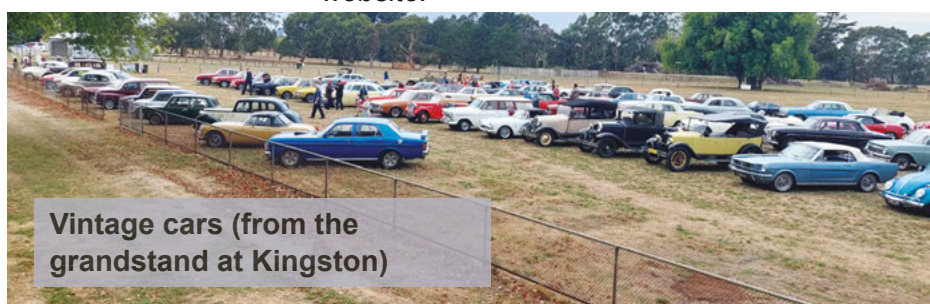
PS. The photographer was working hard all weekend so I would expect that soon there will be some great photos of the weekend in the Gallery on the AOMC website.



Dinner Glam



Rosette Award



Vintage cars (from the grandstand at Kingston)

Victorian Hillclimb Championship Round 3 Mt Leura, Camperdown

By Ian Maud

If you had to design a hillclimb course from scratch, you'd probably go for a dedicated motorsport facility; a nice, smooth surface; large run-off areas; good spectator access and numerous security garages. Mt Leura has none of those, yet the BLCC were able to host a very successful two-day event for VHC Round 3, in late March.

The track is a narrow, bumpy, closed public tourist drive clinging to the side of Mt Leura, which is a dormant volcano, meaning it's formed of basalt, like the bluestone pitchers around curbs and garden beds. It's not known for being soft. For example, when you come up to turn three at speed, you're confronted by high walls of uncompromising rock on both sides of the track, about a half-metre from the edge of the road you're trying to fly around. It gets your attention, and your respect!

The weekend itself was a great success, with new barricades and other measures in place and superb weather. A field of around 87 entrants fronted up

on Saturday, sharing space in the rather dusty showgrounds adjacent to the start line, that provide both the pits and the camping area. There were a number of incidents but nine runs were still offered over the weekend. As usual, the specialist open-wheelers were awesome to watch, claiming times ten seconds better than the rest of us mortals. As a guide, there is a very short straight from turn three to the finish line, where I was probably pulling 80-100kmh: one of the specials was clocked at 160!

My X1/9 was having its first outing since a gearbox transplant and other changes, and performed well, with me learning the idiosyncrasies of the new gearshift system as we drove. Together, we were able to keep the other cars in the class very honest, which just about made all the hours of work worthwhile! Due to it's sometimes bumpy nature, the track didn't really suit my car's fairly stiff suspension, so I'm looking forward to a comparison on April 27th when the next round is to be held at Bryant Park at Yallourn.



Photo Competition

By Lyn Bartold

With all the much-photographed events we have had in the past month, there have been plenty of choices of winners of the FIATMonth Photo Competition.

As the purpose of the competition is to encourage members who take lots of photos at events, to look more carefully at the quality of the pics, making sure they are of good res so they will be acceptable for FM.

I have chosen two photos for this magazine, both of which captured cars at these events.



Photographer Jacky Black's photo of her dad, Johns, Stradale X1/9 taken at Autobella



Photographer Alan Sammut, taken at Autobella



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Coming Events

General Meetings

May 8th 8pm Veneto Club
 June 12 8pm Veneto Club
 July 10 8pm Veneto Club

Join us for dinner in the Bistro from 6.30pm

Bookings essential

Contact Sandro Cesario 0420 277 701

Caffe di sabato

May 3rd Veneto Club 9.00am
 June 7th Veneto Club 9.00am
 July 5th Veneto Club 9.00am



Cavalcade of Transport Trentham Historic Railway Station To celebrate National Motoring Heritage Day



SUNDAY 18th MAY 2025

Victoria Street, Trentham.

Entry from 10am for Display vehicles & 10.30am for spectators

Veteran, Vintage, Classic, Historic and Collector Vehicles.

- Entry to venue by gold coin donation
- Catering available from local community groups
- Organised by Cool Country Classics Trentham
- Short walk to cafes and eclectic gift shops in Market and High St's
- Visit Quarry St Reserve & Trentham Falls

Promoted by the
 Association of
 Motoring Clubs



Enquiries: 9558 4829 www.aomc.asn.au fb.com/infoaomc

Contact Joseph Sammut
 0412 211 581

48th HISTORIC WINTON 24th and 25th May 2025



www.historicwinton.org

Winton Motor Raceway, Benalla, Victoria



Austin Seven Club Inc. A0003290N | Photo - Bruce Keys

Coming Events

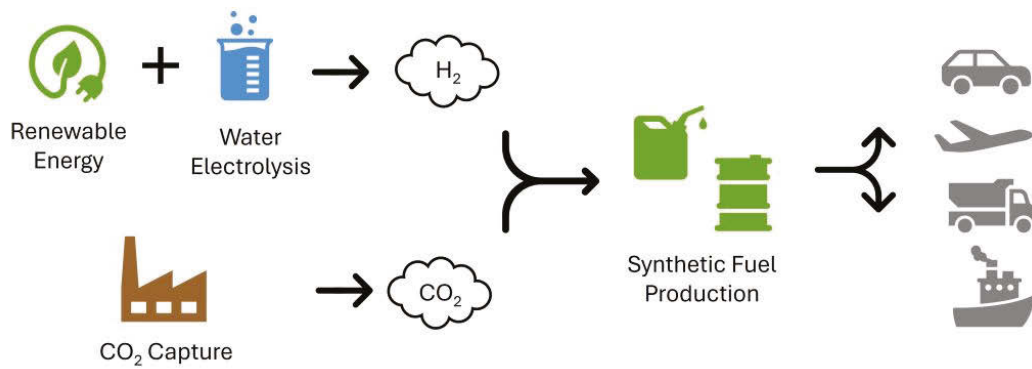
Barry Ellis Memorial

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Sunday 15th June 2025



Meeting Point: Hungry Jacks, Rowville
Stud Rd (81-J3)

Arrive with full fuel tank
Several fuel options nearby

Event registration from 9:00am to 9:45am

16 Classes on offer for various engine capacities and fuel types

Vintage and pre 1965 vehicles departing from 9:45am

Remainder of the field departing from 10:00am

Course distance about 100kms all on sealed roads

Referenced and plotted from Melways

\$10 Entry per vehicle

Refuel at Fast Fuel Wandin

Finish at Olinda Creek Hotel in Lilydale around midday

A great family morning out!

Any further enquiries contact Bill on 0412 814 855



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photo by Killboy.com
FIAT 124 Spider owned by Don Yates
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25**



**25-27th
JULY**

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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