



FIAT Month

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

www.fiatclub.org.au

SEP 2025

Fiat Nationals

Fiat V Alfa Bocce Challenge



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SEP 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.
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Deadline: 5th October 2025



Front cover:
Ian Maud's X1/9 Prototipo
at the Sprint – Fiat Nationals

INSIDE THIS ISSUE

- 2** Club Committee Reps and Contact Details,
Life Members
- 3** From the Editor...
Lyn Bartold
- 4-5** Rapporto del presidente
Roger Beattie
- 6** Club Calendar September – November
Roger Langdon
- 7** Membership Page
Tony Romeo
- 7** Club Permit Scheme
Mario Di Censo
- 8-10** Competition Report
Keith Ellis
- 10** Competition Events September – December
Bill Freame
- 11** Club Sponsors Adverts
- 12-13** Winter Warmer Run
Roger Beattie
- 14-18** Fiat Nationals
Bill Freame, Paul Freame and Ian Maud
- 19** Photo Competition
Lyn Bartold
- 20-21** A Quick Bite of the Apple Isles
Roger Beattie
- 22-23** Fiat v Alfa Bocce Challenge
Lyn Bartold, Joseph Sammut
- 24-25** A Good Story – Driving across the Nullabor
in 1925
Roger Beattie
- 26-28** Tipo Torque
Richard Unkles
- 29** Club Sponsors Adverts
- 30-31** When Coincidence Becomes a Mercy Dash
Roger Beattie
- 32-33** Auto Classico, Maling Rd
- 34-35** Coming Events
- 36** Club Sponsors Adverts
- IBC** AutoRicambi Ad
- BC** Harry's Run



2025–2026

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

LIFE MEMBERS



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*deceased

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Tony Romeo
Joseph Sammut

Gary Spencer
Shayne Williams

*deceased



As you will see in this FIATMonth we have had a lot of events to report on. The Fiat Nationals were held in Queensland and we had some club members make the long drive north and from their tales of their journey and the events that they presented at the August meeting and the written pieces in this magazine they enjoyed their experience and performed very well, bringing home the Fiat of Italy Cup – an excellent effort! It was great to hear of their experiences at the August FIATMonth.

Unfortunately we were informed at the FCCV Meeting last night that Auto Classico at Maling Rd, due to be held this weekend (as I write this report) had been rescheduled due to anticipated very bad weather. This was disappointing but understandable as hail had been mentioned and what Classic Car owner is going to bring their magnificent cars out to be damaged!!

This year Deb Judd and I had been part of the organisation team for the newly introduced Costumi Classico and we were looking forward to adding this to the day. We had an enthusiastic group of

FCCV members who were keen to show off their fantastic outfits, and we were confident that many from other clubs who would join us. Unfortunately the weather forecast for the Auto Classico day was very bad and the organisers, fearing that the weather would put many of car displayers would chose not to attend called it off.

A new date has been set for AutoClassico 2025 – Sunday November 23rd, so hopefully we will have as many or more FCCV members willing to dress up and “strut their stuff” in much better weather.

As is the case with Melbourne weather the expected hail and storms did not appear and the organisers made a few quick calls and got a small display together (including the Lemm’s Topolino) I went along with Deb and Rob Judd and we had a pleasant day wandering around and enjoying Maling Rd without the big crowds. I am sure the new date will give us a better chance of good weather and the fantastic Auto Classico we are used to.

We have also held our annual Fiat v Alfa Bocce night at Club Italia which was a great success and is certainly the best venue that we have used for this event.

It has been a busy couple of months with of lots of events on offer to name but a few of the activities that feature in this FIATMonth. The coming months will also be busy with lots of events and the expectation that the weather will be better and more suited to displaying our cars.

Thank you to those members who have contributed to this edition but I still would like to have articles and photos from more of our members. It is always great to receive a contribution from a member who has not done so before – everyone has a different perspective on what we offer and how we run these events and we are always happy to receive new ideas and suggestions and how to do it.

My thanks, also, to those who always take lots of photos at events so that I can chase up pics of each magazine. My continuous nagging of ‘high res pics’ is having a positive effect and we are getting some great photos.

Allora ... Don’t miss out on all the ways in which you can enjoy your classic cars and the company of a group of like-minded people who are always fun, friendly and FIAT- minded!!



From the Editor...

EDITOR'S PICS OF THE MONTH



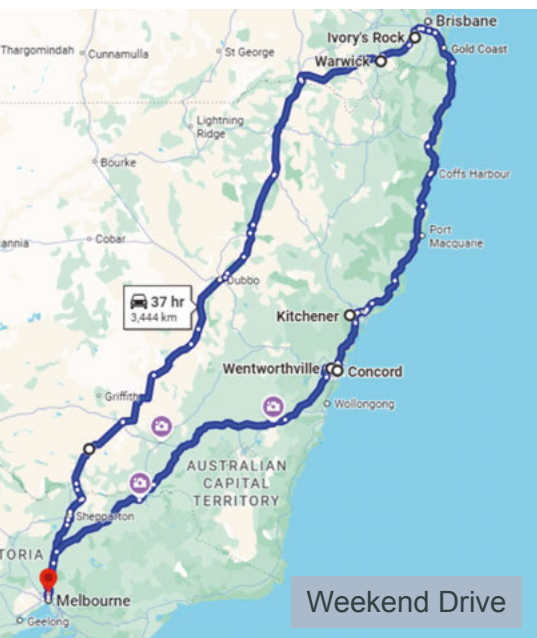
An enjoyable day spent at what had become the postponed Auto Classico event at Maling Rd, with the Deb and Rob Judd.

Thanks to their friend, Donna Taylor, for the photo of the Poster with the rescheduled for Auto Classico date across it, and to the lonely entertainer trying to provide some atmosphere in the display area.

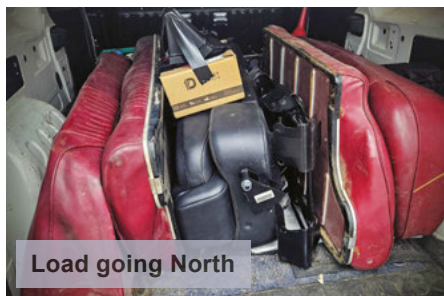




Rapporto del presidente



Whew! Fresh out of the car after the Nationals. It has been quite the adventure and one I wish a few more club members had the pleasure of sharing. I don't expect everyone to cram it into such a short trip as I make it but a casual inland trip up to Queensland with a couple of stops along the way, a few days enjoying a variety of events with friends old and new and plenty of socialising and a coastal return sounds like a wonderful winter indulgence. My trip was a little different, a 16 ½ hour drive straight through to Warwick with a quick fuel/toilet stop in Dubbo ... But worse than that, my own thoughts for company!

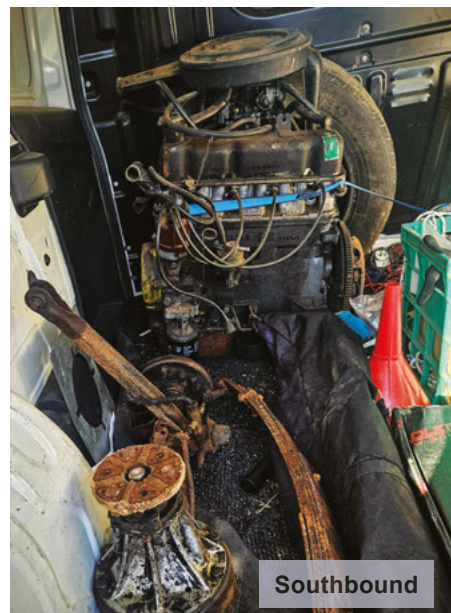


Events of the weekend will be well covered elsewhere but somehow my trip turned into an east coast courier run or the longest garage crawl known. I took up with me an array of seats including a pair I picked up in Bayswater for a Queensland member. These were delivered or rather swapped for a bottle of red near Ipswich but I also had a good look about as the recipient was Yesteryear Engineering, specialising in antique engine rebuilding services. Just my thing.



The next stop was on the way home (sort of), only 850km down the road I stopped in to see Warren Buckingham to drop off a couple more seats (2300 Wagon rears) and pick up a pair of windscreens. Laurel prepared a cuppa and a slice to energise me and it was off to my next stop in Concord only a couple of hours drive away.

I would like to thank Andrew Calla from the NSW club for donating a 131 pushrod motor and also for getting home in time to help load it. My arrangement for Kevin Lemm to meet me there had worked but the unwieldy motor would have been a challenge.



From there a short 40 minute hop in Sydney peak hour traffic to see Norm Mitchell. To his wife Inez's relief I was there to take away a Topolino chassis and deliver one of the windscreens gathered some hours earlier in Kitchener.

Norm uncovered his current project (well one of them) his 1907 F.I.A.T. 18/24hp. He has done a wonderful job and has it now as a complete rolling chassis with engine, gearbox and the amazing chain drive. It could be driven around the yard Norm told me If it had a seat!

No doubt we will chat more about it as it approaches completion or when he joins the Transcontinental Crossing trip next year in his 501. By this point in the evening I had completed my tasks and only had a few hours left in me so



tootled off and stopped for a rest a few hours further down the road. My garage crawl had covered 1200km and about 18 hours but with some lovely chats, great parts exchanged and relationships built on and fostered. That is the true reason we are in clubs, isn't it!

Oh, I managed to drive the last 650km home the next morning

so was able to get an afternoon's work done but definitely slept well that night.

I look forward to reading other peoples accounts of interesting trips or visits when you send them to Lyn for inclusion in later editions of the FIATmonth.

Ciao for niao.





CLUB CALENDAR

SEPTEMBER – NOVEMBER 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.

SEPTEMBER

- Fri 5** **FCCV Display at Italian Day at Carlo Acutis School in Woolert**
9.30am – 1.30pm
Contact Roger Beattie 0400 177 278
- Sat 6** **Caffe di sabato. Veneto Club 9.00am**
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. Depart Brandon Park Shopping Centre Car park at 9.30am to The Tyabb Packing Shed Antiques Centre and lunch at the Dava Hotel, Mt Martha.**
Contact Richard Unkles 0411 185 779

OCTOBER

- Sat 4** **Caffe di sabato. Veneto Club 9.00am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 9** **General Meeting. Veneto Club 8.00pm**
- Sat 18-Sun 19** **Melbourne Italian Festa at the Royal Exhibition Building in Carlton**
- Sat 18** **FCCV Display**
Contact Joseph Sammut 0412 221 581
- Sat 18-Sun 19** **Lancia Club Castlemaine Weekend Event**
- Sun 19** **FCCV Run to Castlemaine Sunday**
Contact Joe Sammut 0412 221 581
- Sun 19** **Bay to Birdwood SA. For pre-1993 vehicles**
Contact Roger Beattie 0400 177 278

NOVEMBER

- Sat 1** **Caffe di sabato. Veneto Club 9.00am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 2** **Rotary Club of Sorrento Point Nepean Motor Show at the Quarantine Station**
Contact Sandro Cesario 0420 277 701
- Thurs 13** **General Meeting. Veneto Club 8.00pm**
- Sun 16** **Alfa Spettacolo – Fiat Display**
Contact Sandro Cesario 0420 277 701 or Joseph Sammut 0412 221 581
- Sat 29th – Sun 30** **2025 Geelong Revival Festival of Motoring**
Contact Joseph Sammut 0412 221 581

COMPETITION EVENTS ARE LISTED ON THE COMPETITION REPORT PAGE.

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 11th September
Thursday 9th October
Thursday 14th November

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
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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 in absentia – President Roger is standing in until Tony returns

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 –

As Tony Romeo, our Membership Secretary, is travelling in Italy, at present, so we are not able to include a list of new members in this FIATMonth. Members who have joined in the past month will be listed in the November FM. We welcome all our new members with open arms and the new membership list will be updated in the next magazine and look forward to seeing you involved at the events we offer.

A reminder that membership renewals are now overdue, This will be your last magazine if you have not renewed.

Club Permits for car use are invalid without current membership – email: members@fiatclub.org.au

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.

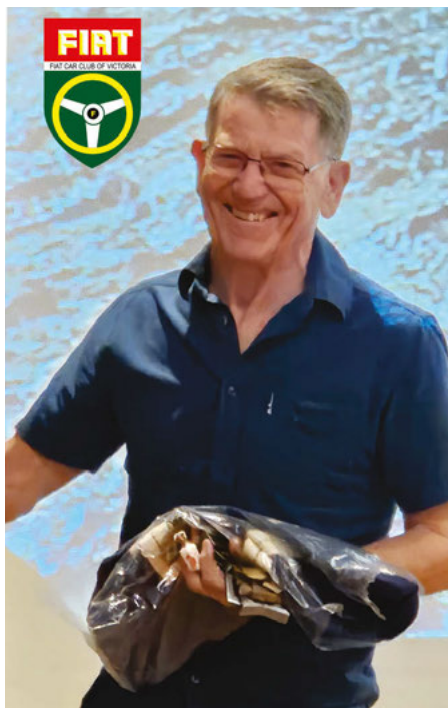
<https://www.vicroads.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

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



On 14 June Marisa Gangemi and Rob Jorgensen were our reps at the Group 5 bitumen Khanacross at Avalon.

Marisa and Rob Jorgensen were at Bryant Park Hillclimb for the Gippsland Car Club run State Khanacross round on Sunday 22 June.

Six members travelled to Colac Saleyards for a bitumen State Motorkhana round on Saturday 28 June. Marisa Gangemi, Ruth, Paul and Erin (0.39s) Freame, Martin Drake and Tony Russell enjoyed good weather. All competed in modern cars, 500 Abarth, Punto and Panda.

Special mention as Erin beat Mum, Ruth, by 0.390 seconds over the day's events.

The following day, Sunday 29, Marisa headed to Sandown for an MSCA sprint, Ian Maud and Brian

Garrett competed in their X1/9 variants at Rob Roy Hillclimb in the Interclub Challenge, and the remainder at Colac competed in the State Khanacross round run by Westmere CC.

Sunday, 6 July had Brian Garrett and Ian Maud both in X1/9's along with Serg competing at AROCA Sprints at Phillip Island. John Black and Frank Spinoso were there providing moral support. Geelong MSC hosted a bitumen motorkhana at Avalon where Paul and Bill Freame competed in their Rail motorkhana special and Martin Drake and Tony Russell in the Panda.

On Saturday 12 July Marisa Gangemi, Tony Russell, Jacqueline Jones and Paul and Mark Freame travelled to Bendigo and the Saleyards that were used for the Fiat Nationals 2023 motorkhana for the latest State round.



Paul and Mark Freame, Marisa Gangemi, Tony Russel and Jaqueline Jones at Bendigo Sale Yards

At the Fiat Nationals 2025 held near Warwick Queensland from 25 to 27 July the FCCV were represented by eight members of the Freame family and our esteemed President Roger Beattie. Grandpa Bill, Grandma Alana, Paul and Ruth with their 3rd Gen Erin and Mark along with uncles Ian Maud and Rob Jorgensen. For those who have seen the pics on Fiat Nationals 2025 facebook page, there is an uncanny family resemblance on the male side of Team Freame.

Although Alana did not compete, Alana can always be relied upon to provide valuable moral and sometimes ethical support to the family. From my sources this reputation was only enhanced.

From all accounts all those including myself that could not attend missed a wonderful event. If only we could move the Morgan Park circuit closer to Melbourne? The camaraderie and friendships renewed, enhanced or established anew can be seen in the posts to the Fiat Nationals 2025 website that I commend you all to visit.

Other articles in the magazine from the participants will go into more detail so I won't duplicate the stories or the results here.

However, we will now look forward to the Fiat Nationals 2026 that FCCV have the duty to organise. Everyone's input will be sought.

Sunday 3 August saw the running of the Almost Festival of Speed motorkhana which was part of Geelong MSC, Group5 and State championships. It saw 52

competitors complete 10 tests in glorious conditions. Tony Russell and Martin Drake in the Panda, Paul and Erin Freame in the Rail, Marisa Gangemi in the 500, Tony Tyzack in the Punto Sport and Dallas Benbow in his recently built EFI system on the X1/9.

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 them 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 is our MSCA representative and regularly competes in their sprint events.

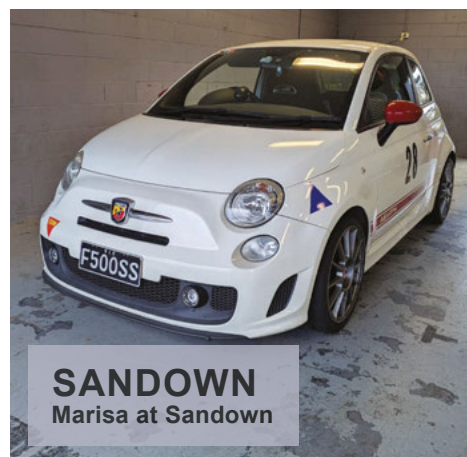
Having been out of regular competition for many years I am very fortunate to have Marisa's experience to assist me in this role. I am also thankful for the support given by Bill and Paul Freame.

COMPETITION EVENTS PHOTOS



AVALON

Rob Jorgenson and Marissa Gangemi



SANDOWN

Marisa at Sandown

COMPETITION EVENTS PHOTOS CONT.



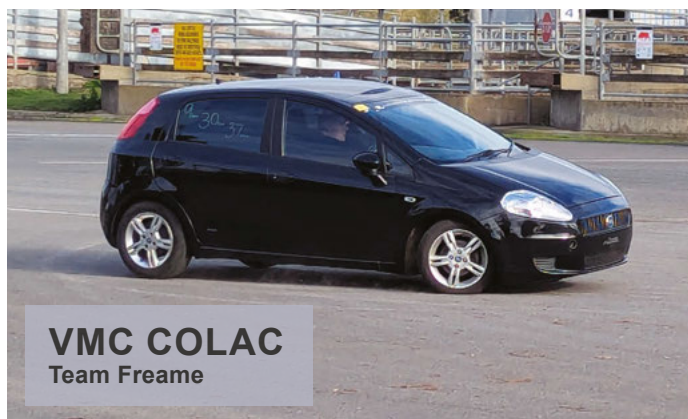
VKC BRYANT PARK
Marissa at Bryant Park



VMC BENDIGO
Tony Russell



VMC COLAC
Tony Russell



VMC COLAC
Team Freame

COMPETITION EVENTS SEPT – DECEMBER 2025

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

SPRINT EVENTS

Sun 21 September	MSCA Sprints Round 6	Phillip Island
Sat 4 – Sun 5 October	AROCA 10 Hour Relay	Winton
Saturday 11th October	MSCA Sprints Round 7	Calder
Sunday 16th November	RAAF Autoclub East Sale Sprint	RAAF Sale
Saturday 29th November	MSCA Come and Try Day	Phillip Island
Sunday 30th November	AROCA Sprint	Phillip Island

MOTORKHAHA/KHANACROSS

Sunday 14th September	GCC Multi-Club Autokhana	Bryant Park
Friday 26th September	FCCV Come and Try Motorkhana	Avalon(Bitumen)
Sun 28th September	Group 5 GMSC/WDCC	Avalon Bitument
Sunday 5th October	Group 5 Festival of No speed	Pakenham Dirt
Sunday 26th October	GCC Multi Club Khanacross	Bryant Park
Sunday 26th October	VMC Motorkhana	Pakenham Dirt
Sat1 and Sun2 November	Aust' KhanaCross Championships	Bendigo
Saturday 8th November	Grp 5 HSCCV Motorkhana	Twilight MKana
Sun 23 November	PAC	Pakenham Dirt
Sun 7th December	GCC Multi-club Motorkhana	Bryant Park

HILL CLIMB

Sunday 21 Sept	GCC Multi Club HillClimb	Bryant Park
Sunday 5th October	Interclub Challenge Round 3	Rob Roy
Sat 11th to Sun 12th Oct	Australian Hillclimb Champions	Tailem Bend
Sun 19th October	GCC Multi-club Hillclimb	Bryant Park
Sat 29th November	GCC Multi-club Twilight Hillclimb	Bryant Park





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2025 WINTER WARMER DRIVE

By Roger Beattie



Drivers Briefing

The day dawned bright and clear and in a Melbourne winter that normally means one thing, cold! Luckily for the small crowd that gathered in a back street in Ringwood it turned out to be shorts weather, at least for a couple of us, right Frank!

After an evening of baking gingerbread, then Judith quickly declaring it toxic and baking back up ginger nut cookies, and an early morning 'mulling' (?) wine, we suspected that those gathered would enjoy a shortish drive around the Dandenong foothills then up

to Olinda for the aforementioned snacks. Everyone managed the drive without getting lost and I think I even got most of the road names correct this year.

Upon our arrival at the normally quiet Recreation Reserve it seems there was a local derby in the Junior footy so we were relegated to a spot a few metres away which provided some shelter from the bright sunshine and ample room to serve up 'little' cups of mulled wine and subject the brave to my now lemon iced gingerbread.



Even a tablecloth

Frank Newton appeared with a large box of sandwiches and along with the gingernuts we had quite the winter feast. Everyone survived!

All too soon it was time to head off exploring the area. Some headed to the Pig and Whistle for lunch, a few of us popped behind the reserve to perambulate through the Dandenong Ranges Botanic Gardens and yet others headed off to do their own thing.

We seem to have hit on a good balance for this event between a shortish drive and some sustenance although I think that Vicki would be welcomed back next year with her scones after missing this year's event.

I would especially like to thank Judith for helping with all the preparations and serving up. Hopefully we can continue to schedule it on such gloriously sunny winters days in future. See you next winter.



Under the trees



Under the trees



What colour is this

2025 FIAT Nationals

By Bill Freame

Photos by Roger Beattie, Joseph Sammut

With the 2025 Fiat Nationals taking place in Queensland, held in late July, our Victorian team could only muster seven competitors to battle in the important 'Fiat of Italy Cup' motorkhana. Our team comprised of four vehicles that would fortunately cover four of the classes, with each of our seven competitors all experienced in handling the pressure of a major event like the Nationals motorkhana. So, it was hoped that our team of seven could score good points in the six-test competition. Those of us attending were feeling extremely honoured to represent our large club membership, and we all hoped to do well in all the competitions.

Ian Maud was in his X1/9 Prototipo, Rob Jorgenson in his modern 500, Ruth, Erin and Mark Freame sharing the Punto, while Bill and Paul Freame were sharing their motorkhana special (Rail). Supporting our team efforts as non-competitors were Alana Freame, Jon Carroll and Roger Beattie, all highly skilled in 'Social Media' activities to progressively report on the event. Paul Ravalli was already in Qld, so it was great to meet him and explain the goings on at a Sprint meeting.

Personally, I was having and making it an adventure and reliving my many trips to Dubbo, in so many attempts often defending our holding of the FOIC trophy, many trips shared with Noel Tyzack and Richard Carlson, towing the very successful 850 sedan, then later Richard's 127, followed up by the Buggee/Freame cloned Carlson 127.



Follow the signs

Friday was the Nationals Sprint, at Morgan Park, near Warwick, in Qld. The morning sessions were just for the Fiat Nationals competitors and FCCV was represented by Ian, Rob and Paul in a three state field of about 26. Stuart and Bryce Hocking were entered in their 124, but car trouble befell them at Wagga and they had to head back home.





Paul hiding his secrets



Rob Jorgensen fixing things

The afternoon sessions were opened up for allcomers, including open wheeled race cars so most of the Fiat competitors seemed to decide they'd had enough with four sessions and packed up and headed off to the Ivory's Rock weekend accommodation. That night we all enjoyed a fireside chat and Pizza selections supplied from a trailered mobile Pizza Van.

SHOW N SHINE

Saturday was the Show & Shine display at the Royal Hotel, Harrisville. There was the threat of rain in the afternoon, but we proceeded with preparation of our cars. It started with a slight sprinkle around lunchtime and it soon became obvious that it was settling in for a few hours. Fortunately, the judging had already been completed. Two of the judges were our President, Roger and Life Member, Jon Carroll, pressganged into obviously being impartial and knowledgeable Fiat judges.

That night, with it still raining, we all enjoyed a BBQ in a communal shelter, again with more food than we could really expect. We were all hoping the rain would ease off during the night and we could have and enjoy a dry motorkhana on Sunday.

The Motorkhana Sunday, the day of the motorkhana at Qld Raceway was sunny, windy, not raining, but still

plenty of puddles to indicate how smooth the two test areas are. Some of us grabbed brooms to minimize the standing water, especially in the start garages, so that by the event start time the wind and sun might have dried the surfaces. Judging by the rubbish left behind on this skid pad motorkhana venue, it's also used for drifting and burnouts apparently.

There were two quite generous test areas that we would use and they were separated by a row of big water filled plastic crash barriers. The local Holden Sporting Car Club were running the day for us and provided all the 'flag thingy's' plus the 'visible to all' electronic timing equipment that was providing the digital timing to one hundredth of a second.



Finding a dry spot



Show and Shine Judging

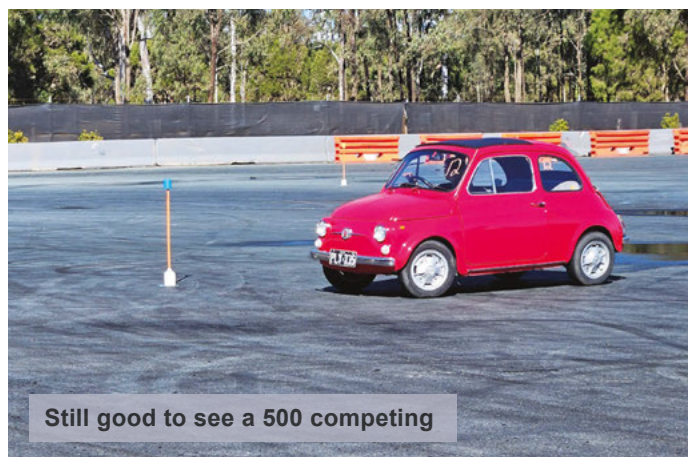


800,000Kms

2025 FIAT Nationals cont.

All each competitor needed to do was drive into the start garage and move slowly forward until the 'staging' red light lit up, indicating the car was placed correctly. Then an orange light would indicate to that driver that they could start the test in their own time. Each competitor would drive both tests before handing the car over to whoever they were sharing it with.

As Paul and I were wearing identical FCCV blue shirts and similar helmets, some were confused as to which of us was driving the events, although only Paul was driving quick enough to occasionally blow our competition numbers off the car! Regretfully, that never happened with my slower event driving pace.



With only six tests and a smallish field, we had an early finish, thus allowing plenty of time to return to Ivory's Rock and change into our finery for the Presentation Dinner later that night. A three-course meal was interrupted by trophy presentations for the three separate competitions, starting with the sprint results at Morgan Park, the Show & Shine results and finally the Motorkhana placings. Glenn Smith was once again crowned champion, closely followed by Paul Freame in 2nd place. The FOIC result was a success for the home state, Qld winning the cup.

Hold everything! That was the result announced on the night! However, since my original report was submitted to Lyn, for FIATmonth, the motorkhana scores have been corrected and results changed considerably. That all happened on 5th of August that we were notified of all the changes. The 'Wrong Direction' WD scoring penalties had been incorrectly added to individual scores.

So how did our FCCV team of just three sprinters and seven motorkhana competitors go? Paul placed 1st Modified Street under 1650cc, in the Super Sprint in my 1368cc-8v Punto, 3rd in Show & Shine in the same Punto and 2nd O/R in the Motorkhana Special (Rail), in Class 'F'. Ruth placed 2nd in Class 'C', Erin placed 1st in Class 'C', 1st Novice, plus 1st Lady in the motorkhana. Mark placed 3rd in Class 'C' and was the only Junior, so that's also considered a win. Bill placed 3rd in the Motorkhana Special he shared with Paul. Ian was 4th O/R in his stroked X1/9 Prototipo, in the Super Sprint, the highest placed non-turbocharged Fiat, placed well in the Show & Shine and 1st in Class 'B' in the Motorkhana. Rob placed mid field in his 500 in the Super Sprint and 1st in Class 'D' in the Motorkhana, his brother, Ian placed 2nd.

The amended results now have Paul and Ruth being declared the 'Couples' winners. Subsequently, the states scores have also been amended, with Victoria scoring 42 points, Queensland scoring 32 points and New South Wales 24 points, thus, now FCCV is declared the 2025 FOIC winning team. Now the FOIC trophy will need to be forwarded to FCCV, plus there are a few class trophies that will need to be swapped around.

My epilogue of attending the event. I travelled north on the Newell Highway and the Cunningham Highway. Both are a joke for the major highway between the 2nd and 3rd largest cities in this country. Two lanes for much of the way, the oncoming traffic,



Friday Night Campfire



Thank you Speech

quite often B Doubles, only a metre away, with the closing speeds of around 220kph. For much of the way the surface is patched badly, with lumps and potholes that are very well camouflaged. Much of the drive north was an aerobic workout. My return trip was on the divided, four lane Pacific Highway back to Sydney. Same 110kph maximum as the Newell but much smoother and I was far less stressed on the drive south. Only downside was trying to find my way past Sydney, especially as the tollways were trying to send me into the CBD, whereas I was seeking the roads towards Melbourne. About 130kms longer than the Newell, but much, much safer and smoother. Why do we have to pay a toll to use good roads in our major cities?

Finally, a special thank you to Phil Buggee of BOI Performance who made his facilities available for our pre-event preparation of the Punto and some minor changes to one of our trailers. Phil also assisted Ian's preparation of his X1/9.

If you haven't been to a Fiat Nationals, you don't know how much fun these gatherings of the Fiat faithful



Victorian won Trophies at August Meeting

can be. These mere words don't really convey the drama, competition and excitement that we all enjoy. I don't know how many more I have left in me, but I am certainly glad and proud that I attended this one, despite the massive distance involved. There were three generations of Team Freame representing FCCV and competing in The Fiat of Italy Cup (FOIC) competition.

Nationals Wrap

By Ian Maud

In the midst of all the travel, schedules, point scoring and trophies associated with this year's FIAT Clubs' National Challenge, it seems we have overlooked something: without the tremendous effort, commitment and overall skill shown by the Freame family, the Victorian 'challenge' this year would have scarcely rated a mention (with apologies to the mighty Rob Jorgensen for his successful contribution!) It was largely through the outstanding contribution of 'Team Freame' in bringing FIVE capable competitors - and towing two cars - to Queensland that enabled the FCCV to score so well. Put bluntly, the Vic FIAT Club owes this family a large debt if we are at all focused on the FIAT of Italy Cup. I doubt any other family in the Club could have done more this year, so here's an acknowledgement of that fact, and a mighty "Good on ya, Freames!" **Maudy**

FROM THE EDITOR

Well said Maudy – it is certainly an extraordinary feat that a team as small as FCCV had in this year Nationals could come home with so many trophies including the Fiat of Italy Cup which is what the Nationals are all about. After many years of attending the Nationals I certainly know how competitive it is and how talented so many of the drivers are and so very experienced and serious about winning.

2025 FIAT Nationals cont.

I was amazed at our August GM at the number of trophies that were on the front table as well as the Fiat of Italy Cup. When we listened to the report of the event by Paul, Bill and Ian I was still thinking how could this team come home with so many awards. All I can say is well done to you all – you obviously deserve everything you brought back from Queensland and hopefully this will inspire others in the club to get into these events and be part of Team Vic in the future



RESULTS

Fiat Nationals FCCV Members who attended and Results

Class	Place	Club Member	Car	Class	Place	Club Member	Car
B	1st	Ian Maud	X1/9	D	1st	Rob Jorgensen	500
C	1st	Erin Freame	Punto	E	2nd	Paul Freame	Rail
C	2nd	Ruth Freame	Punto	E	3rd	Bill Freame	Rail
C	3rd	Mark Freame	Punto				

Fiat Nationals Individual Awards

Outright	Glenn Smith	(NSW)
Novice	Erin Freame	(Vic)
Couples	Ruth and Paul Freame	(Vic)

Sprint	Class	Outright
Ian Maud	1st	8th
Paul Freame	1st	16th
Rob Jorgensen	3rd	12th

Motorkhana	Class	Outright
Erin Freame	1st	11th
Rob Jorgensen	1st	5th
Ian Maud	1st	8th
Ruth Freame	2nd	13th
Paul Freame	2nd	2nd
Bill Freame	3rd	3rd
Mark Freame	4th	21st

Awards	Fiat of Italy Cup	Ironman Award
Outright Glenn Smith	Victoria 42	Martin Gallard 1
Novice Erin Freame	Queensland 32	Richard Shinkfield 2
Couples Ruth & Paul Freame	New South Wales 24	Mike Ruckert 3

Show n Shine

Ian Maud	4th	6th
Paul Freame	3rd	24th
Bill Freame	4th	20th



Ruth and Paul
with Couples
Trophy

September Photo Competition

By Lyn Bartold

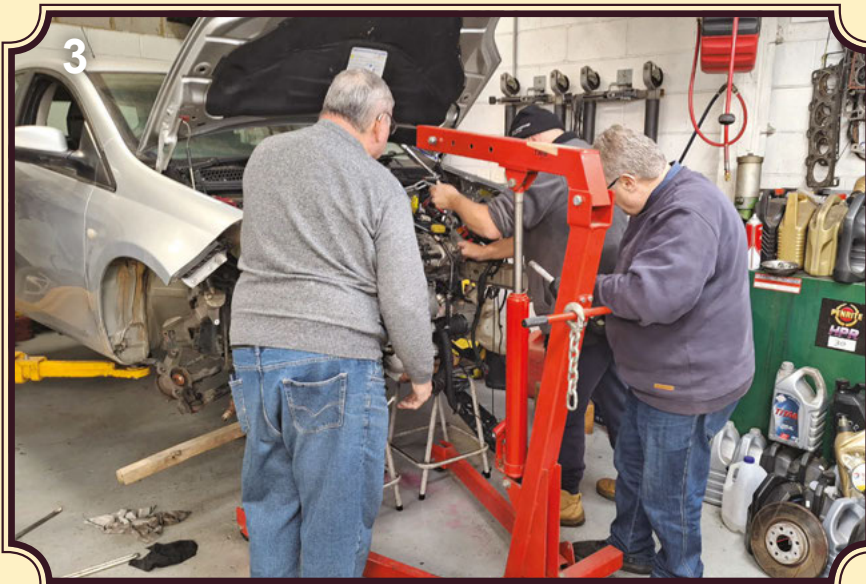
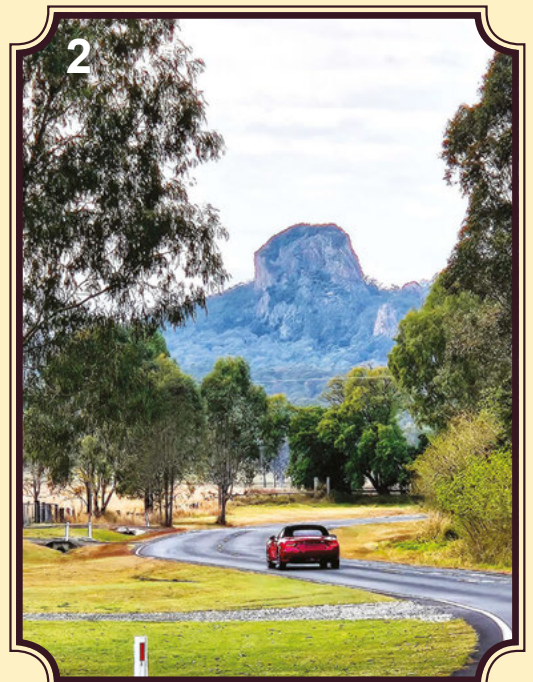
There are always lots of good photos around on Facebook and at meetings, so plenty to fill these Photo Competition pages. All you need to do to enter our competition is to submit a photo to me at editor@fiat-club.org.au and I will include the ones I think deserve to be included.

If a photo you have taken and submitted, or one that I have chosen to include, you can select a prize from club merch at the next meeting. I am pleased to see that Kevin has looked back through club photos from the past and has found one worthy of inclusion that dates back to our Italian trip in 2017.

THIS MONTH'S PHOTOS



- 1 Kevin Lemm – Taken at Museo Alfa Romeo on our FCCV Trip to Italy 2017
- 2 Roger Beattie – On the road to nationals
- 3 Bill Freame – Phil's Workshop
- 4 Roger Beattie – Alana Freame wins best Beanie Competition at Nationals



A quick bite of the Apple Isle

By Roger Beattie

With a looming milestone birthday I was told that as I did not want a party I was going to Tasmania for a few days to commemorate the event. This was well received as all of my many previous attempts to visit Tasmania in the past have been stymied by any number of obstacles, none of which dampened my enthusiasm to visit so after ensuring the appropriate level of automotive tourism was involved, off we went.

Launceston provided the first of many interesting visits and discoveries, after Cataract Gorge it was off to the National Automobile Museum of Tasmania then lunch with fellow European car lover and occasional FIATmonth correspondent Bruce Lindsay, now a resident of former Australian Grand Prix venue Longford. After many years and stories it was great to catch up over a wonderful lunch at Evenfall overlooking the Tamar River.



Kev likes Topolinos



Lunch over a few glasses



Under Les' house



Les' Toys

Our road south took us through some amazing scenery and towns and included a visit to the oldest Hydro Electricity plant in Australia and a remarkable night spent in the small and historic town of Bothwell. If you want to hear the remarks I suggest you ask at a club event as there are legal restraints on transmission via the Postal service.

On toward Hobart after a stop to visit Chris Wisby, friend of the club and currently with a Piaggio Ape and a 501 among his restoration projects. With Chris we went a little further south to visit Les Reeves with his collection. There were multiple Topolinos, a 501 and a 1913 Fiat Tipo Zero under the house and a lot more examples of his fine work around the house too.

The historic aspects of Hobart were a feature too, including a visit to Macquarie Point to see where a stadium might end up.

To all those who have previously suggested a club run over in Tasmania you have me aboard, while this brief article focusses on automotive elements the whole trip was a chocolate box of delights. The state offers so much for a driving holiday and if we combine it with a ferry ride or hopefully two what could be better. Further discussions will be had toward organising something in future but don't let that stop you from indicating interest now



The reason to travel

FIAT V ALFA BOCCE CHALLENGE

By Lyn Bartold

Photos by Joseph Sammut. Roger Beattie

Once again, our annual Bocce Challenge between Fiat and Alfa Romeo was a great success. The event took place at Club Italia in St Albans as it has in the past few years. There were 56 participants (fairly even numbers from each club) with some very competent players on both teams.

The night began at the meeting spot in the Bocce area and members worked out who was playing where and against whom with a bit of shuffling to make sure the clubs were equally represented. It was obvious from the start that we had some very competent players and others who had little idea of what they were doing (me being one of these!)

Fortunately it does not take long for everyone to work out what they need to do and to understand that it is not how hard or fast you can throw/roll it but how close you can get it to the pallino – the small ball that the starting team rolls past the halfway mark on the court and that the team members try to get as close to as possible.

It is a very tactical game with team members working at getting their ball as close to the jack as possible or to knock the opponents ball as far away as possible so they will not gain points. Once we got the hang of what was required there were lots tactics used to try to get the points, both successful and not.

When the games were finished and scores recorded it was time for dinner. Once again, we were treated to





some fantastic Italian food and lots of it – everything from Calamari, Pizza, Pasta, Salad etc, etc. far more than we could eat and leftovers take home boxes were even provided!!

After dinner had finished it was time for the results and presentation of the Fiat v Alfa Bocce Cup.

....and this year the winner was....Fiat 3 to Alfa 2

This Bocce challenge is a popular event on ours, and the Alfa Clubs calendar and I think everyone who has attend the event at Club Italia will agree it is certainly a great venue and one that suits our needs well. Bocce is a game that looks simple but in fact is very tactical – you are not only trying to get your ball close to the pallino, you are also trying to move your opponents balls further away and so many things happen during the process. Even so, untalented players, like me, can occasionally achieve get a good one in and win points for your team

Thanks to Paul Pozzobon for organising this year's event for us.



A GOOD STORY: DRIVING ACROSS THE NULLARBOR IN 1925

There are moments when I am chairing a club meeting that I wish I was Dr. Sawell. That might not mean a lot to most people reading this so let me explain. On 2 March 1925 a group of Fiat owners in Perth got together and formed the Fiat Club of WA. Dr. Sawell was the first president and the man who chaired Fiat Clubs meetings so I am sure was familiar with the request I often make for anyone with an interesting story to stand up and tell it. I am yet to have Dr. Sawell's good fortune as at the November 1925 meeting Mr George F. Pitchford stood to regale the meeting with stories from his recently completed trip to Adelaide in a Fiat 501.



HOME AGAIN!
After an overland trip covering some thousands of miles and which he declared to be both instructive, highly interesting, and pleasurable, Mr. G. F. Pitchford, director of the Bon Marche, returned to the West a few days ago from Adelaide. The illustration shows Mr. Pitchford seated on the left on the running board of his car (a Fiat), just prior to his start from Perth on November 3 last.



In the "bush".



It turns out that Mr Pitchford had travelled on the return leg of a trip conducted by Mr Arthur Hiscock who had arrived in Perth from Adelaide with his wife and brother in law in the first trip across the Nullarbor by a FIAT. While it might seem strange to us today it is worth remembering that it was not regular to drive long distances, cars could be readily transported on regular coastal steamers and it was only recently that the products of Sylvanus Bowser had arrived in Australian cities negating the need to carry tins of petrol even in urban areas let alone the vast expanses of southern Australia.

It was in this light that George jumped in with Arthur and the family and headed back to Adelaide with a view to reporting back on road and accommodation conditions. As the managing director of a reasonable sized department store in Perth I suspect George was used to getting his way and had decided against taking the larger but perhaps less suited 519 he had purchased in January that year.

It was against that background that George strode to the front of the November 1925 Fiat Club of WA meeting at the rooms above the Arthur Anderson dealership in Hay St. and told the story of an adventure that the whole club could share. In his view



Fresh supplies. A slow but sure means of transport: the camels.

the 501 was well suited to the trip and recently the number of motorists effecting such a crossing had dispelled much of the trepidation otherwise felt at the mention of driving "Over East".

His abilities to paint the idea as sensible must have been powerful and markedly better than mine because he had instant buy-in from the club and barely thirteen months later a group headed off for a great club adventure which included invited members of the public, a representative from Fiat in Turin who was here in Australia to assess the market conditions and a number of 501s, a then brand new 503 and a 505F service truck.

British Imperial Oil (now Shell) was convinced of the merit of the undertaking and provided a photographer and scribe to accompany the group along with co-ordinating fuel drops (some by camel) of sufficient size to suit the groups needs. I suspect they used the trip to gather information for their growing library of touring maps that were becoming popular in the era as cars and motoring became more democratic.

With these thoughts and images surrounding me I sit here in 2025 Melbourne conjuring up the means to recreate the great adventure next year.

There are plenty of willing souls with cars and interest so we move inexorably toward our 25 October 2026 departure from Perth while trying to find the best alternatives for fuel, accommodation, entertainment and meals along the way.

Thanks to everyone who expresses interest as it reminds of the feeling of warmth Dr. Sawell felt when George Pitchford said, "Yes, I have a bit of a story." on that November evening a hundred years ago.

Roger Beattie



The first difficulties.



On the threshold of the desert.



Luggage thrown out of the cars by heavy jolts.



Insidious bogs concealed among the "bush".





The News Stand

Richard Unkles

This issue is centred around your scribe's invite to the Northern Territory to participate in the Rejex Rally. Whilst in Darwin we visited Alan Hunt who has both a Fiat 503 with an Italian bodied tourer restored by Paul Roughan in Alice Springs in the 1990's with help from the VVFC. Alan bought the car in Innisfail some xx years ago and drove it the 260km to Townsville. He studied up on the car and 3 months later drove it the 2505km to Darwin over 12 days. His aim was to take as long as it took and to write up his experiences along the way, which included a minor magneto failure and an exhaust gasket. He also has a 501 with a Horwood Bagshaw roadster body that was restored locally. He finds that both cars are being barely used and put them up for sale. He believes that both are now sold to a chap in Queensland, but is waiting for settlement.



Green 503



Red 501

Among the spares are these headlights which appear to be an interim effort during the model change from 501 to 503. The buckets are clearly 503 but are fitted with the 2 bolt 501 mounting bolts. The rims are plain, unlike the 503 and the script on the glasses are different from any seen by your scribe. There are no reflectors but might have been used by Paul during the restoration.

Another oddball found in Darwin is the difference between two magnetos. One clockwise and one anticlockwise, though both are almost identical MP4 units. It appears that one was made prior to amalgamation with Marelli.



Two headlights

po 2 505 507 519

TORQUE

521 tipo 1 501c

FIAT

A call from Adelaide seeking assistance with a crown wheel and pinion has turned up another 501, this time a Horwood Bagshaw tourer. The owner's father bought it in the 1950's in nice original condition and it has remained so. The owner wishes to use it in the annual Bay to Birdwood and as the last cw & p batch is all sold they were happy to take a used set that is not perfect but serviceable. The car is very similar to the tourer in Darwin – refer Rejex Rally. Though it seems they left the body builders with the same colour the main difference is this is a 4 door and Freddy in Darwin has 3. Brodie Bishop is assisting with technical assistance as he works next door.



4 Door Horwood Bagshaw 501

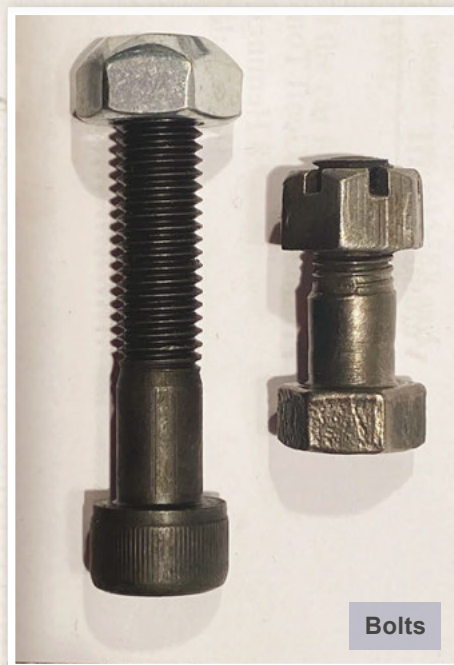
Differentially Speaking

Recent assessment of the special bolts that hold the crown wheel to the carrier on the 501 and 503 identified some problems. The shank (the unthreaded part) of the original bolts that have a BSF thread vary from 9.7 to 10mm. This likely due to wear on shanks that have been mounted on diffs that have had the crown wheel work loose due to the use of the original castellated nuts not being able to be correctly tightened to allow the split pins to be fitted.

The other problem when reusing them is that the threads can have been stretched. Another limitation to good assembly practice is that the original shank is too short. Ideally it should be up to 18mm long, whereas the old bolts normally measure 9.7mm on the shank, well short of a really positive mounting.

Oddly, while the threads are BSF as expected the correct size hole for the cw and carrier mounting bolts seems to be 10mm. So there is scope for modern improvements. The photo shows an original and a common metric option. The use of a modern cone nut (single use) allows the bolts to be tightened to an even tension as opposed to the that by use of the old castellated nuts and split pins.

The bolt illustrated has a shank of 13.7mm so much better but not perfect. Note that the new bolts will have to have the threads shortened to ensure clearance. Often using a lathe is better than a hacksaw if one is available.



Bolts

Spares

Finally we have 501 head gaskets in stock and 503 are expected by the time you receive this issue.

Tip Torque continued

The Rejex Rally

Not a spelling error! Seems the Territorials were somewhat miffed that the Redex Rally bypassed Darwin in 1954 so they started this in 1955 as their way of giving the bird to the organisers. So, this year the 70th Rejex Rally was held travelling from Darwin to Katherine over two days. For me receiving an invitation to participate from Peter and Tanya Anderson in their 1922 Fiat 501 tourer was not to be missed.

Age is no barrier to entry and the older the better is the catch cry for some, though you can run a modern if you wish. Peter had run the Fiat in the 1996 Rally and was prevailed upon to dig Freddy Fiat out of his shelter at Humpty Doo. His long convalescence meant plenty of recommissioning, from brake linings, axles, diff check, engine block thoroughly cleaned of rust, compression check etc etc.

The main problem was the radiator core. This was addressed by the standard dose of a cup of Oxalic acid to a full radiator, run for two hours, drain, refill, neutralize with half cup of bicarbonate of soda for a few minutes.

The result was very modest residue. Repeated with 2.3 cups of Oxalic etc. Result was lots of brown residue. Repeat again with the same

result. Same concentrated residue. Then it ran clean. So it was believed the radiator would be fine. Well, fingers crossed on that.

For many years the Rally has been sponsored by Jakes Steel and Welding. His contract quotes are interesting. They all include a clause that states that if the company is called in to sort problems caused by a different contractor the hourly rates are double those in the quote.

If you are not familiar with the Rejex Rally, it comprises cruising between locations with navigational challenges, questions and activities along the way. There are also motorkhana-style driving tests at set locations. Points are assigned for completion of all activities, and there are awards for outright and handicap & class results based on vehicle age. Drivers off the road can be as young as 12, but must have a suitable MA licence.

The aim of the Rally was to take two days from Darwin to Katherine and have several tasks to complete on the way. Cars involved are a great variety of all from vintage to modern. Post war ranged from a 1955 Vauxhall ute, a 1967 Toyota Corona and Morris Minor, a VW "Thing" a handful of Falcon utes to a period and a modern Mini Cooper S to a Land Cruiser among the 57 entrants. Some had multiple drivers for competition entry purposes.

The devious rally instructions showed on the first page, a route for entrants around the corporate centre of Darwin. Those that immediately headed there did not go to the top of page two that stated the previous route was only

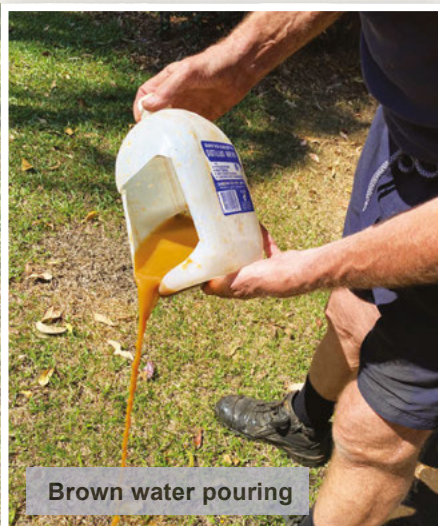


The 501 at Gymnkana

hypothetical! Fortunately most headed down the Stuart Highway to meet the various challenges for the competitors.

Regrettably the 501 did not get to the first gymkhana spot before it boiled. So much for the extensive efforts on the radiator. However respective spouses were following with the trailer and Ranger to lug it between events. Not officially preferred but acceptable, especially to keep the oldest entrant on board. First a couple of gymkhana events plus one we nailed outright. From a distance of 100m we had to determine the distance between two traffic cones that the car would fit through. The judges seemed a bit stunned with less than 50mm clearance each side earned good points. Lunch was at Adelaide River at the hotel where everyone eats outside. Impressively there was the 5.3m long crocodile, rendered safe by a taxidermist and lodged in a glass case. Half the vehicles on the road had a caravan attached. Nearly all with southern number plates

At various places beside the highway are old air strips the Americans built during WWII and very handy for these events. After lunch was the most difficult event for the 501. It had to reverse downhill as fast as possible for 20m and then brake in the garage. Problem was the 10 second limit for event which the 501 could not meet.



Brown water pouring



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When coincidence becomes a mercy dash

By Roger Beattie

I popped in to have a chat with Bruno at Maranello Pursang and on the hoist I saw a Fiat Multipla that I recognised. As I wandered over I also recognised the owner Danny who was there with Bruno looking concerned about a broken lower suspension pin. Of course, being a 600D Multipla meant it was not a standard suspension part but a stepped multi threaded piece direct from Dante's Inferno. Bruno and I discussed the possibilities of finding one locally to get the vehicle off the hoist and I wandered off to look up a part number and confirm my belief through some part number cross referencing that it was the same as an 1100-103 pin which I had up in Laanecoorie (only 165km away).

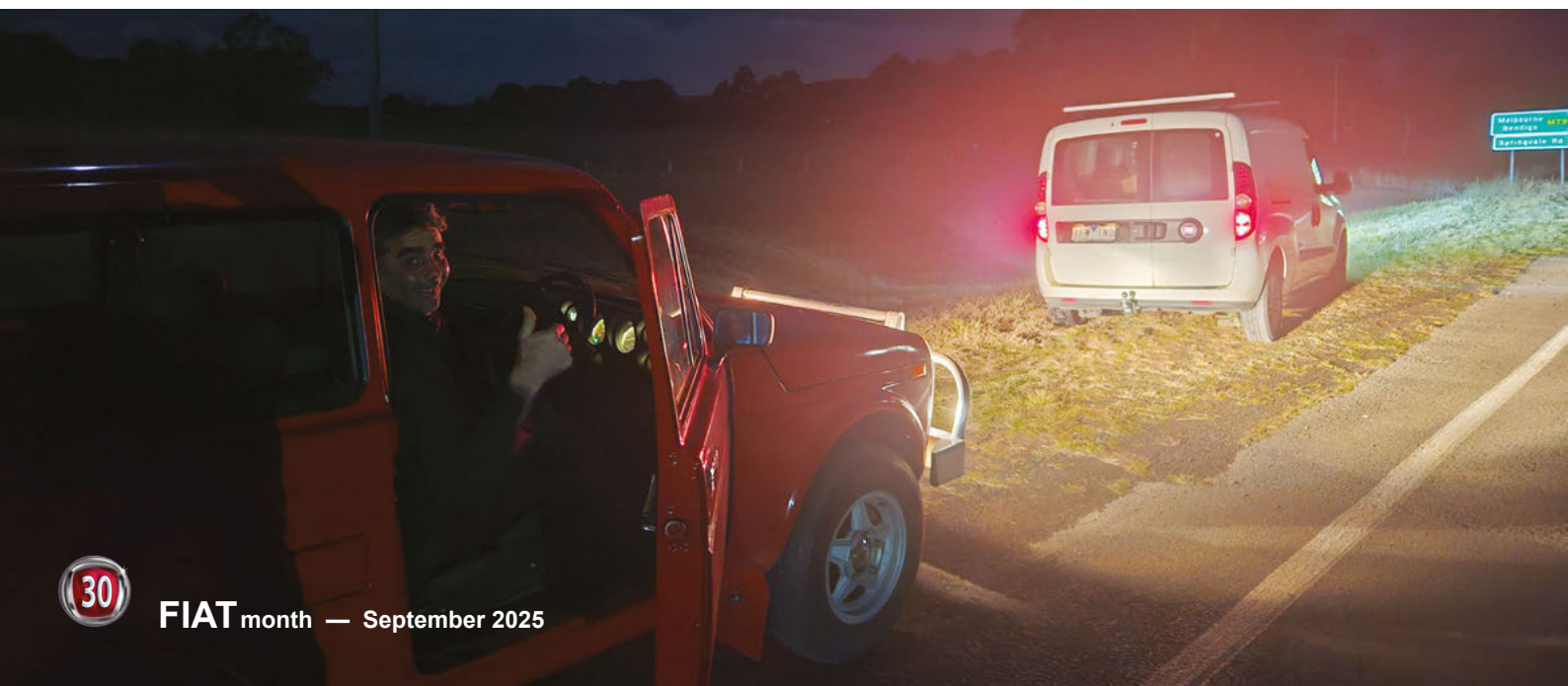
Confirmed as an 879138 the local providers proved unable to help so I offered a quick run up to Laanecoorie and back to secure one for early the next morning. As I headed out of town I remembered that I also had a spare complete front subframe including suspension at rest in Tony Russell's shed in Castlemaine. Only going that far would cut 70 - 80km off the round trip so I rang Tony to see if he would be home when I came through. Not only was he home he went out the back, removed the pin and headed back toward me on the highway to save the travel and time. We met at the Karlsruhe Roadhouse, conducted a handover, had a brief chat and I headed back toward Melbourne, arriving in time to still get a warm dinner.



Wounded Multipla



Grateful owner Danny



Another example of club members working together to ensure the old Fiats of Melbourne are kept on the road and providing value and smiles as they are. If you have a story and a few pics about a mercy dash you have completed let us know and send it to the editor or contact someone who might write it up for you if you don't feel confident to do so. Your club, your magazine.

Returning to health

Roger Beattie



MALING ROAD AUTO CLASSICO including COSTUMI CLASSICO

By Deb and Robb Judd



Topolino & 2CV at the front of Theatre Place

The date for this year's Maling Road Autoclassico was Sunday 17th August. Hundreds of hours work by the organising committee went into preparation for this very well-regarded event. In addition to the cars display FCCV had been asked to present a costume parade like the one done for our Autobella. So, Costumi Classico was born.

For the first time in the eight years of Auto Classico the weather gods intervened. With predictions of hail for the Sunday the organisers made the only responsible (and difficult) decision to postpone the event, knowing that with hail predicted many of the cars would not attend. Friday morning they officially

announced the postponement and began the huge task of advising the hundreds of people involved, filling social media with advice and cancelling various infrastructure such as road closures. A massive task and disappointment.

Then, Saturday morning, the weather predictions changed - no hail and very little prospect of rain. Too late to reinstate the event, but the organisers decided to create a mini display just using Theatre Place, so that the expectant public would have something to see and the people who came along would spend some time in the cafes etc. This was very well received by those attending.



VW Beetle with pedal car on top



Mercedes Gullwing



Austin Healey 100-A



Bugatti



Citroen 2CV Dolly

The Fiat Club were invited to have Fiats on display, and at short notice we had the Lemm Topolino. The Topo was perfectly placed adjacent to the crossing and created a lot of interest amongst some pretty top end cars, including a D Type Jaguar, Lamborghini Diablo, Gullwing Mercedes, Maserati Ghibli, Austin Healey 100/4, Iso Grifo, VW Beetle, Porsche 550S, Porsche 911 Turbo, VW Kombi, Bugatti, two Citroen 2CV's and an Elfin.

Thanks to all the club members who were planning to come along in vintage costume to support Costumi Classico. Over 20 members had committed to attending which was fantastic. Thanks also to those polishing and preparing their vehicles for the display.

The event is now scheduled for Sunday November 23rd, so we will reset our plans and car list and hopefully get even more of our members along to support the Costumi Classico.



Maserati Ghibli



D Type Jaguar,



Elfin

Coming Events

General Meetings

Sept 11th 8pm Veneto Club

Oct 9th 8pm Veneto Club

Nov 13th 8pm Veneto Club

Join us for dinner in the Bistro from 6.30pm

Bookings essential

Contact Sandro Cesario 0420 277 701

Caffe di sabato

Sept 6th Veneto Club
9.00am

Oct 4th Veneto Club
9.00am

Nov 1st Veneto Club
9.00am



MELBOURNE ITALIAN FESTA FCCV DISPLAY SATURDAY 18TH OCTOBER

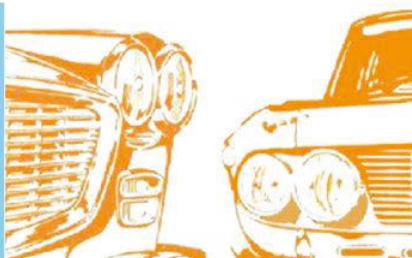
Exhibition Buildings
Melbourne

Contact Joseph Sammut
0412 211 581

LANCIA CLUB EVENT CASTLEMAINE

FLAMINIA,
FLAVIA,
FULVIA
& FESSIA

AUSTRALIAN LANCIA REGISTER
CASTLEMAINE 28 RALLY
17-19 OCTOBER 2025



SUNDAY 19TH OCTOBER


Contact Joseph Sammut 0412 211 581

BAY TO BIRDWOOD SA



The event includes Fashion on the Field

Contact Roger Beattie 0400 177 278 for details

 Owners' Club of Australia
(Victoria Division) Inc.

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GIULIETTA


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1954-1962

2010-2020

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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.
Sandro Cesario will be looking after merchandise and can be contacted on
0420 277 701 if you wish to purchase any items.

Current merchandise will be available at each General Meeting

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FIAT 124 Spider owned by Don Yates
Parts from Auto Ricambi

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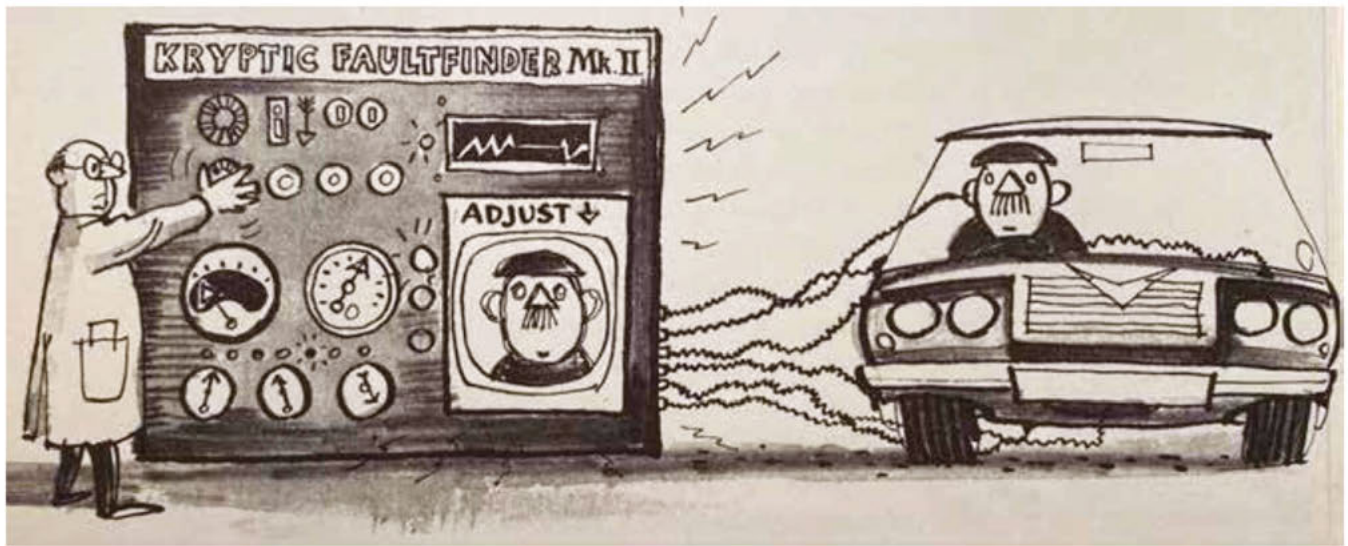
YouTube



Note the updated DATE

'Harry's Run'

Sunday 21st 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 21st 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