



# FIAT Month

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

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

**MAR 2026**

**Fiat Dino 60th Anniversary**

**Autofesta Italia**



***Dino Feature at  
Autofesta Italia  
Yarra Glen 2026***



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**MAR 2026**



Club Meetings are held at 8pm  
on the second Thursday of each  
month at:

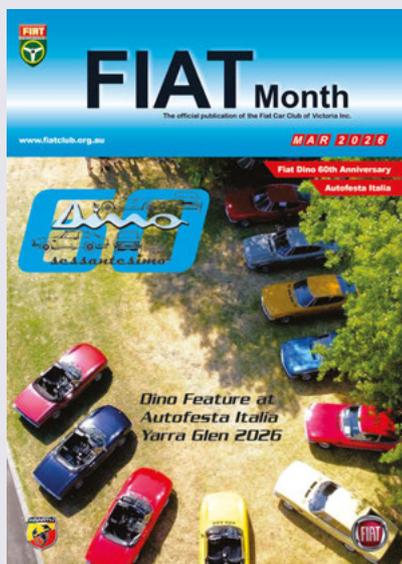
The Veneto Club  
191 Bulleen Rd, Bulleen VIC 3105

#### 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: May 2026  
Deadline: 5th April 2025



Front cover:  
Fiat Dino's 60th Anniversary

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Automotive, Maranella Pur Sang Motors, The Italian  
Job, BOI Performance, Monza Motors
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Machine, Club Merchandise
- IBC** AutoRicambi Ad
- BC** Pete's X1/9 Raduno  
Gary Spencer



2025-2026

# THE CLUB COMMITTEE

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Marisa Gangemi

**CAMS Delegate**

Paul Freame

**Supper Organiser**

Paul Pozzobon

**AOMC Delegate**

Roger Beattie  
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Kevin Lemm

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**Communications Officer**

Vacant

**Raffle Manager**

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0420 277 701

**Federation Delegate**

Richard Unkles

**Webmaster**

Mark Weinberger

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

## LIFE MEMBERS



Perc Delmenico\*

David Plummer\*

Graeme Shephard\*

Richard Carlson\*

Barry Ellis\*

Noel Tyzack

Peter Bartold\*

Lyn Bartold

William Freame

Colin Templer

Jon Carroll

Robert Judd

Debra Judd

Phillip Buggee

Janet Fry\*

Shirley Clark

Stephen Mayer\*

Richard Unkles

Ian Payne

David Hughes

Keith Ellis

Alana Freame

Harry Baker\*

David Judd

Sebastian Bongiorno

Joseph Sammut

\*deceased

Life Member and Patron — Lyn Bartold

## SERVICE AWARD MEMBERS

Sandro Cesario

Jonathan Crellin

Bob Durrant

Frank Fazio

Paul Freame

Stuart Granger

Bruce McCann

Danny Petterlin

Mark Rae\*

Tony Romeo

Joseph Sammut

Gary Spencer

Shayne Williams

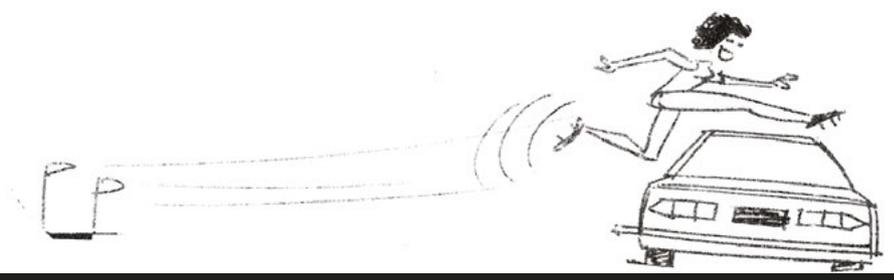
\*deceased



Having just returned from a few weeks in Japan visiting family members and enduring very low temperatures and a very different way of living, it makes you reflect on the way we operate here and how different it is. Whilst in Tokyo I spent a lot of time travelling on trains and what impressed me was the order of passengers whilst waiting for the train to arrive. The stations have a barrier with doors that open once the train has stopped and the line of passengers enter in a very orderly manner ( usually standing for most of the journey as they become very crowded) There is definitely no pushing and shoving to get on or off and it made me compared it to our stations here and often the rush to board that can occur on a very crowded station!

The other thing that fascinated me was the cars. The most popular cars, are the little van shaped ones which came in all sizes and a bit of variation in shape. It was very unusual to see anything not shaped this way but with a bit of variation. I did spot a few Fiat 500's and Abarths as these fitted the size preferences, but very few of them.

As I spent a week in the snow at Myoko I was also amazed at how well the cars handled the roads that could be icy and with walls of snow that the snow ploughs had cut through regularly (very different to my experiences travelling to Mt Buller when you had to stop at a certain point and fit your snow chains).



## From the Editor...

Although these small and suitable cars for a country with a population of 123.4 million are necessary, it is great to return to Australia where we have such a huge variety of vehicles including your everyday drive as well as the classics we see on the road at times and particularly on our FCCV

outings. I am also happy to not live in a country where winters can be so cold. Having said all that, Japan is a fantastic place to visit and I appreciate all that I did and saw on my trip.





# Rapporto del presidente



Not a sight for a Sunday



Nine screws in a knee

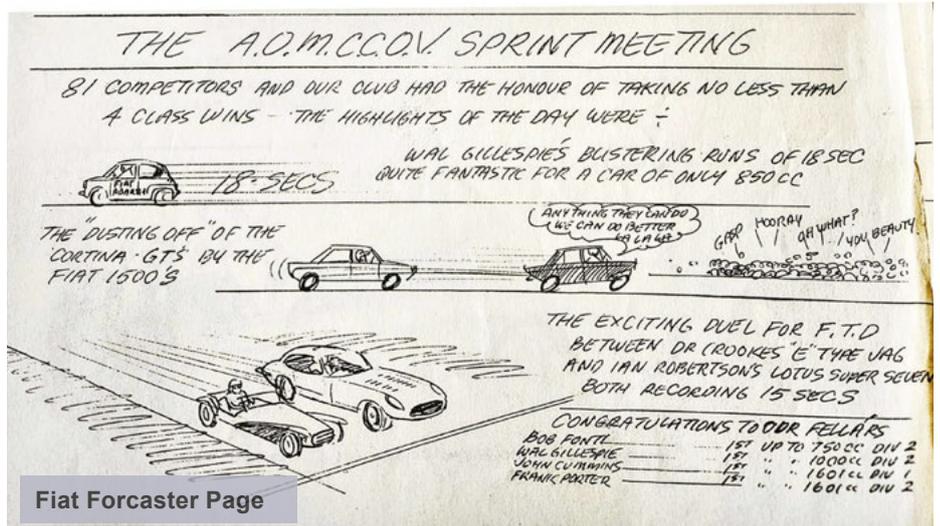
It has been a couple of interesting months for me since the last report. It has been more about caring for and helping others than getting any of my own projects finished. An entirely admirable occurrence but a little surprising as I had planned to get a bit done over the holiday period and get away for a few days to some rural Victorian idyll for a few days of R&R.

Many of you are thinking right about now, "How on earth can Roger need any R&R?" as he is always away on some trip or another but although it seems like I am rarely home that only tends toward not having the home based tasks completed. This summer's relaxation has been marred by an accident which required me to be in Melbourne for the whole summer and on nursing, cooking and cleaning duties. Judith managed to shatter her knee in Tassie after a bushwalk and had surgery on December 21. Eight weeks on and we are still not up to putting the foot on the ground but progress is linear if slow. See the accompanying photo to see the nine screws and plate now holding the leg together.

That is not the only pastoral care I have been doing, we have had a few members unwell and a number caught up in their restoration journeys.



Sandro unplugged



One day someone will explain to me why it is so much more interesting to help someone else than to work on your own projects. This is not an uncommon finding which both slows my progress but no doubt sees other projects get closer to completion.

On a happier note we have heard back from Bob Fonti in Italy who was very happy to see his story in the last FIATmonth. I have found a page from the Fiat Forecaster that highlighted the results being

discussed including Wal Gillespie's flying Abarth 750 now in retirement with Jack Waldron.

The organisation of the years events are continuing apace however the speed at which they are closing in seems to be increasing. Perhaps I should put my pen down and attend with a couple of those right now.

*Roger*

**YOU WON'T SEE ONE OF THESE ON THE STREETS OF MELBOURNE !!**



1959 Fiat 1200 for sale in New York State for USD69,665



# CLUB CALENDAR

## MARCH – MAY 2026

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.

### MARCH

- Mon 2 – Thurs 5**      **Targa Classica**
- Sat 7**                      **Caffe di sabato. Veneto Club 9 am**  
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Thurs 5 – Sun 8**      **Melbourne F1 GP Festival – FCCV Display**  
Contact Sandro Cesario 0420 277 701
- Sun 8**                      **Melbourne F1 Race**
- Thurs 12**                **General Meeting. Veneto Club 8.00 pm**
- Fri 13 – Sun 15**      **Penrite Classic (formerly Phillip Island Classic Festival of Motorsport)**  
Contact Sandro Cesario 0420 277 701 or Joseph Sammut 0412 221 581
- Sun 15**                    **68th Kalorama Rally for vehicles prior to 1990**  
Contact Richard Unkles 0411 185 779 or David Stott 0414 442 518
- Sun 15**                    **Pete's X1/9 Raduno, in memory of Peter Bartold.**  
**All club members welcome (not just X1/9's)**  
Contact Gary Spencer 0425 878 835
- Sun 29**                    **Rob Roy Revival featuring Italian cars.**  
Contact Roger Beattie 0400 177 278

### APRIL

- Fri 3 – Mon 6**              **EASTER**
- Sat 4**                      **Caffe di sabato**
- Thurs 9**                    **General Meeting. Veneto Club 8.00 pm**  
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Fri 10-Sun 12**          **FIAT Nationals in NSW and ACT**
- Fri 10**                      **FIAT Nationals Sprint at Marulan**
- Sat 11**                      **FIAT Nationals Motorkhana at Goulburn**
- Sun 12**                      **FIAT Nationals Show and Shine at Auto Italia, Canberra**
- Sun 19**                      **Autumn Run.** Contact Roger Beattie 0400 177 278

### MAY

- Fri 1 – Sun 3**              **AOMC/RACV Florence Thomson Tour in the Shepparton area**
- Sat 2**                      **Caffe di sabato**
- Thurs 14**                **General Meeting. Veneto Club 8.00 pm**  
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 17**                    **National Motoring Heritage Day**

**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 2026  
Thursday 12th March,  
Thursday 9th April,  
Thursday 14th May

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](http://www.fiatclub.org.au)  
Facebook  
Fiat Car Club of Victoria

Contributions to FIATmonth are always welcome  
Contact Editor  
[editor@fiatclub.org.au](mailto: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

This year the club will not be producing membership cards unless they are specifically requested by a member. The cost of the card will be \$5.

When driving your "club permit" car a membership card is not mandatory. Your booklet with the signed and stamped paperwork from VICRoads is!

This decision was taken by the committee due to the cost of producing and mailing out the cards. To produce and mail out a card it costs the club around \$5.

In addition to the cost, it is significant effort for a person to produce the envelopes and send the card out to the member. All members are automatically sent an email which includes their receipt when they renew their membership. The club will be working towards preparing an image of a membership card which members will be able to store on their phone.

The Fiat Car Club of Victoria has 554 members, made up of the following:

## Membership Status

Life Members 17      Family Members 72      Family Dependents 93  
Country Members 15      Single Memberships 333      Social Memberships 24

## WE WELCOME THE FOLLOWING NEW MEMBERS –

**John Lavery** Porsche Boxster      **Robert di Tanno**  
**Nick Freezer** Fiat 124 Spider      **Steve and Peter Pelligrino** Fiat 1100  
**Vinko Markoski** Fiat Abarth 595 Competizione

## 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](mailto:permit@fiatclub.org.au)

Renewal: [permitrenewals@fiatclub.org.au](mailto: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](http://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](mailto: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.

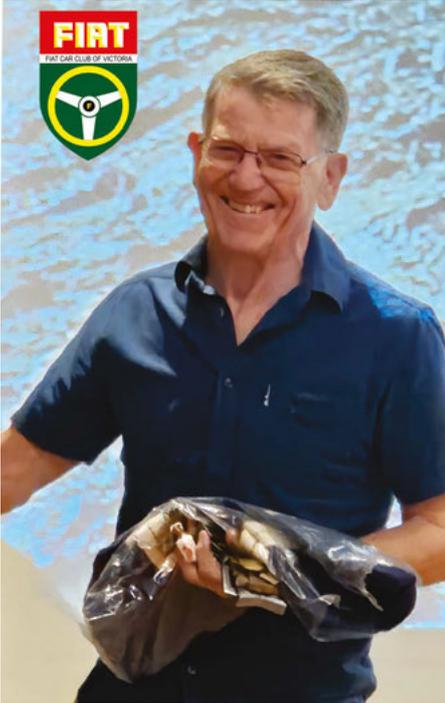
<https://www.vicroads.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

## 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



By the time you read this, two months of the new year will have passed. A lot has already happened in our motorsport world.

Whispers abound of new cars and even new trailers being built. My 128 Spider now proudly rides on its own trailer. Still more work on other cars preparing them for the year ahead.

MSCA round 1 has been run at Phillip Island and competitors there were Marisa Gangemi Abarth SS, Ray Osterberg with his Lancia Beta Coupe, Erin Freame and dad, Paul in their Punto 1.4 T-Jet. Paul may soon have to get used to the reference “Erin’s Dad” as it appears that Erin put her first scalp on the board.

Marisa was proud to acknowledge Erin was faster on the day. Congratulations to Erin for her resolve, quiet determination and skill.

Congratulations to Erin’s Dad for his encouragement and support and his positive approach to guidance and teaching.

Jack Waldron was also running his Lotus 18 replica with Peugeot power (still part of the Stellantis Group?). For some time now the car has run on twin SU carbies and always had fuelling issues.

With help from Phil Buggee of Bits of Italy and Bill Freame a single 40 mm Weber has been adapted to the original manifold. Jack was all smiles as the car ran faultlessly and was smoother and had more torque and power.

By the time you read this round 2 of the MSCA Super Sprints will have been run at Sandown and two rounds of the Victorian Hillclimb Championship will also have been run.

Ian Maud is a prolific competitor running his X1/9 Prototipo at Rob Roy winning his class for the first time at any hillclimb. Considering most of his class competition comes from modern 16 valve machinery (mostly MX5’s) this is a sterling effort.

Elsewhere in this Fiatmonth you will find the Competition Calendar for March to September 2026.

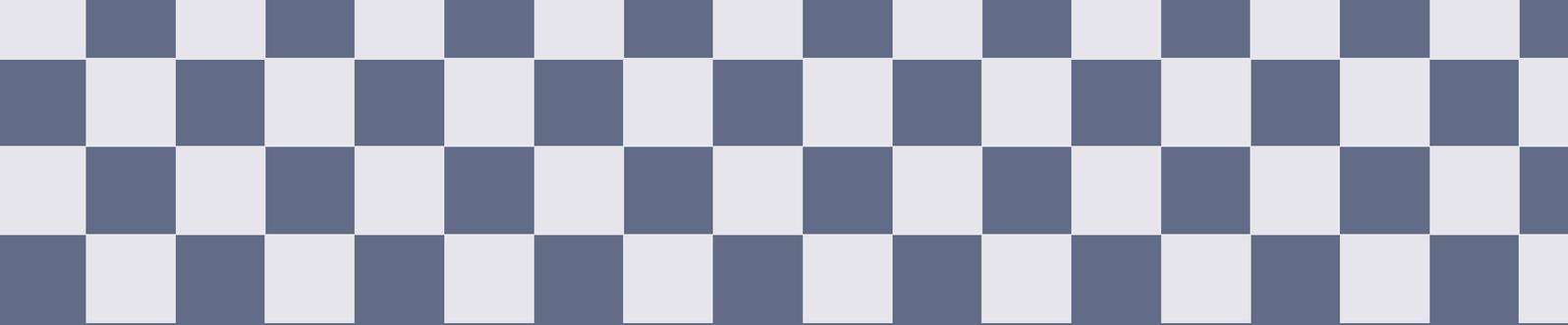
Group 5 Motorkhana and Khanacross events are also listed in the calendar. This is not a complete calendar as there are many other events available such as Gippsland Car Club, Huntingdale Auto Club.

I will add more events to our club Competition Calendar as calendars are finalised by other parties. There is certainly something for everyone.

**On Monday 9 March 2026 we will have our first Come & Try Motorkhana for 2026. This will also be useful as practice for the 2026 Fiat Nationals.**

In April, specifically from Friday 10 April to Sunday 12 April 2026 we will have the Fiat Nationals, hosted by FCCNSW. The Sprint is at Pheasant Wood Circuit





Erin Freame competing

just south of Marulan which is just 30 kms north of Goulburn in NSW. This circuit is ideal for our smaller engined cars with relatively short straights and lotsa corners.

The motorkhana is on Saturday, 11 April at One Raceway formerly Wakefield Park 11 kms south of Goulburn. This will be using the new skidpan at the circuit so definitely a bitumen motorkhana that will better suit the modern cars.

For the first time our hosts Fiat Car Club of NSW are able to co-ordinate the Show and Shine this year with Auto Italia at Canberra on Sunday 12 April. In the past a large number of members have made the pilgrimage to Canberra for this event and had

the privilege to be invited to many workshops in and around Canberra. The Presentation Dinner will be back in Goulburn where most people will be staying.

This a weekend filled with great opportunities to re-visit old acquaintances and make new ones. I have never been to Canberra for AutoItalia but this will be a great opportunity to do so. The camaraderie between the participants is always raved about afterwards.

Add this weekend to your calendar. You will be well rewarded.

I look forward to a very busy 2026 with lots of choices to keep all appetites sated.

# COMPETITION TIMETABLE 2026



## 2026 Draft Calendar as of 15 Dec 2025

	VMC	VKC	G5	Club	Venue	Surface
Sun 15 Mar			M/k	HSCC	Werribee	Dirt
Sun 12 Apr	VMC3			WDCC/GMSC	Avalon	Bitumen
Sat 18 Apr	Day/night		G5 K/c	VMCi	Werribee	Dirt
Sun 26 Apr		VKC2		WDCC/GMSC	Avalon	Bitumen
Sun 3 May			G5 M/k	WDCC/GMSC	Avalon	Bitumen
Sun 31 May		VKC3		GCC	Bryant Park	Bitumen
Sun 14 Jun			G5 K/c	FFCC/TCCA	Avalon	Bitumen
Sat 27 Jun		VKC4		WMS	Westmere	Dirt
Sun 28 Jun	VMC4			WMS	Westmere	Dirt
Sun 5 Jul			G5 M/k	GMSC/WDCC	Avalon	Bitumen
Sat 11 Jul	VMC5			BCC	Bendigo Saleyard	Bitumen
Sat 25 Jul		VKC5		FFCC	Colac	Bitumen
Sun 26 Jul	VMC6			FFCC	Colac	Bitumen
Sun 2 Aug			G5 M/k	HSCCV	Avalon	Bitumen
Sun 9 Aug		VKC6		BCC	Bagshot	Dirt
Sun 23 Aug	VMC7			BCC	Bagshot	Dirt
Sun 6 Sep			G5 K/c	FFCC/TCCA	Avalon	Bitumen
Sat 19 Sep		VKC7		SEAC	Mt Gambier Saleyard	Bitumen
Sun 20 Sep	VMC8			SEAC	Mt Gambier Saleyard	Bitumen
Sat 17 Oct	VMC9			DSCC	Deniliquin	Dirt
Sun 18 Oct		VKC8		DSCC	Deniliquin	Dirt
Sat 24 Oct	Day/night		G5 K/c	NCCA	Werribee	Dirt
Sat 14 Nov		VKC9	K/c	FFCC/TCCA	Werribee	Dirt
TBA	AMC				Victoria	

# MARISSA GANGEMI COMPETING AND THE RECIPIENT OF TROPHIES



# MY FIRST MSCA SPRINT

By Erin Freame

Dad and I left early in his Grande Punto Sport, aka TJet, to get to Phillip Island Circuit by 7:30am. We had a garage booked right next to Marisa with her 500 essence. When we arrived I swiftly got in line to complete documentation and sign-in, and to receive the timing Dorian. Dad was busy unpacking the car of tools and spare wheels. Despite it being my first competitive Sprint (not including the MSCA Come and Try event, last year also at Phillip Island), I had a good understanding of how Sprint events work, from being Dad's pit crew in last year's Fiat Nationals Sprint at Morgan Park, Qld.

For this event, there was an opportunity to go around the track with an experienced driver for novices and those that not been around this track before. It was great to hear the thoughts and advice from another perspective, not just Dad! Just before the driver's

briefing, there was an introduction for all the women participating, including officials and drivers.

The MSCA launched the Sprinting Sisters program and buddied us less experienced drivers or officials, with a more experienced participant. Marisa was my buddy along with several Junior/Novice drivers, one whom I was sharing a garage with, Lara (Toyota86), who was also at the Come and Try Sprint last year. Marisa and Patrina Astbury explained the goal of Sprinting Sisters was to both encourage and support more women in Motorsport, and increase the number of women participating. In this event, they surpassed their goal number, with 14 women participating. We all got a Sprinting Sisters sticker and a group photo before the driver's briefing.

I was informed at sign-in that I had been "randomly" selected (the Freame reputation?) for a targeted





scrutiny and self-extraction test. After my first session, I drove into the scrutineering bay. Vehicle checks were done and safety equipment verified compliant. They then asked me to do the self-extraction test, which I had never done before. From a fully belted position and helmet on, the official yelled 'Now', to time how long it takes me to fully exit the vehicle. I passed the test, and it was great that I got to do it, so I know what happens now for the next random scrutiny.

There were two people filming content for the MSCA and Sprinting Sisters, they went around taking pictures of people off the track and also interviewed several women, including me. My first media interview ever, and it was very nerve-racking. They asked questions about my experience in motorsport and asked for encouragement for other women who want to get into motorsport.

Regularity is Group 1, where drivers nominate a laptime after their first session, and score points for how close the laps in the remaining sessions are, to get to that lap time. Marisa, being the 2025 MSCA Regularity Champion, I only got to see her on the track when she was overtaking me in the first

session, while I was just remembering the track and getting more comfortable with the TJet. We set my regularity target to 2:35. Dad was confident I could achieve 2:30; I was not so sure, until I was within reach of my regularity time consistently in the second session. During lunch, I was high off my success and determined to achieve Dad's target in my last two sessions. Session 3 I was chasing Marisa, and the final session she was trying to keep up. I almost succeeded with my last lap of the day, a 2:31.6. Dad was so proud.

We finished the day with a trip to the Phillip Island Chocolate Factory, and a tour through the production part with just us and the tour guide, looking at all the machinery and going through how production works.

Overall a fantastic day with Dad and other motorsport friends, where I learnt a lot about the car and improved my skills.

Thanks to Marisa, Selin, Jack, Vin, Dallas and Sam for all the encouragement and advice on the day. Now to plot more sprints with Dad's TJet!



# “Italian Motoring Bliss at Autofesta Italia Yarra Glen Racecourse”

Story by Jon Carroll

Photos by Roger Beattie, Anthony Cementon, Rob Judd, Joseph Sammut



Will it be at the March 15 Raduno

This was my first visit to the British and European Motoring Show which presented Italian Cars and Bikes and featured specifically “The Fiat Dino Spiders and Coupe’s in a special display. This unique and first even time display of Fiat Dino’s was put together by Robert Judd with assistance from brother David Judd.

A considerable amount of research and effort was put by Robert to find the Eleven Fiat Dino’s that were on display for the day, so congratulations to Rob and David for making it happen. During an interview with Rob and David for the Fiat Clubs YouTube Channel (video to be produced and uploaded in coming week’s) Rob had discovered that there are some 21 examples located in Victoria. “Quite a Find”. I have no doubt Rob will be aiming to get more Fiat Dino’s on display for next year’s event.

Wandering through the “Autofesta Italia Display Area” was just amazing, seeing all the exceptionally well presented “Italian Marques”. The number of vehicles on display was outstanding. I can say there would have many hours spent by entrants getting their vehicles to the very high standard that was evident.

In addition to the wide and varied Italian Marques on display, the Fiat Club Event Committee set up a fabulous Alfresco Area with the club marquee and ample tables and chairs for patrons. Egg and Bacon Rolls for breakfast and a Sausage Sizzle for lunch was provided from the club marquee from early morning till just after lunch. Extremely popular and completely sold out.

A big thank you to Roger (President) and Sandro (Vice President) and the event committee for creating, setting up a event area that was so I well enjoyed



What a way to learn



Joe waiting for BBQ from Alex and Jac

by all patrons. It created a terrific environment of camaraderie, conversation and enjoyment.

One of the special highlights of the day was the “Costume d’ Epoca Vintage Fashion Display and Parade”.Organized by Lyn Bartold and Deb Judd this was a wonderful and colourful inclusion into the event.

Eighteen exquisitely dressed ladies and gentlemen put in a fabulous effort dressing in vehicle period

outfits and participated in a a parade next to the Fiat Alfresco Area followed by a group photo which appears in this edition of Fiat Month.Congratulations to Lyn and Deb for putting together this highlight of the event.

In summary, I can certainly recommend highly this annual event as a must attend, and I know I will certainly be back next year.....:



Lovely 1800 sedan

# COSTUMI D'EPOCA AT AUTOFEESTA ITALIA

By Lyn Bartold

For a number of years, we have included Costumi d'epoca in various events that we hold annually, as a compliment to the car display that it has become part of. These began as part of Autobella, our major club car display that has existed for many years, at a variety of venues and car shows.

We have always had a hard-core group of members willing to be part of this and who go to a lot of effort to dress in the era of their car or in their favourite era, which allows a lot of leeway in the competition. Being

a keen collector of vintage costumes and loving the chance to dress up and working with Deb Judd we have been able to convince lots of FCCV members to join us.

Costumi has spread to other shows that we don't organise but are invited to run our event at Auto Classico at Maling Rd was added to our list of successful events last year. We often take a display of costumes for anyone interested in dressing up to find something to wear in the competition.





The British and European Car Show has been a regular venue for our show and I am always impressed by the great costumes our members and other participants arrive in. We had 18 competitors this year and some interesting costumes as usual, so, well done to everyone who made an effort to join the event

Thanks to Roger Beattie for providing some excellent trophies

**PRIZE WINNERS**

- Best Ladies Vintage** Marie Sharp
- Best Gents Vintage** Rob Judd
- Best Ladies Retro** Leanne Sciclunia
- Best Male Retro** James Woodburn
- Best Couple** Julie and Gary Spencer
- Judges Commendation** Maho and Minori
- Judges Commendation** Debra Buggee



# FIAT NATIONALS – organised by Fiat Car Club NSW

By Roger Beattie



The 2026 Fiat Nationals is heading to Goulburn NSW April 10-12, and the Fiat Club of NSW needs your help. Events like these take a small team to make happen, as well as the generous help of businesses that can assist by way of sponsorship or supply of goods needed for the event. If you are a club member looking to step up and take on a task for the weekend, please let me know so we can start to put our team together.

The weekend features three core events in the Sprint, Motorkhana & Show & Shine, and whilst we have now received two fantastic sponsors step for our Sprint

and Show & Shine, we still have an opportunity for a naming rights sponsor for our Motorkhana.

If you happen to own a business that you feel may be able to make a contribution to the running of the event such as financial or material to be included for raffles, printing of programs, entrant packs, trophies and many more, please let me know so we can start seeing what we can do together, and help promote your business in return.

There's a lot to do in a short time, but I can't wait for FCNSW to put on an amazing weekend for our members and interstate friends. Please don't hesitate



Finding a dry spot



Show n Shine Judging

to be a part of an amazing event if you are able to help! Martin Gallard. Once the show concludes, it's back to Goulburn for the presentation dinner at the Soldiers Club, where trophies are handed out, stories are retold (with increasing embellishment), and the weekend is officially wrapped up.

More Than an Event – A Community At its heart, the Fiat Nationals isn't about lap records or silverware – it's about people. It's about interstate friends reuniting, new faces feeling instantly welcome, and a shared appreciation for cars that have soul, character, and just the right amount of Italian flair.

Whether you're chasing times, cruising vineyards, lining up in a convoy, or simply soaking it all in, the Fiat Nationals offers something rare: a weekend where everyone belongs. Lots of event updates are posted at our Facebook page, [https:// www.facebook.com/FiatNationals](https://www.facebook.com/FiatNationals) En

**FCCV Contact: Roger Beattie**



Paul hiding his secrets



Thank you speech

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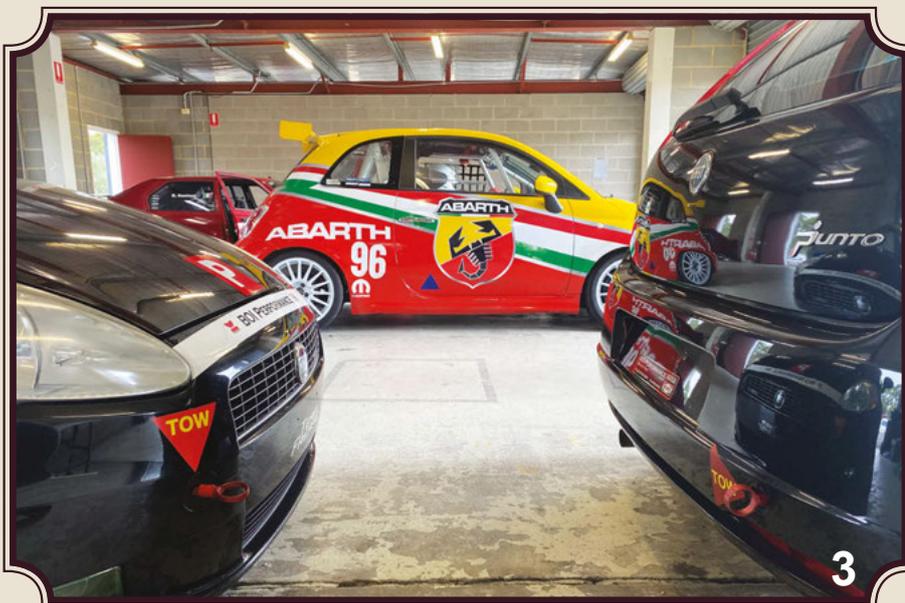
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# Photo Competition

Once again, our Fiatmonth contributors have been busy putting together some great articles to create the March FM. I created a page for the magazine some time ago so that members could submit photos for a competition where the best photos submitted would be selected for a page in the magazine and winners could select some club merchandise as a prize.



This month there have been some excellent photos and the winners are:

- 1 The photographer of Chris Delosti's magnificent Lancia Stratos has not been identified but he or she deserves to win our competition. So please contact the Editor and we will pass on the prize – well done
- 2 Allan Sammut – Enjoying the Fiats at Yarra Glen
- 3 Paul Freame – A rose between two thorns

# 60 YEARS OF FIAT DINO AT AUTOFEESTA (part of the British & European Car Show)

By Robert Judd

When our President, Roger, sent out a Pronto early this year reminding us of AutoFesta Italia at Yarra Glen Racecourse, he mentioned that 2026 was the 60th Anniversary of the Dino. This got me thinking that it would be interesting to see how many Fiat Dinos we could get along.

It was proposed, that if we had a handful of Dinos coming, we could have a dedicated display. Approaching the various Dino owners in the Car club and a few others I was pleasantly surprised by the response.

The result on Feb 15th at the AutoFesta Italia, was a total of 11 Dinos (four Spiders and seven Coupes) in the special display (of only ~7600 produced). In addition to these cars, we have three members whose Dinos weren't quite ready to be there, but were keen to be involved, so came along on the day. There were also five other cars/owners who weren't able to attend on the day.

It was great to see such a mix of 2 litre and 2.4 litre cars in a variety of colours all together and to get to speak with all these owners and compare car details etc. During the various conversations we also learned of another couple of cars/owners, so the list continues to grow.

I saw a comment on Facebook after the day that said this would have been the largest gathering of Dinos in the southern hemisphere and I think this is most likely. I guess our opportunity, given the number of cars we are now aware of, is at some time in the future, we can improve on this record. Can we get 20+?

Thanks to all the owners who brought their Dinos along and thanks also to all our members who brought their other Fiats out for such a great Italian car display.



Dino Spiders



Dino Coupes

## A POTTED HISTORY OF THE FIAT DINO:

By the mid 1960's FIAT was an industrial powerhouse, and in the automotive area was prolific with a car model range from the 500, 600, 1100, 1500 to 1800/2300. They were even assembling cars in Australia at this time. And their newest range of 850 and 124 models was about to create the "Italian love affair" in Australia. With all of these wonderful models, why then did Fiat produce the Fiat Dino?

In the mid 60's there was a decision made that for the 1967 racing year the F2 cars must have an engine of maximum capacity 1.6 litre and maximum 6 cylinder and that this engine must be from a production vehicle which has sold at least 500 per year. But the problem was, at this time, Ferrari was selling less than half this number of cars in a year and all with V12 engines.

However Ferrari did have a V6 engine that had been used successfully in various race categories (this engine was conceived by Enzo's son nicknamed Dino). So, they had an engine that fulfilled the new criteria but not a production car.

The solution was a cooperation between Ferrari and Fiat. For Fiat and Ferrari to each build car models which would be fitted with the Dino V6 motor to achieve the necessary sales.

This arrangement was agreed in 1965 and Fiat rapidly set about creating two body versions with Bertone and Pininfarina, as well as taking the Dino V6 from a low volume design to a productionised design to ensure volume capacity and reliability. During this time Ferrari also engaged Pininfarina to create a design for their car.

Fiat utilised its design capabilities to quickly produce a suitable chassis which, in short wheelbase form, was displayed by Pininfarina as the Fiat Dino Spider at the Turin Car Show late in 1966. This car was so popular that the presales numbers assured homologation of the engine prior to the start of the 1967 season.

In early 1967 Bertone displayed their Fiat Dino Coupe at the Geneva Car Show and these two cars went into production early in 1967. The Dino Spider bodies were being produced alongside the Fiat 124 Spider at Pininfarina and the Dino Coupe bodies alongside the Fiat 850 Spider at Bertone, both Dinosaurs fitted with a 2 litre version of the all alloy V6.

Later in 1967 Ferrari released their Dino 206. A mid engine designed vehicle. It's important to note that the Dino made by Ferrari was not called or labelled



as a Ferrari. The first official Ferrari Dino was the 308 series model

In 1969 the engine was updated to 2.4 litre and changed to cast iron block which was used in all three body types and the Lancia Stratos. The Fiats also received the independent rear suspension from the 130 model. In total there were only 6043 Coupes and 1557 Spiders made between 1967-72.

Now we know why they exist. But what makes them special?

Simple: Other than the low build numbers, the sensuous curves of the sporty spider make it stand out in the crowd and can't help but draw the eye, while the subtle lines of the coupe represents the classic Grand Tourer styling of the era.

From the driver's seat, the sonorous sound of the V6 burble and triple weber induction, combined with the symphony of chains and cams makes for pleasure on any drive, even at the gentle pace of everyday modern traffic.



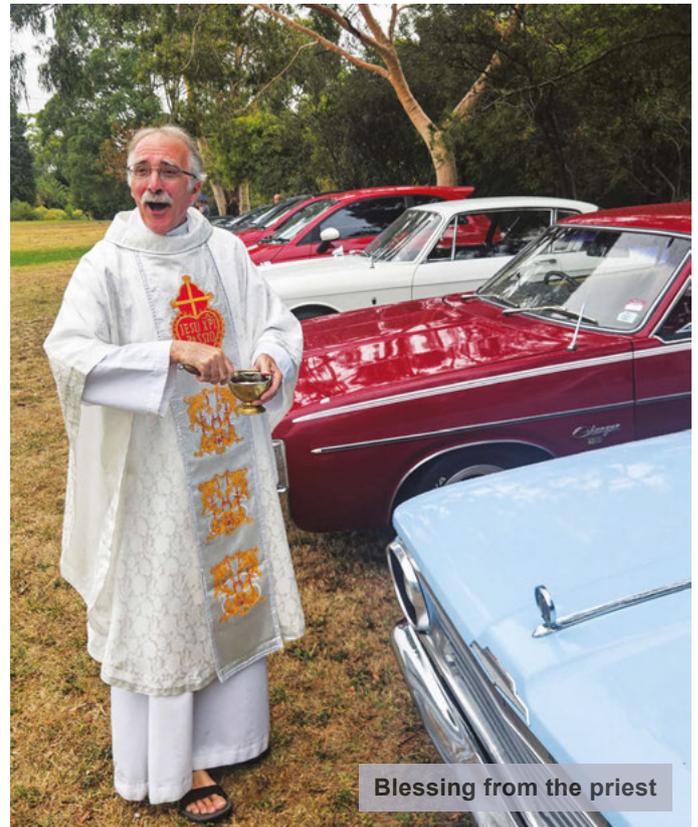
# HOLY CROSS CENTRE CAR DISPLAY AND BLESSING

By Roger Beattie

Another early morning arrival at the Templestowe venue meant that we had the choice of display spots at the Holy Cross Centre. Pretty soon the cars began to arrive and it was not long until there were more red Ferraris than any other make on the field. They must really be in need of some divine intervention!!

Thankfully the threatening weather held off and we had only experienced a couple of sprinkles when the priest came along to add a little more with the blessing. There are those who feel adding moisture to old cars is always risky but surely a few drops of holy water and some kind words can do nothing but bring a sense of occasion.

The food and coffee fired up and it seemed that all the car owners and aficionados were drawn by the sights and smells on offer. There may have been something in some of the drinks being served that prompted the spontaneous sing along and dancing but I didn't wait around to investigate. I was in a



Blessing from the priest





borrowed car (Thanks Kevin Lemm) and thought it was time to return it and get on with the rest of my day.

All in all, a very pleasant and low key way to spend a Sunday morning. No doubt there will be an

opportunity to revisit next year ... bring along your most troubled car as a blessing might be just what it needs.





## Car Wars

# The News Stand

Richard Unkles

This article has heavily relied upon the book "Car Wars – How the car won our hearts and conquered our cities" by Graeme Davison published by Allen and Unwin in 2004. Graeme was an academic at Monash University who grew up during the war years in Essendon, son of a plumber. Direct quotes are identified by Quotation Marks.

Up until WWII car ownership was somewhat limited to the middle and upper classes, with the obvious exception of aged cars that required some knowledge and ingenuity to keep them mobile. That was less of a problem with so many men having a trade background. Post WWII when the threat of defeat retreated, there was pent up demand by those with unspent money by those in the armed forces, often who had also had experience with mechanics during six years of war. Of course, much of this money went into housing for the very recently married or reunited. In addition, there was petrol rationing and cars were taken off the blocks they were sat on for the duration of the war. Cost of these revived relics that sat on blocks during the war increased with the pent up demand.

Research in 1946 by the Australian Motor Manual had devised that the ideal car for Australians was a six passenger, 25HP sedan with a top speed about 70MPH and costing about £400 - £500. There were a few attempts to produce a car here including an assessment of the VW Wolfsburg plant at the suggestion of the government which was being sold as part of German war reparations. This was undertaken by Laurence Hartnett, the former director of GMH.

After three weeks he deduced that the volumes necessary for economic production did not exist in Australia. However, he did import a small French Gregoire car and started manufacture here. However, that was scuppered by collusion between GMH and the Commonwealth as the bodies were contracted to be made by a Commonwealth owned company but it never delivered the panels. A handful of Hartnett cars survive here that had hand-built bodies including one very low mileage small station wagon.

For more than a decade after the war far more people wanted cars than could afford or even obtain them. In the late 1940's British cars outsold the American ones, typical being Morris Minors, Hillmans and Ford Prefects. These smaller cars were more available as American product was wanted at home for its local demand. The availability of these was assisted by the UK push to export to reduce its war acquired debt, which was not to be fully paid off until the time of Margaret Thatcher. In addition, the value of the American Dollar remained quite high.

Demand was fuelled by the increasing number of Australians who knew how to drive. By 1951 64% of men and 19% of women had driving licences and a year later the percentages had increased to 75% and 25%.

Prime Minister Ben Chifley launched the first Holden car at Fishermans Bend on 29th November 1948. The Holden was similar in specifications to the 1946 aspirations though the price at £760 did not fit the dreamers of 1946. It was an instant, though guaranteed success. Bear in mind that in 1948 there were 73,000 outstanding applications for imported cars and it was estimated that at least 90% of used cars were sold on the black market. The lifting of petrol rations in February 1950 created an increased demand.

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 FIAT



Plenty of Fuel Stops to look forward to

By 1952 a new Holden cost £1200 which was twice a working man's wages. However you could buy a pre-war Humber or Studebaker or a 3 year old Morris Minor or Vauxhall for half that. Old cars had their critics and their lovers. Many believed that pre war cars ran better on unmade roads and the older ones had running boards for picnics or for fishermen to sort their tackle.

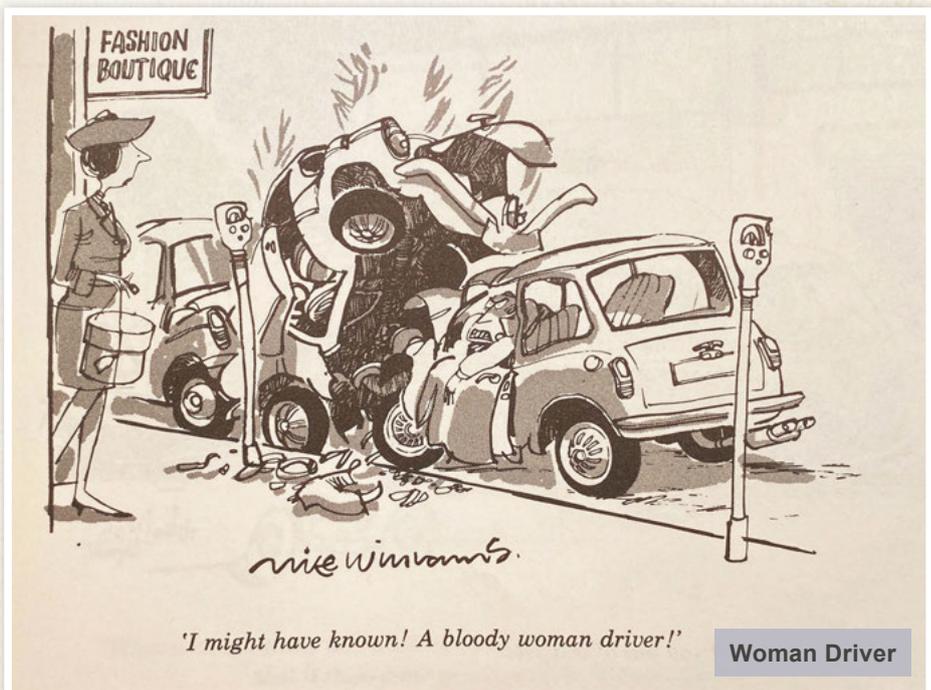
The social and geographic environment helped change towards more acceptance of cars, especially with the expansion of the suburbs where public transport had not kept pace, thus creating more demand. GMH research in 1953 found 33% of new Holden owners were professional, managerial or small businessmen, white collar workers were 22% and skilled tradesmen were only 18% of the new owners. At this time only 5% of cars were sold on terms but the availability of consumer credit meant that by 1958 nearly 40% of cars were bought on terms.

Cars became much more affordable as between 1950 and 1960 a new holden rose 33 per cent in cost whilst the retail price index rose 60 percent. Note that the locally made Ford Falcon came into the mix in 1960, finally offering significant variety in choice.

However by 1955 GMH was marketing directly to women drivers, so sales were catching up to demand, and this was before the competition from Ford with the Ford Falcon arriving in 1960. However things were changing with the practicality of car ownership in the outer suburbs coming to the fore, such as for shopping, picking up children and enlarging social circles. The Melbourne Transportation Survey of 1964 showed that the inner and middle suburbs had 39% of car owning households, the outer suburbs had 61% of car owning households owning cars.

Misogyny was rife for decades regarding the women driver, though demand of driving rights and also for access to a car increased, particularly as the suburbs expanded and public transport did not keep up. The misogyny is best exemplified by the following cartoon from Punch.

In 1959 a correspondent scolded the Royalauto editor to



'I might have known! A bloody woman driver!'

Woman Driver

# Tipo Torque continued

“Lay off women drivers” for publishing sketches depicting “women drivers as nincompoops”.

Statistics do not lie. In 1960 motoring writer Ann Clifford noted that in the previous year among the 518 men and 180 women killed on the roads that 210 were men drivers and only 11 were women drivers. By 1963 the RACV assessed statistics and found that women drivers were safer than male drivers which helped shift attitudes. All this and more contributed to change the image of the woman at the wheel. At the same time the effects of alcohol were identified as a significant component of the road toll.

Here your scribe can attest by personal experience. His mother learnt to drive as an 18yo in a near 2 ton of Graham Paige in 1938 and the only accident she was involved in was when another car was rammed into the rear of the family Holden.

In 1957 the Victoria Police, assisted by local service clubs, open the first Children’s Traffic School where children learned the road rules and signs whilst pedalling around the “roads”. This still operates in Whitehorse Road, Kew.

Also in 1963 it was noted that more women applied for drivers licences than males, partly reflecting the start of the baby boomer children seeing a car licence as a right. By 1969 The Sun News Pictorial ran a program “Declare war on 1034” which was the number killed in 1968 on Victorian roads. Victoria pioneered strict drink-driving laws in Australia, introducing a 0.05% blood alcohol concentration (BAC) limit in 1966, followed by the world’s first random breath testing (RBT) in July 1976. Over decades, limits tightened to zero for probationary/learner drivers (1984) and expanded to include mandatory alcohol interlocks for repeat or high-range offenders.

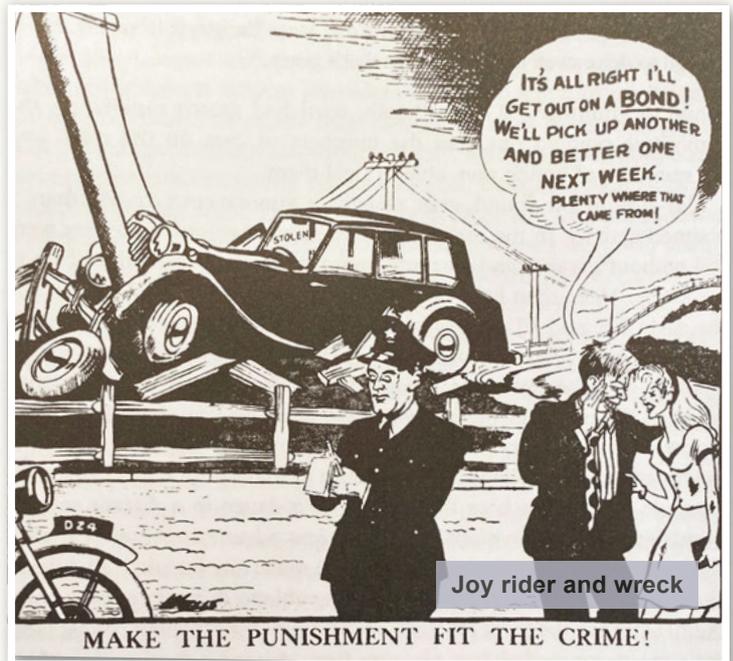
Now last year’s road toll was 288, only 28% of the 1969 figure whilst the car fleet in Victoria grew some 8 times in that period. So attitudes can be improved by public campaigns.

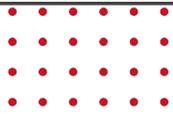
“Joy Riding” was a feature started in the 1950’s. Many were found to be young participants in the motor trade, but with apprenticeship wages so low car ownership was out of reach for many. “Borrowing” a car was easy with early Holdens being accessible with a piece of wire through the quarter vent window and then some silver paper to link the ignition wiring.

So called joy riding has taken a more sinister take nowadays with breaking into occupied houses to steal the keys of desirable cars. The cars are sometimes targeted for dismantling or even being shipped complete to the Middle East as per one case recently found by Queensland and Victorian Police.

In Sydney Dr George Miller was working at St Vincents Hospital as a young resident. The nightly trauma of young bodies being delivered in serious states to be revived (if possible) caused him to take a different tack. “As writer-director of *Mad Max* (1978) he turned the lethal battle for road mastery among the city’s car crazy young men into a compelling urban myth, perhaps the most extraordinary creative response to Australia’s motor age.” In a similar vein was the film *The Cars that ate Paris* (1974) and in a more humorous approach in *The Big Steal* (1990) where the young driver gets his own back at the crooked car dealer and gets the girl.

Perhaps older readers will recall exploits of a similar vein to those mentioned here. Nice to think we have improved.





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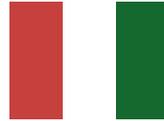
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# “The Crossing” – Our Perth to Melbourne Adventure Update.

By Roger Beattie

There have been plenty of questions regarding “The Crossing” in October. Those of you who are planning to join us should be thinking about getting over to Perth in the days leading up to our formal start on October 23. Perth has plenty to offer, so why not enjoy a few days there before our event starts. There have been suggestions of participating in the annual ‘Bay to Birdwood’ event on the way across on October 19. Keep in mind that leaving Adelaide after the event will require a fair pace from there to arrive in Perth before the weekend.

In Perth, the Fiat Lancia Club of WA are planning a dinner on Friday October 23. We are planning to have some sort of Civic Reception on Saturday October 24, either at the original departure point or a suitable location nearby. We are also hoping to have some descendants of the original travellers come along to help us make a bit of a fuss of the event.

The stops on the way back are detailed below. There is accommodation available at all these destinations, but it is up to each participant to book or alternately accommodate themselves for the night. I envisage a fair amount of camping or just sleeping under the stars. This trip is meant to be a bit of an adventure as it was for the original group.

We are planning to have a small bus or minivan accompany the trip to provide seats for those who would like to participate, but cannot bring a car, and we expect that there will be plenty of opportunity for these people to experience sections of the tour in a variety of vehicle making the trip. As with all the events I arrange, there will be focus on the social side, so time should be spent in a variety of cars, sharing stories and experiences ... of which I expect plenty.



An event for Fiats of all eras

## Proposed Itinerary for “The Crossing”

- October 23: FLCWA Dinner
- October 24: Civic Reception RAC?
- October 25: Depart for Merredin (225km). Combined Italian Car Clubs Pasta Run at Mundaring?
- October 26: Merredin to Kalgoorlie (333km)
- October 27: Kalgoorlie to Fraser Range Station (289km)
- October 28: Fraser Range Station to Cocklebiddy (335km)
- October 29: Cocklebiddy to Eucla (272km)
- October 30: Eucla to Nundroo (340km)
- October 31: Nundroo to Streaky Bay (260km)
- November 1: Streaky Bay to Port Augusta (390km)
- November 2: Port Augusta to Adelaide (309km)
- November 3: Adelaide. Basically a rest day. Possible event with the FLCCSA.
- November 4: Depart Adelaide. Various parties are expected to “head home”. Some discussion of FCCV members continuing together to Melbourne via the coast. Details to follow.



Below are some of the providers at each destination for the Perth to Adelaide stretch. All places have campsites available as well as limited rooms.

**Merredin:**

<https://www.wheatbelttourism.com/where-to-stay/merredin/merredin-accommodation/>

**Kalgoorlie:**

<https://www.kalgoorlietourism.com/accommodation/hotels-motels>

**Fraser Range Station:**

<https://www.fraserangestation.com.au/accommodation/>

**Cocklebiddy:**

Cocklebiddy Hotel Motel Service Station  
(08) 90393462, and

Wedgetail Inn Hotel

**Eucla:**

<https://www.euclastay.com.au/eucla-accommodation/> , or

Border Village Roadhouse (12km further on the border)

**Nundroo:**

<https://nundrooaccommodation.com/>

**Streaky Bay:**

Multiple available - Check online

**Port Augusta:**

Plenty on Booking.com or other sites

**Adelaide:**

Still uncertain. There is a thought to stop at Gawler overnight to arrive in a group into Adelaide next morning for a group reception. Plenty of

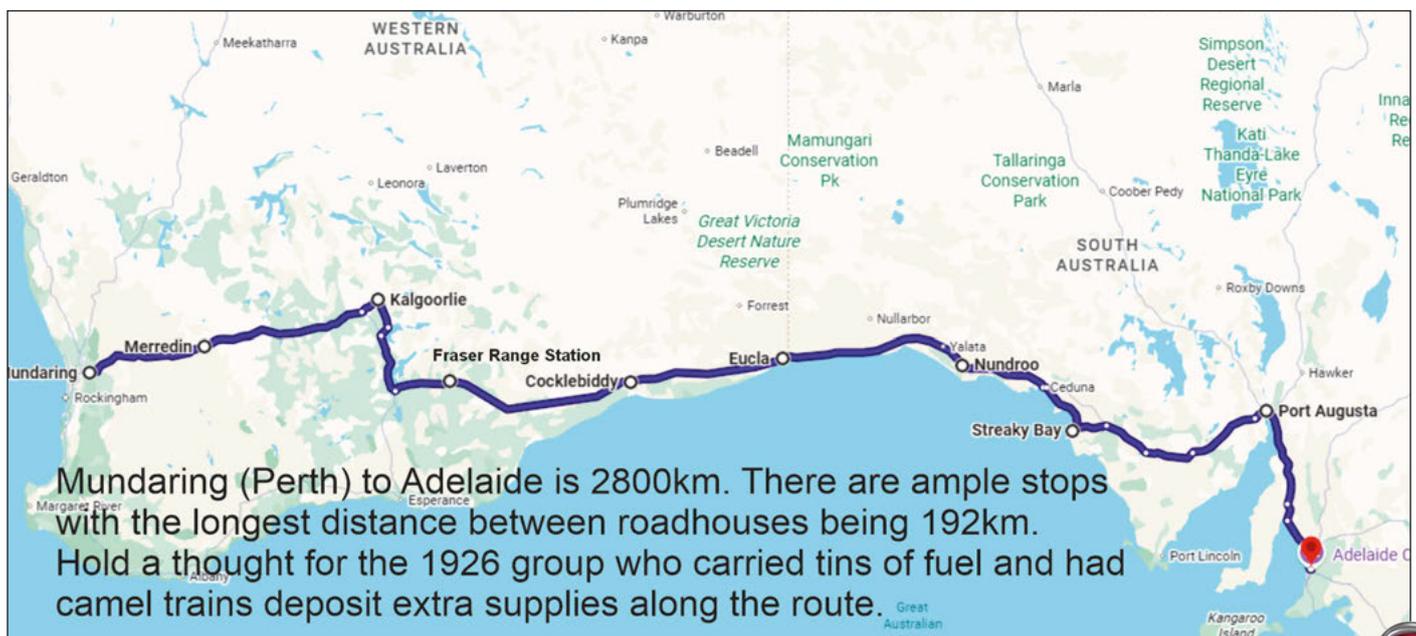
accommodation by this stage so further discussions will ensue.

As you can see from these details there is a great deal still changing depending on the participation level. We have a core group already committed and many people who have expressed interest, or are purely following to get a good laugh.

**Some points to take on board:**

1. Anyone wishing to participate in the Bay to Birdwood event on the trip across, please let me know and we will coordinate our plans.
2. I am happy to be the contact point for people planning how they will be travelling to Perth or sending their cars across.
3. If you are planning to be "ON THE BUS" please get in touch. Costs and itineraries will be kept up to date as number coalesce.
4. Think about your trip to Perth. We have people from Queensland and NSW who will group together to source transport or collective information.
5. WA, SA and VIC club members who are not planning to do the whole trip are most welcome to join us for a few days. For example, Perth to Kalgoorlie, Eucla to Adelaide or Adelaide back to Melbourne. This is an inclusive event and we want plenty of involvement.
6. Please let me know if you are planning on attending. There are many people that have shown interest and we are working to find as many ways as possible to have them join in.

Feel free to ask questions, email advice or contact me on [fiatcentral.victoria@gmail.com](mailto:fiatcentral.victoria@gmail.com) or on my mobile 0400 177 278.



# MOTORING 100 YEARS AGO AND “THE NULLA”

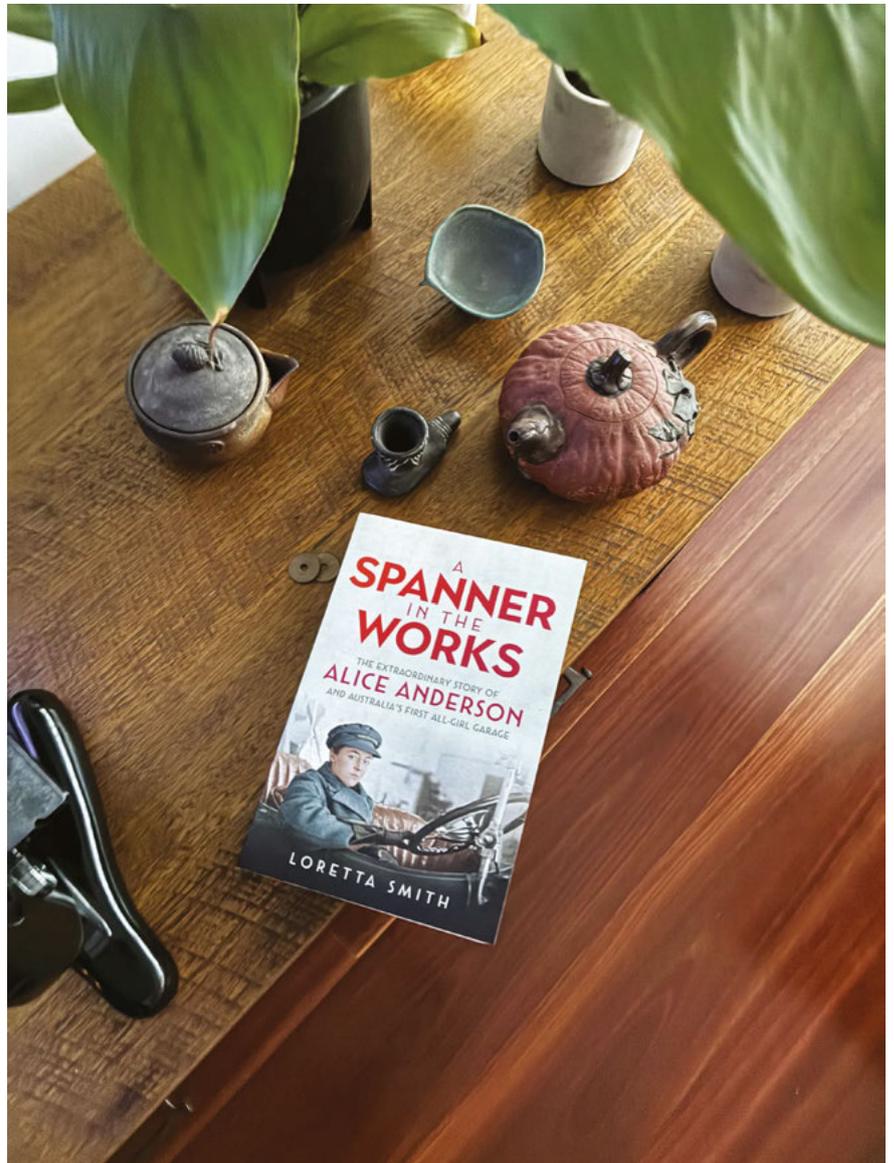
By Trevor Prasad

As our car club members start to get excited about the forthcoming centennial reenactment of the “Fiat 1926 Transcontinental Crossing” from Perth to Melbourne, it has generated a number of interesting conversations of resourcefulness and self-reliance in an era when ‘roads’ were fairly underdeveloped and with little to no infrastructure in place.

Named after Edward John Eyre who was the first European to cross the Nullarbor Plain (in 1840-1841), the main road link across the *Nulla* is the Eyre Highway from Adelaide to Perth, which remained unsealed until the 1960’s when works began to bituminise the entire length.

*My early childhood experiences of the Eyre Highway was due to my auntie relocating with her family from Melbourne to Perth in 1972. Auntie Claire and uncle John (both teachers), were lured by the attractive teaching salaries offered by the Western Australian Education Department, and a lifestyle that could afford them a family home across the road from the beach, in what is now the most prized suburb of City Beach. With a number of Christmas family visits, the only practical means to head west in our 1974 visit was to put our car on “The Indian Pacific” train. An exciting new train that had only just come into service a few years earlier. I have fond memories of sleeping in our cabins as a 10 year-old, and being able to feast on a three course meal in the dining car for breakfast, lunch and dinner.*

*In 1977 my adventurous mum seized the opportunity to pile us four young lads into her manual Datsun 1600 (which was weighed down by the unreasonable luggage), to head west and cross the Eyre Highway*



*just a few months after it had been fully sealed. The remaining section of the highway on the South Australian side was completed in September of 1976. Although the Datsun was a modern car for the day, there was little to no sound insulation resulting in mum struggling to hear those of us in the back seat. While visiting a mine site, on an extreme descent I have vivid memories of mum having to pull-over to allow the brakes to cool, as smoke and an acrid smell emanated from beneath.*



If my first experience of the Nullarbor crossing was basic, spare a thought for how potentially perilous the crossing really was back in the 1920s!

At a recent Caffé di Sabato gathering, there were stories of how Shell Australia provided strategic fuel drops for those that participated in the Fiat 1926 crossing. Apparently barrels of fuel were loaded onto a dray that were then drawn by camels.

I happened to be speaking to Deb Judd, who referenced some early motoring pioneers. One such pioneer was the extraordinary story of **Alice Anderson** and her establishment of Australia's first *all-girl* garage (in Cotham Road Kew, Melbourne), as told by Australian historian Loretta Smith in her book titled **"A Spanner in the Works"** [Hachette Australia, 2019]. Beyond public archives, Smith's extensive body of work has been thoroughly researched and indexed including interviews with relatives, personal letters uncovered, and Smith has been very careful to present facts rather than indulge in personal interpretations.

In piecing together Anderson's life and achievements, what I enjoyed most about Smith's writing is the manner in which she weaves in the historical context and provides insight into society attitudes of the day, conservative Melbourne, life in middle-class Melbourne, world events, and the relentless struggles of a woman being seen as "...woman muscling in on a profession they saw as their own..." [pg. 136]. And the dichotomy of public opinion that existed during WW1 with British woman on the frontline who were lauded for their contribution in driving motorcars, buses, ambulances and munitions trucks. In contrast, Alice and her contemporaries in Australia having to deal with the ever-present innuendo, scandals and prejudice, as woman drivers and mechanics. And the contradiction these attitudes created as woman of the Red Cross Volunteer Motor Corps lined up at Princess Pier in Melbourne to transport the returning wounded serviceman.

There are also wonderful tales of Alice's upbringing in the remote farming town of Narbethong, and the physical isolation and hardship. Alice in 1916, becoming the first woman driver to traverse the treacherous *Black Spur* to provide the mail service between Healesville and Marysville. At 19-years-of-age, Alice had learnt to be totally self-reliant in the event of mechanical breakdown. On one occasion, Alice had to drive one handed with the other holding a lantern when the car lights failed.

**"...Alice was also an adventurer, and her most famous road trip saw her make the 1500-mile-plus journey from Melbourne to Alice Springs in a Baby Austin - but then her inspirational life was violently cut short, leaving only mystery and memories behind."** [extract: back-cover synopsis].

This year on 17th September 2026, marks the 100th anniversary of the tragic loss of Alice Anderson at just 29 years of age, who had accomplished so much as a true pioneer in our Australian motoring history.

The 1920s was also an exciting period for aviation. By chance, Alice on her return trip from Alice Springs got to meet the British aviator pioneer Alan Cobham who touched down for refuelling at Oodnadatta on 5th August 1926, in his de Havilland DH50 seaplane. *"WW1 had given the aviation technology the impetus required to develop effective fighter planes and now the race was on to conquer the challenge of distance."* [Smith: *"A Spanner in the Works"* pg. 271-275]. Cobham was attempting a world record for the longest flight, London to Melbourne and return.

As FCCV members hatch a plan to participate in the 2026 Fiat Transcontinental Crossing in October, we can only hope to gain a glimpse of what this event was like 100 years ago - a true feat of daring adventure, with the ever-present danger of perishing in this vast, hostile landscape.

# Coming Events

## General Meetings

March 12th 8pm Veneto Club  
April 9th 8pm Veneto Club  
May 14th 8pm Veneto Club

Join us for dinner in the Bistro from 6.30pm

Bookings essential

Contact Sandro Cesario 0420 277 701

## Caffe di sabato

Mar 7th Veneto Club  
9.00am

April No Caffe di sabato  
due to Easter

May 2nd No caffe di sabato  
held in January



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0400 177 278



It has been suggested that there will also be a Costume competition as part of the event on the Sunday.  
This is yet to be confirmed

# FIAT NATIONALS

## GOULBURN

### The 2026 FIAT Nationals

Fri 10 April: SuperSprint  
Pheasant Wood Circuit Marulan

Sat 11 April: Fiat of Italy Cup  
One Raceway, Goulburn or  
Social drive around the area

Sun 12 April: Show'n'Shine  
AutoItalia, Queanbeyan

Accommodation:  
Find a space in Goulburn  
Heritage booked out already

JOIN the fun, a great social  
weekend away.

Contact: Keith Ellis  
0484 221 208



# APRIL 10-12, 2026

For Info and Registration: <https://fiatnationals.au/>

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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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# Pete's X1/9 Raduno

*In memory of Life Member Peter Bartold*

We all looked forward to Pete's excellent X1/9 Raduno's in the past and hence I have decided to resurrect this event in Pete's Honour.

**9:00 to 9:30 meeting time in the carpark adjacent the Shell service station corner of Canterbury and Heatherdale Roads, Ringwood (Adjacent Manhattan Hotel) ready for a 10:00am start.** The Shell will be open and has good machine made coffee, fuel and a toilet.

The main route will be approximately 100km (two hours) drive with a shorter route aimed at V&V and slower cars of 75km. We will be finishing for lunch in the outer eastern Yarra Ranges. There will be a photo shoot on the way at the Kangaroo Ground Memorial Park.

Whilst it is an X1/9 inspired event all members and cars are welcome for what I hope will be a wonderful drive through some of my favourite country.

**Gary Spencer – Raduno organiser**

