



FIAT Month

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

www.fiatclub.org.au

MAY 2026

Fiat Nationals

Rob Roy Revival



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MAY 2026



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

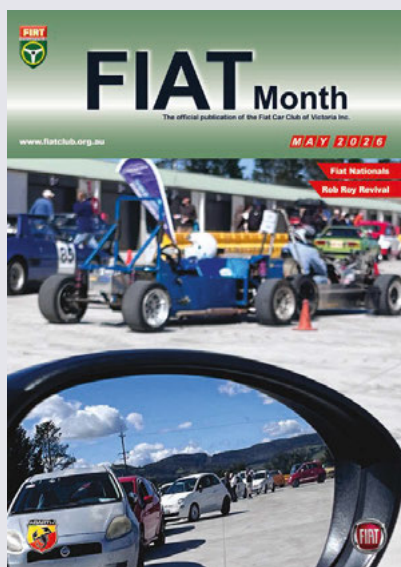
The Veneto Club
191 Bulleen Rd, Bulleen VIC 3105

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.
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Front cover:
Fiat Nationals

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2025-2026

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Sandro Cesario, M: 0420 277 701

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CAMS Delegate

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Paul Pozzobon

AOMC Delegate

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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

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Sandro Cesario

Jonathan Crellin

Bob Durrant

Frank Fazio

Paul Freame

Stuart Granger

Bruce McCann

Danny Petterlin

Mark Rae*

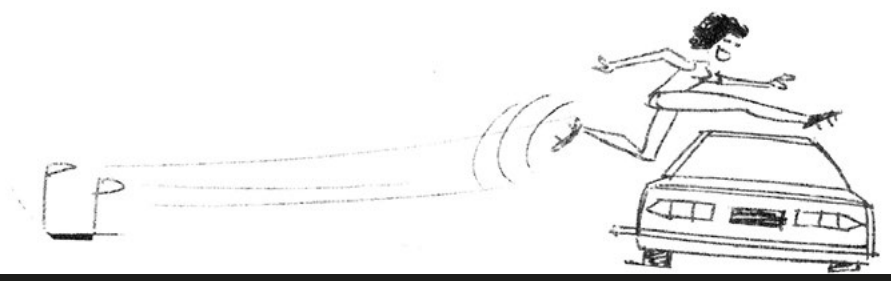
Tony Romeo

Joseph Sammut

Gary Spencer

Shayne Williams

*deceased



From the Editor...

Well, another interesting phase of our lives with restrictions on fuel supplies and uncertainty about when things will get back to normal. I am sure the uncertainty will affect us all when we make decisions on what events we are willing and able to attend and whether we should delay some things until we have more certainty. It is great to see the Fiat Nationals have been able to go ahead and that a reasonable number of members attended – well done to our club members who made the trip to NSW/ Canberra. Congratulations to NSW for taking out the Fiat of Italy Trophy and a big thank you to those who made the trip up north.

You will read more about the event, the results and all aspects of our annual event and we must congratulate the NSW Fiat Club for all of the work they have put into making sure this annual event was able to go ahead. This event goes back to the 1960's with just NSW and Vic competing in a Motorkhana and has developed into what it is today – a competition event

with Motorkhana, Sprint and Show and Shine as well as all the social aspects. It has also expanded from 2 states in its early days to NSW, Vic, ACT, QLD and SA . When Peter and I first joined the Fiat Club in 1972 the drive to Dubbo to compete in the Motorkhana and the Presentation Dinner was a must do and something we continued to do every year.

As I write this I am in beautiful Pambula Beach, in NSW, looking after my grandson who had to return from his Snowboard Team training camp in Austria after breaking his leg. Fortunately, he was able to get a flight home before the fuel problems set in and is resting and recovering at home. I imagine there have been plenty of good and bad stories around this crisis and it makes us realise that what we believe is normal can be over turned very quickly and we have to re-organise our lives to accommodate the changes

As you can see from this FM that we have still been able to organise participation in a wide range of events. The Committee and organisers of

events that have been held at this time, must be congratulated on the work that goes on behind the scenes to provide the opportunities to our members

I guess we can look back and say ... well, we survived Covid so we should be able to survive this crisis and learn how to get around situations that we have no control over. Well done to everyone in the club who have worked hard to continue to provide the opportunities to our members to be involved in our club events with our club events. Well done to those members who made the trip to NSW for the Nationals and, I am sure, had a great time.

I have hunted through my albums and boxes of photos from the 'old days" to remind those of us that go back that far, and younger members who could never imagine driving all that way to compete on a dusty bit of land to compete for the Fiat of Italy Cup !!

Old pics of our competition cars back in the day





Rapporto del presidente

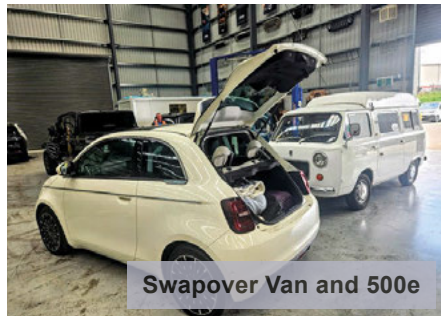


Something different for this report. It was a couple of weeks ago I got a request from Marty Gallard (FCCNSW) about delivering a 500e to the Nationals from the Stellantis Headquarters in Melbourne. In a way it won't surprise people that I agreed to drive the modern FIAT with no overhead camshaft given my previous car history.

After a number of emails back and forth to co-ordinate the pick up it was a simple matter of getting to the Mickleham address on Thursday to swap cars and head up the highway Or at least that is how it was promoted. I turned up on the day and the helpful Travis ensured the 850T would

be kept safe and that the 500e was fully charged and ready to go including tracking down a single phase charger that I could take for the weekend. Thus started my adventure into the world of electric cars.

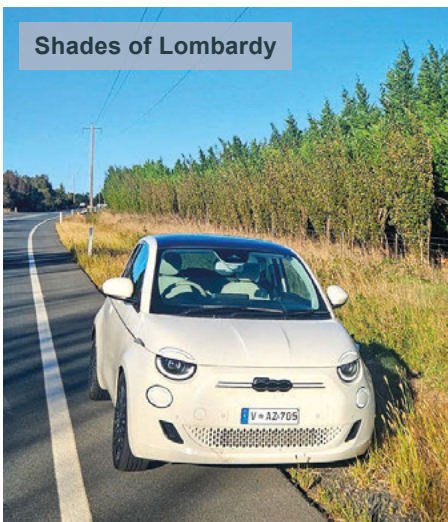
The 500e is a delight to drive and heading off up the Hume Highway I was coming to learn all about the touch screen and eventually even got the radio to work. As a city car the regenerative braking would add to the range and home charging would likely mean never seeing a public charger. My introduction to them was a bit of a trial purely because I was not aware of the protocols and systems. It would be wrong for anyone to assume the length of my trip lessened my liking for the little 500e, it did however remind me that I need to have a full understanding of such things before taking off. My trip home of approximately equal length also included about 7 hours sleep at strategic charging points.



Swapover Van and 500e



Blue Learning to Charge



Shades of Lombardy



Electric 500 On right sponsored by Stellantis



Lined up for Motorkhana

The Nationals went well. The Victorians came a creditable second in the FIAT of Italy Cup and the 500e was safely returned to Travis and Amaya from Stellantis without whom the adventure would not have gone ahead. Thanks again guys and keep on motoring.



Autotalia judging



Safely returned

Join us for the Barry Ellis EcoDrive

By Bill Freame, 2026 EcoDrive Event Director – See poster on Back Cover for details

Scheduled probably barely a moment too soon, when taken in regards to the current fuel situation at the time of writing about this next EcoDrive, it remains as a fitting memorial thankyou and a tribute to our recognition of Life Member No 5, Barry Ellis.

As I have to assume that all fuels will again be plentiful, available and affordable by the time the EcoDrive event is scheduled to run, it will therefore follow the format of all the previous events of delightful driving roads in some very appealing country, yet being close to Melbourne.

With the high fuel pricing we have all been subjected to, those of us who have learnt and practiced how to

stretch the driving distance out of our fuel purchases, because of what has been learnt from participating in previous EcoDrives, how incredibly helpful has that been during this time?

So, write it in your diary, Apple or Samsung phone that the June 21st EcoDrive will be starting from Hungry Jack's on Stud Road, Rowville, near the corner of Wellington Road, with an important crew briefing at around 9 am. The entry fee is still only \$10 per car, regardless of how many passengers you have onboard. At least one passenger is highly recommended!



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.

MAY

- Fri 1 – Sun 3** **AOMC/RACV Florence Thomson Tour in the Shepparton area**
- Sat 2** **Caffe di sabato. Veneto Club 9.00 am**
- 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. Event West of Melbourne to be confirmed.**
Contact Roger Beattie 0400 177 278

JUNE

- Sat 6** **Caffe di sabato. Veneto Club 9.00 am**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 7** **Italian Republic Day (Festa della Repubblica) at Casa D'Abruzzo, Epping**
Contact Roger Beattie 0400 177 278 or Joseph Sammut 0412 221 581
- Thurs 11** **Annual General Meeting. Election of Committee for 2026-7 Veneto Club 8.00 pm**
- Sun 21** **The Barry Ellis Eco Drive**
Contact Bill Freame 0412 814 855

JULY

- Sat 4** **Caffe di sabato. Veneto Club 9.00 am**
- Thurs 9** **General Meeting. Veneto Club 8.00 pm**
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 19** **Winter Warmer Drive**
Contact Roger Beattie 0400 177 278

COMPETITION EVENTS ARE LISTED ON THE COMPETITION REPORT PAGE.

STOP PRESS

May 17 run for National Motoring Heritage Day is now finalised. Departing 9.30am from BP Rockbank Outbound to Trentham for the 'Cavalcade of Transport'. Enjoy the autumnal colours on the trip. Watch the FIATpronto updates.



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 14th May,
Thursday 11th June (AGM) and
Thursday 9th July

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

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

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

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

Fiat Car Club of Victoria
Is affiliated with
Motorsport Australia
MSCA

**Compiled by
Roger Langdon**

Membership News

Tony Romeo Membership Secretary

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 559 members, made up of the following:

Membership Status

Life Members 17 Family Members 72 Family Dependents 93
Country Members 35 Single Memberships 338 Social Memberships 24

WE WELCOME THE FOLLOWING NEW MEMBERS –

Duncan Thomson 1988 Fiat X1/9, 2015 Fiat Panda
Peter Hughes 1934 Fiat 1100DWagon, 1964 Fiat 2300 Wagon
John Cerra 1969 Fiat 124 Spider
Frank Patamisi 1969 Fiat 500

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.

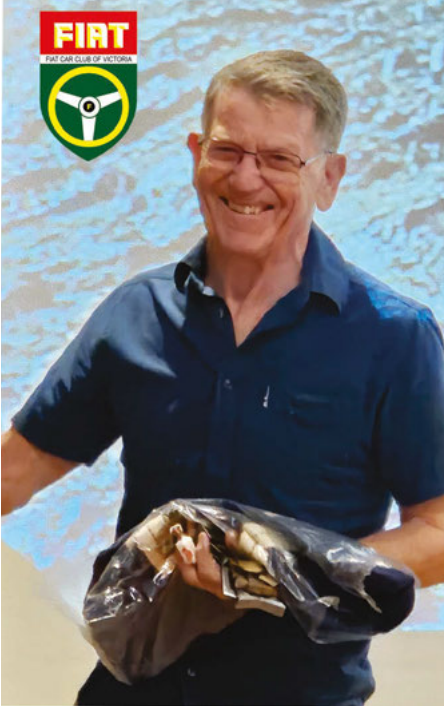
<https://www.vicroads.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

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



For me, preparing for the Fiat Nationals 2026 really started after the Come and Try Motorkhana on 9 March. A new helmet that can take a HANS device was needed for the sprint at Pheasant Wood circuit north of Marulan in NSW and after a debacle loading the 128 Spider onto its trailer an electric winch was called for. As I write this the bracket has been fabricated and tested and only needs painting. Much good advice and assistance was provided by Bill Freame to complete this project. Even more patience was provided by Phil Buggee of Bits of Italy.

The Come and Try Motorkhana on 9 March was well attended by our members, MGCC and BMWCCV.

We had around 10 or more juniors competing out of 38 competitors which bodes well for our future. This event is run with a low adult entry fee of \$20 to encourage members and the juniors only pay \$10. Considering the hire of the ground is \$660.00 making a profit of \$10 can only be attributed to the hard work of Marisa Gangemi and Paul Freame who network hard with the other clubs.

The event was run in sunshine and a light breeze with more noise coming from overhead as jumbo jets came and went from Avalon Airport picking up Formula 1 equipment from the Australian GP the previous day.

All the experienced hands were there ensuring the day ran smoothly. Thanks in no particular order go to Deb and Rob Judd, Roger Beattie, Jon Carrol and of course Alana and Bill Freame.

Many of the photos that you may have seen on Facebook can be attributed to Joe Sammut and his son. Hopefully, some will find their way into this magazine.

Elsewhere is the competition calendar for the remainder of the year with a variety of Sprint events being run by MSCA and AROCA. Motorkhanas and khanacross events both on dirt and bitumen organised by various clubs are also listed. Hillclimbs will be run at 4 different venues around the state from Mt Leura in the

Western District to Bryant Park in Gippsland by that very car club.

There are events for every taste with something being held virtually every weekend.

There are many members travelling to Goulburn for the Fiat Nationals the first weekend after the Easter weekend. I write this over Easter but it will be history by the time you read this and either we will have relinquished the Fiat of Italy Cup or amazingly retained it. Only time will tell.

The event has a long history. My first event was at Wagga when only NSW and Victoria competed in a dustbowl. I travelled to Wagga with Dick Carlson in the Abarth 750GT now owned by Jack Waldron. No air con, no radio and no ear plugs!

How the event has changed with a Sprint, Motorkhana and Show and Shine over 3 days. A lot of work has gone into this year's event by Marty Gallard and his committee for which we are very grateful.

Over Easter we have been assured that supplies of fuel even at ever higher prices will remain available. How this will effect our motorsport over the next few months only time will tell.

Competition Events

SPRINT EVENTS SPRINT EVENTS SPRINT EVENTS		
Sat 9 May	AROCA Sprint	Sandown
Sun 17 May	MSCA Round 4	Winton
Sun 14 June	MSCA Round 5	Calder
Sun 5 Jul	AROCA Sprint	Phillip Island
Sun 16 Aug	MSCA Round 6	Winton
Sun 23 Aug	AROCA Sprint	Broadford
Sun 20 Sept	MSCA Round 7	Phillip Island
Sat 10 – Sun 11 Oct	AROCA 10 Hour	Winton
MOTORKHANA/ KHANACROSS		
Sat 16 May	VMC3 DSCC	Deniliquin (Dirt)
Sun 17 May	VKC2 DSCC	Deniliquin (Dirt)
Sun 31 May	VKC3 GCC	Bryant Park (Bitumen)
Sat 27 Jun	VKC4 WMS	Westmere (Dirt)
Sun 28 Jun	VMC4 WMS	Westmere (Dirt)
Sun 5 Jul	GMSC/WDCC G5 M'khana	Avalon (Bitumen)
Sat 11 Jul	VMC5 BCC	Bendigo Saleyards (Bitumen)
Sun 12 Jul	GCC Multiclub K'cross	Bryant Park (Bitumen)
Sat 25 Jul	VKC5 FFCC	Colac (Bitumen)
Sun 26 Jul	VMC6 FFCC	Colac (Bitumen)
Sun 2 Aug	HSCCV G5 M'khana	Avalon (Bitumen)
Sun 9 Aug	VKC6 BCC	Bagshot (Dirt)
Sun 23 Aug	VMC7 BCC	Bagshot (Dirt)
Sun 30 Aug	GCC Multiclub K'cross	Bryant Park (Bitumen)
Sun 6 Sept	FFCC/TCCA G5 K/Cross	Avalon (Bitumen)
Sat 19 Sept	VKC7 SEAC	Mt Gambier Saleyards (Bitumen)
Sun 20 Sept	VMC8 SEAC	Mt Gambier Saleyards (Bitumen)
Sun 27 Sept	GCC Multiclub K'cross	Bryant Park (Bitumen)
Sat 17 Oct	VMC9 DSCC	Deniliquin (Dirt)
Sun 18 Oct	VKC8 DSCC	Deniliquin (Dirt)
Sat 24 Oct Day/Night	NCCA G5 K'cross	Werribee (Dirt)
Sun 8 Nov	GCC Multiclub K'cross	Bryant Park
Sat 14 Nov	VKC9 FFCC/TCCA	Werribee (Dirt)
Sun 6 Dec	GCC Multiclub K'cross	Bryant Park
HILL CLIMB		
Sat 16 – Sun 17 May	VHCC Round 5	Mt Leura
Sun 21 June	GCC Multiclub	Bryant Park
Sun 28 June	VHCC Round 6 (VMCI)	Rob Roy
Sun 26 Jul	GCC Multiclub	Bryant Park
Sat 8 – Sun 9 Aug	VHCC Round 7	One Tree Hill
Sun 13 Sept	VSCC	Rob Roy
Sun 13 Sept	GCC Multiclub	Bryant Park
Sun 4 Oct	MGCC	Rob Roy
Sun 25 Oct	GCC Multiclub	Bryant Park
Sat 28 Nov	GCC Multiclub Twilight	Bryant Park



MSCA SPRINTING SISTERS

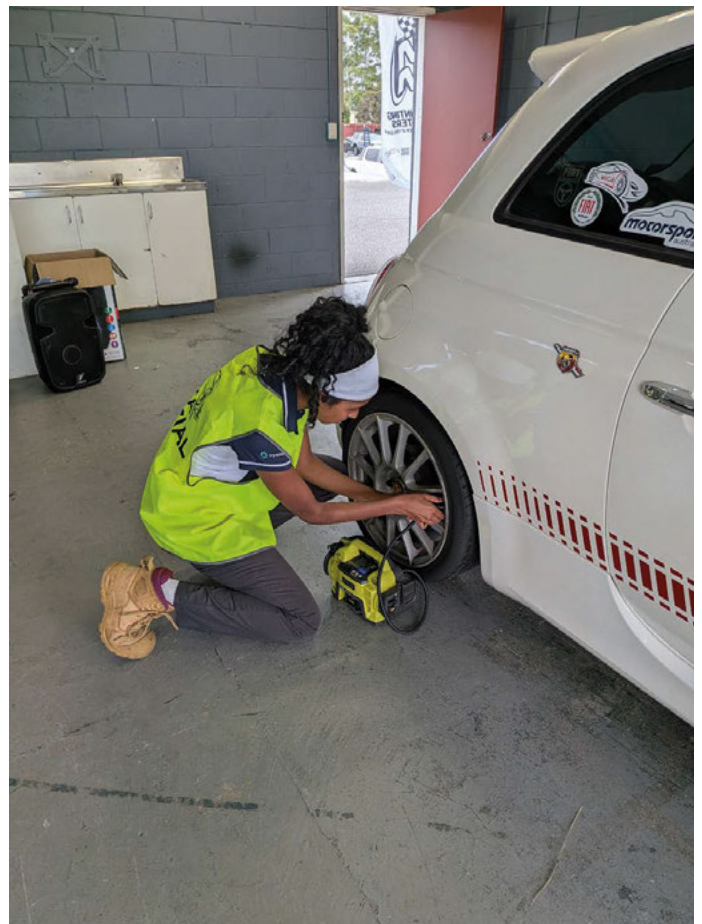
By Marisa Gangemi

The **Sprinting Sisters** program is designed to boost female participation in grassroots motorsport by offering dedicated support for women drivers at MSCA sprint events.

The Sprinting Sisters program includes:

- Coaching
- Buddy on the day
- Dedicated garage to share experiences, tips and techniques
- On-hand mechanical/technical support

The Sprinting Sisters Launched on Saturday the 31st of January at Phillip Island. We had 14 Women Entered in the MSCA Sprint on the day including Erin Freame and Marisa Gangemi from Fiat Car Club of Victoria. six of the Women has signed up to Sprinting Sisters, and we had three mentors who were also competing on the day looking after them. Other experienced female participants came to the garages to offer advice and guidance to the new members. We also had two female technicians who were students from Monash University assisting members with vehicles.



GET INVOLVED!

- Enter an MSCA event – regularity or sprint
- A buddy will be assigned to you
- See you trackside!

For more information on the Sprinting Sisters program and the MSCA visit <https://www.msca.net.au/>



AUSTRALIAN GRAND PRIX MOTOREFFESTA 2026

By Sandro Cesario

Another Australian Grand Prix has come and gone, and once again the Fiat Car Club of Victoria was proud to be involved in **Motorfest 2026**.

Our display showcased an excellent range of vehicles – arguably one of the finest Fiat 124 displays to date – supported by a Fiat 500, a Fiat Coupé, and a lone Abarth, all of which attracted strong interest from attendees.

As for the race itself, it proved to be a mixed spectacle. Unfortunately, Oscar was unable to start, while the Ferraris spent the early stages chasing the Mercedes. The opening 15 laps were exciting, particularly with the use of the now-famous “overtake” button, but the race eventually settled into a procession. The victory ultimately went to **George Russell** in the **AMG Mercedes**.

Motorfest also reminded us that the Australian Grand Prix is a place where you never know who you might encounter. While setting up the Fiat Car Club of Victoria display last Wednesday, I noticed two gentlemen walking toward the pit area. As they approached, I was astonished to recognise one of them as **Emerson Fittipaldi** – the two-time Formula One World Champion with Lotus and McLaren during the 1970s and 1980s, as well as an IndyCar Champion and two-time Indianapolis 500 winner in 1989 and 1993.

Emerson kindly spent time with our members, was introduced to the Fiat Car Club of Victoria, took photos with us, and shared conversations throughout the morning. He was an absolute gentleman and remains a true legend of motorsport history.



I would like to thank the following that displayed their cars:

- | | |
|--------------------|------------------|
| Julian Di Battista | Duke Luu |
| Valentino Giancola | Phillip Giancola |
| Aldo Ciccone | Adrian Bradshaw |
| Joseph Sammut | Leonardo Coco |



Emerson Fittipaldi with Sandro

FIAT NATIONALS 2026

Photos by Tony Studans (Echoes of the Past), Ian Maud, Ruth Freame, Roger Beattie

The 2026 FIAT Nationals took place in and around Goulburn NSW and were organised by the NSW club. What started as a motorkhana challenge between Victoria & NSW Fiat Clubs in 1964 has grown into the multi-event weekend including a supersprint and Show 'n' Shine.

Our sincere thanks to Martin Gallard and team for their organisation and hard work put into this years event. It was a full, fun, friendly FIAT weekend!

Thanks also must go to the various sponsors of the weekend. Without them events like this would struggle to happen. If you have the chance to support sponsors in return please do.



Team Photo



Electric 500 on right sponsored by Stellantis

Goulburn Adventures – from a volunteer

Article by Bruno Tonizzo.

Photos by Ian Maud, Ruth Freame, Gary Spencer

After returning to FCCV following a long break, I thought the best way to get back into the Club and meet everyone was to volunteer at events. Years ago, you just put your hand up when volunteers were called for but things are more formal now. I sat down and completed the General Officials on-line course and armed with a licence, I was ready to go.

[Ed: There are also many volunteer roles that do not require an Officials Licence]

We left home on Thursday morning at 5:30am to beat the Monash morning traffic and it worked a treat,

arriving in Goulburn around 2:30pm. We checked into the Heritage Motel and were greeted by Team Freame. After a short rest, we went for a walk to get the legs working and muscles moving again. Ruth Freame knew all the good eating spots in Goulburn and had booked enough seats for us to have dinner at the famous Paragon Café. Fantastic meals, and Bill recalled the first time he ate at the Paragon Cafe in Goulburn – 1969!!

Friday morning was an early start and off to the Mastercraft Automotive Supersprint at the Pheasant Wood Circuit. What a great track to blast around and

put in some hot laps. I volunteered in the marshalling area making sure each of the five car groups were ready to go when called. This gave me ample time to admire the race cars close up and chat to the owners. The level of technological development on display was amazing. Saying it was windy at the track is an understatement, but at least it didn't rain.

Friday night was the finger food welcome and social night back at the Motel and I'm sure no one went hungry. We retired early to get ready for Saturday's Fiat Australia FoIC Motorkhana at One Raceway. On Saturday, the wind was so strong that we struggled to keep the witches' hats and flags upright. It was challenging to get each car out and back without four or more witches' hats and flags blowing over during an event. I really missed not having radio comms (used at sprint events) to contact the clerk of course! It would have helped a lot.

The Fiat Nationals Winery Drive was on offer to those not competing in the Motorkhana and called into One Raceway from Pheasants Nest to hook up with those wanting to join in. Fiona joined the others for lunch and wine tasting at Kingsdale Wines.

Saturday night was a Pizza social night at the motel where we all chatted for hours, had a few quiet drinks from the bar and tried to eat our way through a sea of pizza. It was not a good night to stick to my diet, but it was another very enjoyable fun night.

Sunday was a bit more relaxed with an easy drive to the Quattro Stelle Show and Shine at Auto-Italia in Queanbeyan. The Fiat Car Clubs put on a fantastic display of Fiats that were very much admired by the public. I enjoyed the various flavours of Cannoli that

were freshly prepared for you to purchase and eat. There was a great display of Motto Guzzi, Ducati and vespa motor bikes and some very rare Ferrari, Lancia and Maserati cars. It was a feast for the eyes.

The Sunday night presentation night was held at the Goulburn Soldiers Club where we all enjoyed dinner and drinks while eagerly waiting to hear which Club was going to take home the Fiat of Italy Cup. Congratulations to NSW, it was a very close fought competition.

Thank you to the Fiat Club of NSW for organising a great National event and to everyone that gave up their time to help out before, during and after the event, keeping the tradition going.

We tiptoed out of the motel at 5:45am and took the scenic drive home through Yea, Yarra Glen and East Link, arriving home around 2:30pm.

Did I have fun volunteering ... you bet I did!!!

THANKS TO FCCV VOLUNTEERS:

- Jon Carroll:** Sprint & Motorkhana Clerk of Course
 - Bill Freame:** Sprint Assistant Clerk of Course
 - Bruno Tonizzo:** Sprint Marshall & Motorkhana timing
 - Robert Judd:** Sprint Flag Marshall & Show & Shine judging
 - Debra Judd:** Sprint 'Flag' (lights) Marshall & Show & Shine judging
 - Ruth Freame:** Sprint registration & lunch
 - Alana Freame:** Motorkhana timing
 - Fiona Tonizzo:** Sprint day lunch
- And to all volunteers from NSW, SA, & Qld clubs



Team Vic at the Paragon Café
Vic at the Paragon Cafe



Gary and Ruth



Jon and Bill at Sprint Drivers Briefing



Bruno marshalling cars for the sprint

FIAT NATIONALS

Mastertouch Automotive Supersprint at the 2026 Fiat Nationals

By Ian Maud.

Photos by Ruth Freame, Roger Beattie

Pheasant Wood circuit at Marulan (30km east of Goulburn) was the site for this year's sprint component of the National Challenge. It's different to most tracks for club racers, being tight and twisty in parts, with some corners banked and much of the track edge lined with concrete walls a la NASCAR...intimidating at times and certainly demanding respect. Few FIAT competitors had been here before, so the first session or two was spent learning the layout before pressing on too vigorously. Overtaking was initially allowed only on the front straight (for those who were listening at the drivers' briefing) which made for some follow-the-leader behaviour around the tighter parts.

How did the day go? Fantastic! This layout suits a small, well-handling car such as a FIAT, and it appeared everyone returned to the pits a bit out of breath but surging with adrenalin! The weather was pretty ordinary to begin with, but by late morning the rain clouds had blown past – just leaving the wind that we were to endure for the three days – and the track dried quickly, allowing the more adventurous to “have a go.” And they certainly did! From the pits you could hear a cacophony of rising and falling engine revs, exhaust notes, scrubbing tyres...and the occasional squeal of a locked wheel at the end of the straight. While a small number of cars suffered breakdowns and needed help to regain the pits, there was not one crash, which helped the day progress on schedule.

Out on the track, there were corners that tightened and challenged the car's ability to turn without understeering; banking to climb to help get a better line for the next corner; a crest with a high-speed, slightly off-camber kink shortly after (was a hoot!); and a decent-length straight allowing a comparison of who had the most grunt: an excellent track and a very enjoyable day!

Catering proved to be a fiasco, with the coffee van nicking off around lunch, and the pre-booked lunch van



Entering main straight Pheasant Hill



Coming on track for Familiarisation Run



A pair of X1/9s waiting

deciding we weren't worth their time, and going home again. The NSW club quickly organised an impromptu sausage sizzle, and all was well again. There were many tired bodies at the end of the day, but now was the time to swap wheels and change whatever else was necessary for tomorrow's motorkhana, all before rolling up to the welcoming smorgasbord back in Goulburn: a big day!

CONGRATULATIONS TO:

Chris Dall'oste:

1st Outright Sprint Trophy &
1st MS4 Trophy

Ian Maud:

3rd Outright & 1st MS3
Trophies

Stuart Hocking:

2nd MS4 trophy (4th Outright)

Rob Jorgensen:

2nd MS2 Class Trophy

Erin Freame:

3rd SS4 Trophy

Paul Freame:

3rd MS2 Class Trophy



Ready to go at the Nationals Sprint



On the track



Freame Puntos awaiting a run

FIAT NATIONALS

Quattro Stelle Show 'n' Shine at Auto Italia

By Roger Beattie

Photos by Roger Beattie, Marisa Gangemi



Auto Italia Best Classic Car in Show- Mark Lissek Fiat 1500 OSCA

Since 1985 the Italian car clubs in the ACT have held an annual display day, Auto Italia. It has now grown into one of the largest Italian car days in the country. For some years there have been regular visitors from interstate to attend including fairly consistent representation from the FCCV. This year with the Nationals in Goulburn on the same weekend the organisers worked hard and managed to get the Show and Shine incorporated into Auto Italia making for a particularly rewarding spectacle. Many competition cars that would normally never make it to an Auto Italia display added plenty of interest for the thousands of spectators and in return it was a treat to have so many interested observers for the Nationals competitors.



Chris Dall'oste's Lancia Stratos Tribute

The Nationals Show and Shine was sponsored by Quattro Stelle Smallgoods from Belmore in Sydney and the judges were volunteers drawn from the various clubs.

The Auto Italia judging is carried out by a large team of qualified judges who take their role in the event rather seriously. All that went well for club member Mark Lissek who took out yet another trophy with his beautifully turned out Fiat 1500 (OSCA) Cabriolet. Many would say that 'Best in Show' (Classic Cars) at Auto Italia is one of the most prestigious awards one could collect for Italian cars in Australia and in the case of Mark's car it was well deserved.

CONGRATULATIONS:

- Chris Dall'oste:** 1st P5 Class Trophy (2009 to present) – Lancia Stratos tribute
- Frank Newton:** 2nd P5 Class Trophy (2009 to present) – Abarth 595
- Erin Freame:** 2nd P4 Class Trophy (1991 to 2008) – Punto TJet
- Mark Freame:** 3rd P4 Class Trophy (1991 to 2008) - Punto
- Kevin Lemm:** 3rd P2 Class Trophy (1960 to 1975) – 2300S Coupe



Rails proved popular with Paul and Bill offering a seat & info



Frank Newton with his 'other' Abarth 595



More than one type of spectator at Auto italia Show n Shine



Sabrin's 131 Rally 1st Outright Show & Shine



Chris 1st P5 Trophy



Maria's 500ss v early 500

FIAT NATIONALS

FIAT of Italy Cup Motorkhana

By Rob Jorgensen

Photos by Ruth Freame, Deb Judd, Gary Spencer

The long-beating heart of the FIAT Nationals is, of course, the FIAT of Italy Cup motorkhana. Saturday dawned with mostly clear skies and a devil of a cold westerly wind that would chill us all day – our Team Vic tee shirts supplied by Roger were deep under other layers. The event was held at One Raceway (formerly Wakefield Park) about 15 minutes south of Goulburn, on the apparently little-used concrete skidpan adjacent to the race track.

TeamVic as a visiting state was still out in force with 15 of the 44 entrants. As the wonderful, cohesive, fun and social state team that we are, we'd already enjoyed the Messenger online chats on the trip up, team dinner at Ruth Freame's old hangout the Goulburn Paragon Cafe and the Nationals welcome functions.

Of course many of us were still buzzing from the huge day of sprinting the previous day. Represented in all but one class, Vic turned out with a great range of vehicles old and new. Next time we really need some long rear-drive entries to stack on the state points! Memo: start getting your Victorian 124's, Spiders, 130's 1500's, 501's etc. ready for the 2027 FoIC NOW!

The NSW club was well represented, Sydney being less than three hours away. It was great to see some solid representation from South Australia and Queensland. The award for most complicated entry was Ben Jorgensen who is from Queensland (but currently working in Sydney), with the NSW club, driving a Victorian car!

Ian and Nadine Jorgensen towed their Abarth 500 2200 km each way from far north Queensland with diesel well over \$3.00 a litre. There were no entry withdrawals due to the war-related fuel issues – we FIAT people are made of stronger stuff!

Along with the Vic stalwarts like the six Freames with their rail and countless black Puntos, Deb & Rob in the Judd rail, Ian Maud's red and yellow X1/9 Prototipo and Marisa Gangemi's Abarth 500, there were plenty of other interesting cars and drivers.

Of course Glenn Smith (NSW) was there in his rail to defend his outright title yet again. There was Chris Dall'oste in his newly-completed and gorgeous replica Lancia Stratos, Tony Russell and Martin Drake in Tony's supremely capable Panda special, Mike Lowe (SA) in his well-used 600 Abarth Berlina Corsa, the Suine's mid-engined Alfa-powered FSM Niki (ACT), the Gallard 126 (NSW) & McGeorge 127 (NSW) and Ross Di Bartolo in his newly-restored Nuova 500 (NSW).

The rest of the field was mostly a lovely selection of X1/9s, including FCCV's Keith Ellis in a new car and Gary Spencer in fine form, and new 500's. Across the field were an encouragingly good selection of younger drivers including our own Erin and Mark Freame.



Motorkhana tests excluded reversing (as usual), with a bias toward more flowing tests in the morning (Oh What A Feeling & Plumb Crazy, also Crossed Four Point and Crazy Square) and tighter tests in the afternoon (Square Slalom, Accordion, Gables and Double Bone). The concrete surface seemed mostly to have been only used as a car park since being installed in 2024 as part of the redevelopment of the facility and its lack of grip surprised a few of us at the start. Imagine if it had rained!

The difficulty of tests was only exceeded by the Heritage Motor Inn car park game of Tetris, trying to get cars out of the gridlock on Friday and Saturday mornings! Those who stayed at the caravan park next door glided smugly past on Sydney Road.

Organisation of the event was brilliant and serious but low key, relaxed and friendly - just like it should be. The efforts by FCCV's Alana Freame & Bruno Tonizzo officialing out in that fierce cold wind all day on timing and Jon Carroll as excellent Clerk of Course were appreciated by all, as was other help by the Vic team. It is a mystery to all how Marty Gallard as NSW event director and assistant Mick McGeorge switch their brains from running the event to competing in it without missing a beat – but it was hugely helped by the excellent other assistance on timing, traffic flow management and most importantly re-standing those damn flags blown over by the wind!

It's a truism that "we are not playing for sheep stations", but we Vics do like to put our best foot forward when competing. There were some great results from FCCV, but it was still heartbreaking to hear our Paul Freame in the rail missed outright victory in the event by 0.22 seconds in total!

Congratulations to multi-winner Glenn Smith of NSW. Class B (rear-drive, short wheelbase) was won with a clean sheet by Gary Spencer in his blue X1/9, closely followed by Ian Maud in 2nd and Keith Ellis in 4th, all scoring much needed points for Victoria.

In class C (front-drive, long wheelbase), "Goulburn local" Ruth Freame snaffled 2nd place and Class D (front-drive, short wheelbase) was won by Rob Jorgensen by a whisker in that red non-turbo new 500, despite a 10 second penalty for a garage over-run. Debra Judd was up there with the elite scoring 3rd in class F (rails).

Bill Freame should have won non-existent class T for driving his rail with no power steering! Non-Victorian winners of note were young Travis McGeorge (NSW)

winning class E (and 3rd outright) in the 127 special and Mike Ruckert (Qld) winning class C in the highly-developed diesel Punto.

FIAT Team Vic ceded the Cup this year to NSW (63 points to 51), but the great performances and the fun we had were there for all to see! We're expecting 2027 to be in Victoria and want to win the cup back, so make a plan to be there!

CONGRATULATIONS TO:

- Paul Freame:** 2nd Outright Trophy & 2nd Class F (Rails) Trophy
- Gary Spencer:** 1st Class B Trophy
- Rob Jorgensen:** 1st Class D Trophy
- Ian Maud:** 2nd Class B Trophy
- Ruth Freame:** 2nd Class C Trophy
- Debra Judd:** 3rd Class F (Rails) Trophy
- Ruth & Paul Freame:** 1st Couples Trophy



Freame and Judds Rails lining up



FIAT of Italy Cup Winners NSW



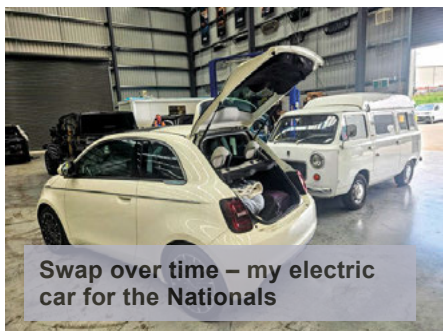
1st Couples – Ruth and Paul Freame

FIAT NATIONALS WRAP

The view from the Electric Chair!

By Roger Beattie

Wow, what a weekend of high speed high jinks we had around the Goulburn region for the Nationals this year. Despite the leisurely pace that I travelled to the area there was no rest for the participants, organisers or the many valuable volunteers over the next few days.



Swap over time – my electric car for the Nationals

Arriving late on Thursday evening meant a short sleep before being up to head to the Pheasant Wood track in Marulan for the Mastertouch Automotive Super Sprint. An event name almost longer than the track But nowhere near as challenging.

Run Groups were divided up and after the obligatory parade laps and massed photograph the sprinting proper got underway. Thanks to the officials who kept the cars circulating at speed and safely and most importantly managed to overcome the day's biggest emergency.

Thankfully, not an on track incident but the failure of the lunch caterers. Michael McGeorge summoned up the 'Gods of Lunches Past' and was able to pull together an ad hoc sausage sizzle that met all

the dietary requirements of the assembled crowd. Those that fell a little short of sustenance were more than covered by the evening cold meat and salad extravaganza provided by the Quattro Stelle team.



Lining up for Sprint
Lining up for the Sprint

Saturday dawned, as it does, with a cool wind whipping through the region. One Raceway, the former Wakefield Park hosted the Fiat of Italy Cup motorkhana on the new skidpan. Again the officials kept the day on schedule and ensured safety and fun were not in short supply. Competition was as fierce as always and a number of minds were occupied with trying to tabulate the results. Everyone seemed to enjoy the concrete surface but I am sure you will hear from those who didn't. The venue certainly provided well for the event and the volunteers did a great job keeping the entrants flowing onto and off the pan. Speaking of pans, the evening dinner provision was pizzas, heaps of them, more than you could ever imagine consuming. Well done to the charitable soul who thought to get the surplus ones delivered for the local homeless folk. A small

but valuable reminder of our good fortune.



FOIC Winners NSW

Sunday morning required a drive to Queanbeyan for the Quattro Stelle Show and Shine in conjunction with the 41st Auto Italia display day. To suggest that the combination was a success undersells it by a huge margin. Sharing the grounds with hundreds of Australia's finest Italian cars and motorbikes elevated both the spirits and the event. Thanks again to those volunteer judges for the days event and congratulations to all those who were rewarded at the evening's Presentation Dinner back at the Goulburn Soldiers Club. Plenty of colour and excitement, the raffle held our attention for what seemed like hours before the great mystery of the night was unveiled and it was announced that the FCCNSW had taken out the Fiat of Italy Cup for 2026. Various other things were announced including the fact that Victoria will investigate the opportunities for a 2027 iteration but by that stage the tears were stinging my eyes and it was time to head home.

Until next time....

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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

SOME OF THE CURRENT RANGE OF MERCHANDISE:-





PETE'S X1/9 RADUNO

By Gary Spencer

As we all looked forward to Pete's excellent X1/9 Raduno's as well as the more major runs with overnight stays and in particular the celebration anniversary runs for the 40th and 50th anniversaries of the X1/9, it is only fitting to continue this tradition. Of course, while the run was focused on getting X1/9's out of the shed, as always we looked forward to as many people attending in whatever Fiat they had available or other car to join in the run as our runs are a very important part the social side of the car club.

Sunday 15 March arrived with a lovely sunny Autumn morning perfect for roof off motoring as we headed to the Manhattan Hotel car park for the start of Pete's X1/9 Raduno. We had a gathering of 40 people across 25 cars of which 8 were X1/9's. When it was time for the drivers briefing I found the perfect platform to get everyones attention? Yes the big bumpers on my X1/9 were the perfect platform to

stand on. So now I was the tallest person around and was easily able to address the group with our plans prior heading out on a nice run. There were 2 routes which split at about 2/3 distance in Healesville for which a route chart was provided. However I also tried providing the routes via a link to Google maps to try and make the navigation easier. The main run was 93km and the short run 76 km both on predominately more minor less travelled roads where possible.

We headed off at 10:00 am heading to our first stop at the Kangaroo Ground War Memorial Park via Warrandyte for a photo shoot. Trevor Prasad was there waiting for us to arrange the cars for a photo shoot, X1/9's together in a line and all the other collection of wonderful Fiats together in the car park. The Blacks were also there, Jac with camera in hand. Here we had time to chat, check out each others cars, take photos and enjoy the views from the





Cars in the Raduno



top of the memorial tower after a climb up a narrow spiral stair case. It was then time to again head off on our way. Turning left out of the carpark we headed through the Christmas Hills toward Yarra Glen then past the Chocolatier via the old Healesville Road to Healesville. Jac Black and Trevor Prasad were taking photos at different points as we passed by. It was at Healesville where the short and long routes split, the short route turning right at Maroondah Hwy and the main route turning left. The main route then headed to Woori Yallock via Badger creek and then to Coldstream via Killara Rd and Gruyere. It was just after Gruyere before Coldstream where the 2 routes met up again. However it was around Badger Creek where the Google Maps option fell apart because the pin I had located there wasn't exactly on the road so

as far as Google was concerned we never got to the pin and it kept trying to send us back there which was a shame as by all reports it worked well up until then. So it was back to the paper route for those who were using Google Maps. Killara Rd between Seville East and Gruyere (which I discovered when surveying the route) turned out to be my favourite road in the area as it is narrow and undulating with plenty of bends to make it interesting and fun.

After Coldstream it was a short run down Maroondah Hwy to the Lilydale International for lunch where we arrived on time for a great meal and social chat with a dedication to Pete and his memory and for all he has done for the club and past events.

Note from Lyn

Pete's X1/9, the car that he owned from 1984, and was always his favourite of the variety of Fiats we have owned over the years. It underwent a number of colour changes from red to navy blue to its current grigio, and its interior is one of my car upholstery jobs, designed by him.

Its motor has also been modified and it is a joy to drive or be a passenger in.

Thanks to Gary for organizing the Raduno – Pete would have loved it!



LITTLE MOUSE A BIG HIT

By Jeremy Tassone

Tucked is the back of the showgrounds shed at the Shepparton Italian Festa, Wangaratta-Italian historian Leo Notarianni held a large exhibition of vintage Italian travel and food posters, real estate, vintage motoring advertising and literature, and classic Italian cars.

The calibre of vehicles on display was very high with an immaculate locally owned silver 1983 Ferrari 308GTBi, which won the best classic sports car. A grey Maserati Quattroporte won the best modern car. The car that stole the show was the 1948 Fiat 500 Topolino, in a beautiful shade of dark green with contrasting saddle trim.

Winning the best classic car, the Topolino, which translates to Little Mouse and colloquially “Mickey Mouse”, attracted a lot of attention at the festa.

Known as the people’s car of Italy, like the Austin 7 was in England and Volkswagen Beetle was to Germany, in many ways it had an unrivalled presence as it was continually the bestselling car in Italy for many years. 520,000 were made of the first affordable car for the average Italian wage earner.

“It provided a worthwhile addition to the hugely popular Italian Festa, with many onlookers happily browsing the carefully planned exhibition,” said Leo.



THE
ADVISER

Little mouse a big hit

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ROB ROY REVIVAL 2026

Rob Roy Revival 2026 is the 4th Revival run by the MG Car Club. This year the Revival featured a *celebration of Italian Automotive Excellence and a golden Era of motorsport, a festival of classic fashion, music, hospitality and fun* – and a hillclimb, Italian car clubs display, Gazes' Gully Classic display of unique cars and an Observed Section Trial!. So much to see & do!



Hillclimb

By Brian Garrett

Photos by Roger Beattie, Joe Sammut

Although I had competed at Rob Roy Hillclimb many times, I had never attended previous Rob Roy Revivals, so it was unaware of what to expect. What a wonderful two days it is. Well organised, with period dress even for the marshals, making for a very enjoyable event.

Bump in with the mandatory paperwork and scrutineering requirement was on the Saturday. The day did not look good weather wise, and rain during the positioning of the X1/9 from the trailer park to my allocated marquee required the usual "Mary Poppins" act of using an umbrella to make the journey.

What an incredible collection of classic race and road cars were in the pits by the end of Saturday. By Sunday the paddock had also filled out with an amazing collection of Veteran and Classic vehicles. These events are not good for me as by the end of a pit and paddock wander you are trying to work out how best to finance your next collectable. I should not do those walks!

The track itself had two configurations, one with a chicane (long) and the other without (short). There were two runs on the Saturday with a damp track and as it was considered a practice day most competitors took it easy. I was happy with my two runs even though the usual gear shift problems arose. I struggle



Brian Garrett's X1/9 Dallara replica



Vintages, Classics & 100 or more garages!

at times to get second and instead get fourth which does nothing to improve my performance out of corners. In addition I got plenty of wheel spin off the start line loosing around a second overall in time. I blamed the Saturday damp track for that, however on the dry track of the Sunday runs I still suffered from wheel spin. I guess lack of talent and older tires can be blamed for that.

Sunday turned out a perfect day and as the display and spectator areas filled up the event came alive. The Marshalls were excellent, prompting the competitors at the correct time to get their cars out to the starting grid, and all ran like clockwork. Overall there were only a few delays with cars either breaking down or departing the track on the hill.

Competition cars were assembled into various groups using names derived from past hill climbs. I was in the "Templestowe Group" along with Ian Maud in the X1/9 Prototipo, Warren Reid in the Austin A30 Grino Special, John Hardy in a Renault A110, Jane Vollebregt in a MGBGT, Michael Ponchard in a Fiat 124 Spider and Robert Judd in his Fiat Dino Coupe.

Four runs were conducted on the Sunday, two on the long track and two on the short. My best time of 34.35 on the long track and 26.68 on the short were satisfactory but could have been improved if I could sort out my starts.

Overall a great event with such niceties as Devonshire Teas at 10am, Live Music, The Fashions on the Field and food stalls.

FCCV MEMBERS ENTERED IN THE HILLCLIMB:

Brian Garrett	(1979 X1/9 Dallara Replica)
Ian Maud	(X1/9 Prototipo): Congratulations – 1st in GROUP
Rob Judd	(1967 Fiat Dino Coupe)
David Judd	(19 Maserati Khamsin)
Mike Cary	(Lancia Beta Coupe)
Rob Sales	(Fiat 508)
Stuart Hocking	(124 Coupe)
Lawrie Hocking	(500 supercharged)
Michael McGeorge	NSW Fiat Club (127): Congratulations – 1st in REGULARITY

ITALIAN CAR CLUBS DISPLAY

FCCV members had the opportunity to display their cars:



FCCV members cars on display



And a few more FCCV cars on display

Photos below:

- 1 Lawrie Hockings 500 supercharged 650
- 2 Some of the FCCV crew
- 3 David Judd's Khamsin up the hill
- 4 Michael McGeorge's 127
- 5 Maudy & X1/9 Prototipo
- 6 Mike Cary's Lancia Beta Coupe



1



2



3



4



5



6

ROB ROY REVIVAL 2026 CONTINUED

Fashions on the Field

By Debra Judd

Photos by Dianne & Frank Newton

There are more and more club competition events introducing a 'Costumi' or "Fashions on the Field" component to their events. Rob Roy Revival "Fashions on the Field" is the latest event a number of our members have participated in.

With about 27 people from various clubs and spectators entered in the Fashions FCCV was represented by four members – Gary Spencer, James Woodburn, Lawrie Hocking and yours truly. This was a sizeable portion of the field and it was lovely to see our gents outnumber our ladies!



Deb: 1960s Cocktail set –
2nd Ladies



Gary: 1970s flares suit



Lawrie: 1960s Racing wear –
3rd Gents



James: 1970s Carnaby St, London

VINTAGE FIAT OWNERS AT IT AGAIN

By Roger Beattie



Augustins Balilla



Johns 2B

We are fortunate as a club to include some real stalwarts of the Victorian motoring scene. Some of our members might not realise what a blessing it is for a club to have two or three classic FIAT of real age and pedigree arrive for a coffee morning (not a major display). I was reminded of this at our March Caffè di Sabato when regulars Augustin Banko and David Stott arrived respectively in their 508S Balilla and the single family from new 101 year-old 501. Moments later they were both trumped (poor word choice currently) by John Poljansek in the wonderful 1912 Tipo 2.

The Vintage and Veteran Fiat Club was merged into the FCCV about 25 years ago and is still rather active in an unobtrusive way. For the owners of these vehicles the decision to 'go and grab a coffee' is not one of jumping in their car and arriving clean, warm, dry and trouble free. Often these owners require route planning, weather attention and a helping of good

luck to achieve the goal of arriving on time and in one piece. These are largely cars not designed for the stop-start nature or pace of modern traffic. While a trip from Eltham to Bulleen 100 years ago might have encountered mud, ruts and dust, it most certainly would not have had to potentially stop at fifteen sets of lights, then repeatedly accelerate to the vehicle's theoretical top speed just to avoid becoming a hazard.



David's 501

Members take their role as brand ambassadors seriously and try to ensure the best FIAT experience for people everywhere. Recent works have included David negotiating peak hour traffic to Port Melbourne with his 501 to grant the wish of a steward he met while on a cruise in the US. Alvian, the Indonesian chap owns a later FIAT in Indonesia but was coming to Melbourne for a long enough stop to go for a ride around the port area. This involved 6 or 7 hours out of David's day for some great moments and memories.



Alvian in Port Melbourne

Such moments and memories are our stock in trade as historic car custodians.

Another action our club members have been assisting with is trying to ensure the attendance of a 1926 503 at this year's FIAT Freak Out in Gettysburg, Pennsylvania. The FFO is the Fiat Club of America's flagship event but rarely are cars older than the late 1960s in attendance. FCCV members have been assisting with some restoration advice for the 503, a very rare car in the US, and as such were able to pull a few strings to help leverage the transportation and attendance only 140 miles (225km) from the cars home base. It has not happened yet, but things are looking promising. FCCV is bringing FIAT advocacy to the world.



Orazios 503

Even as I write this column three couples from the club are enjoying the VDC "Spirit of the 20's" rally to Mt Gambier. No doubt we will get a decent coverage of the event in future magazines. When these cars turn up, talk to the owners. Ask questions and learn a little about FIATs from an era you might not know well. Better yet, show enough interest and you may likely be asked to come for a drive to experience the joys of antique motoring.



505 Engine

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Richard Unkles

Travel in New Zealand

There are many reasons for travel to New Zealand, one being it is the farthest country from Europe and the Middle East. That produced migrants from Europe after WWII and more recently from the east end of the Mediterranean by those who wanted distance from conflict. However the attraction for your scribe is the annual Riley Rally and the Vero International Rally held every four years.

If your ideal driving is on the Nullabor Plain then New Zealand is not for you with no shortage of undulations, hills, curves and stop and go's for the road repairs, plus very heavy traffic around Auckland, from which escape is possible during peak periods, but only just. But the scenery and variations of the environment between farming land and very

steep hills, often growing or harvesting pine trees for export is well worth a visit.

This time both rallies were consecutive and both on the South Island, the Riley being around Christchurch and the Vero based in Nelson, the north end of the Island. Nelson area is accessed by nearly two hours drive from where the ferry from Wellington arrives at Picton, which is in the Marlborough area. Marlborough is an almost endless scene of vineyards, mostly growing the Sauvignon Blanc grapes for the wine that is so popular around the world. Certainly different from the same grown in Australia and definitely different from the French Sauvignon Blanc wines.

However travel by ferry between the islands is less predictable than you may think. Two ferry companies operate two ships each. There was 5th but it was scrapped so the remaining ferries are in strong demand during the warmer months with serious maintenance during the winter period. As all the ferries are over 30 years old and the two new ones not due until 2029 there

are unpredictable delays for the unlucky. Also booking early is essential. If using a hire car the firm will just arrange for another car for you on the other side. Several entrants for the Vero Rally could not get over Cook Strait in time.

The Riley Rally toured locations within 100 km of Christchurch. One day was a visit to a member who has a serious museum of cars and a Wurlitzer organ. The organ was obtained dismantled and the wiring not salvageable so the connections are now made by a computer. Process took nearly three years to restore it but it now used for concerts on site. Some restoration is conducted on site. No Fiats but one car has real history. The 1938 Rolls Royce Silver Wraith was first used new on the Queen Mary Liner. Its job was to drive around the decks and transport passengers to the bar. No doubt steerage passengers were excluded. When WWII broke out the liner was converted to a troop ship and the RR removed. When it arrived in New Zealand it had lost its body and the current owner designed a most attractive



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De Havilland DH2

two door body for it. A credit to the local craftsmen.

Travel north to Nelson meant back to the north coast region to meet up with a variety of internationals from France, Germany and Jaroslav Exner and his daughter Kristyna from the Czech Republic. Next morning the group went to the Omaka Aviation Heritage Centre on the outskirts of Blenheim. This museum is divided into 2 sections, WWI and WWII. The group selected WWI and all praised the standard of the museum. This has a number of original surviving aircraft and faithful reproductions mostly owned by Sir Peter Jackson of "Lord of the Rings" fame. Interestingly Sir Peter does not fly. Much to see and more than aircraft including realistic dioramas.

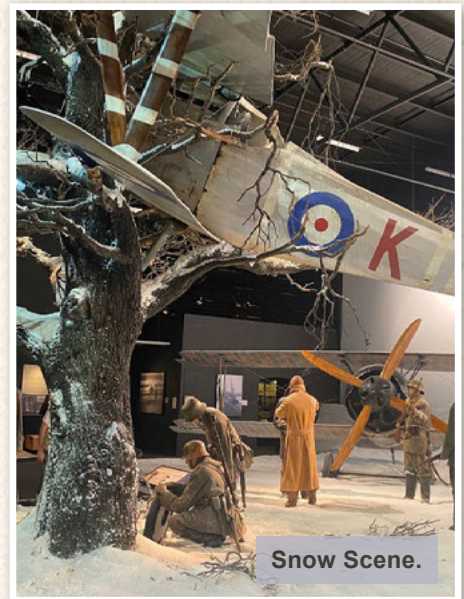
The most popular exhibit is the snow scene where a Nieuport biplane is in a tree with the attacking German Siemens-Schuckert and its pilot in the background. Not shown is the two pilots sharing biplane sharing a cigarette.

Particularly popular with Australians is the scene of Australians stripping the Red

Baron's Fokker triplane. This shows the plane being stripped for souvenirs by the Australian troops. History has finally credited an Australian with downing the pilot with a shot from a .303 rifle. Von Richthofen's over boots and control column are on display in the Australian War Museum in Canberra.

There are many personal artifacts on display from all sides including British, German, French, USA and Italian.

If ever in the northern part of New Zealand both WWI and WWII sections are highly recommended. Once every two years a number of these planes can be seen flying. Next opportunity will be at the Classic Fighters Omaka event on the Easter weekend in March 2027.



Snow Scene.



Refilling ammunition



Stripping Red Barons Plane

Otto Vu Triumphs at Targa Classica 2026

By Simoen van der Meent

A 1954 Fiat Otto Vu Zagato with Mille Miglia history tackles Australia's premier regularity rally – covering 1,557 kilometres to take the Classica Trofeo.

Most club members with an interest in classic Fiat mythology will be familiar with the 114 two-litre cars designed and built by Fiat in the early 1950s. These Berlinetta's were bodied by Fiat themselves as well as by Ghia, Vignale, Zagato and a single example by Pininfarina.

Our car is the **third of 28 built by Zagato**. It competed in both the **1955 and 1956 Mille Miglia**, along with several other Italian events during that period. Since acquiring the car in 2001 we have enjoyed four retrospective Mille Miglias, the GP Nuvolari and numerous events in Australia.

This year we entered **Targa Classica**, Australia's premier regularity rally, hosted by the Lawson family. Andrew Lawson was co-driver of last year's winning car in the marathon **Peking to Paris** rally.

DAY ONE The event began at **Point Leo Estate** on the Mornington Peninsula and finished the first day at **Silverwater Resort in San Remo**. The afternoon included twelve short time trials known as **PCs**, typically around fifteen seconds long and requiring accuracy to two decimal places, along with several **PM stages** where a set average speed must be maintained over several kilometres. We completed the day without incident and finished within the top seven cars.



The Winning Team





DAY TWO covered **393 kilometres**, following some of Gippsland's finest roads. With **16 PCs and six PMs** scheduled, it was a demanding day, but the Otto Vu team – navigator and driver – rose to the challenge and we ended the day leading the field. The car required no attention that evening.

DAY THREE took us from Gippsland through **Drouin** and into the **Yarra Valley**, covering **353 kilometres** with **17 PCs and five PMs**. It proved to be the most eventful day. A steep climb caught us unawares and the modest torque of our two-litre V8 left us rolling backwards into a culvert, the car coming to rest precariously on three wheels.

Fortunately, an onlooking bystander with a Range Rover quickly came to our rescue and righted the situation. Amusingly, he later turned out to be a friend of the team that eventually finished third. We are now lifelong Range Rover fans.

With a healthy lead at the end of day three, the task was to bring the car home on the final day. The route headed west to **Hanging Rock** before finishing at the **Melbourne Tennis Centre**. Historically our final days have not always gone smoothly, and this year proved no different, with **three blowouts during PC tests around the Broadford circuit**.

Despite this, a photoshoot at Hanging Rock and a warm run through Melbourne traffic – with the engine temperature hovering above 100°C – saw us reach the Tennis Centre, where we were declared the winners of **Targa Classica Trofeo 2026**.

By the time we drove home to **Castlemaine**, the Otto Vu had covered **1,557 kilometres**, requiring **no oil top-ups, no maintenance during the event, and only two litres of water added at the finish**. Not a bad effort for a 1950s Italian racing machine.

Our thanks go to the Lawson family and the many volunteers who supported the event before, during and after the rally. The organisation was excellent and the road book first-class. I would highly recommend the event to anyone considering entering in 2027, where the route will include the Victorian goldfields and the Great Ocean Road.

Car: 1954 Fiat Otto Vu Zagato

Event: Targa Classica Australia 2026

Event Distance: 1,215 km over four days

Result: Classica Trofeo Winner



Otto Vu Triumphs at Targa Classica 2026 continued

A note from our FCCV Presidente, Roger Beattie

We are blessed, in our club to have so many interesting members and equally interesting cars. David Reidie has participated in many interesting events including Mille Miglia in his 508, the most recent being Targa Classics, here in Victoria in his wonderful 8V Zagato.

The car raced in the original 1955 and 1956 editions of the Mille Miglia, driven by Aurelio Pellegrini with Sergio Bagatin as his co-driver. In 1955 they were a DNF under number 456 but the next year with the number 36 decorating their doors, they made 37th outright and remarkably averaged 114 Km/h which is a coincidence as there were only 114 of the 8V's produced.

To see it out being used rather than packed away in cotton wool should make us all happy. Thank you, David and Simoen for making it possible for us to share in this history vicariously.



Millia Miglia Otto Vu in period racing Otto Vu racing back in the day



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BIG DAY OUT

Williamstown Italian Festa

By Roger Beattie

Photos by Roger Beattie, Leo A Notarianni, Joseph Sammut

It was a bit of an early start to my morning as I had decided to visit the Toscana Social Club in Carlton on my way through to the Williamstown Italian Festa. I knew Joe Sammut had things well under control there so took a few minutes to relax while chatting to the Alfisti who had organised the Coffee and Cannoli morning. Although a little cramped for space there were a bunch of interesting cars and people to discuss them with and of course ... coffee and cannoli!

The trip across to Williamstown always seems a bit of adventure and on this day it seemed to be one that plenty of folk were keen to enjoy. Once I made it though the crowds and found a suitable parking space I was able to get to the Festa and sample the wares on offer. No one needs to be reminded that the food and drink plays a big part of any Italian Festa but the line up at Williamstown was both large and diverse.

Quite a few members had arranged their cars on display under Joe's expert guidance and had been well featured to the crowd in attendance. The desire to connect with the auto-culture runs deep within the human psyche and coupled with a little nationalistic fervour and memories of Nonno's Fiat there were conversations, photos and stories well into the



Row of 500/Abarths at Williamstown

afternoon. There are plans to make next years display an even greater feature so stay tuned.

One of the people I spoke to there was Steve Bilston who was telling me of his Fiat 503 stored nearby and how he plans to drive it in the upcoming cross Australia trip. Being close meant it was a good opportunity to go and see it to help fuel the dream for October. The 503 has at some previous time been converted to a buckboard (ute) and will be staying in

that configuration as Steve is a collector of commercial vehicles. The pictures don't really tell the whole story as the mechanical parts have been rebuilt and the body is to maintain the patina of wear. Let us know what help you need Steve!

All in all, a full and interesting day out among the Fiat and other Italian cars and people. Plenty of photos to show so thanks to everyone that welcomed me at all three venues on the day.



Coming Events

General Meetings

May 14th 8pm Veneto Club
June 11th Annual General Meeting
8pm Veneto Club
July 4th 8pm Veneto Club

Join us for dinner in the Bistro from 6.30pm

Bookings essential

Contact Sandro Cesario 0420 277 701

Caffe di sabato

May 2nd Veneto Club
9.00am
June 6th Veneto Club
9.00am
July 4th Veneto Club
9.00am



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



Contact Roger Beattie 0400 177 278

SUNDAY 17th MAY 2026

Victoria Street, Trentham.

Entry from 10am for Display vehicles & 10.30am for spectators
Veteran, Vintage, Classic, Historic and Collector Vehicles.

FESTA DELLA REPUBBLICA

MAY 31 2026



CALABRIA CLUB
5 UNITING LANE, BULLA
10.00 AM TO 5.00 PM



Contact Roger Beattie
0400 177 278



FCCV Annual General Meeting

**Veneto Club
Thursday June 12th**

**Election of Committee for the
2026-2027 Year**

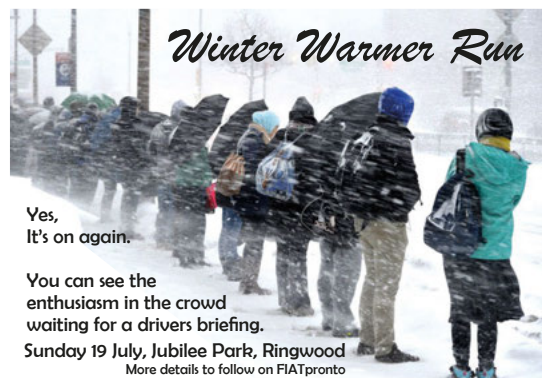
This is your chance to contribute to how our club is organised and managed and to make decisions on events that would appeal to members.

Our Committee is made up of 13 Club Members with another 9 Non-Committee members who handle specific areas of the clubs organisation.

We invite you to consider being part of what is an efficient and enthusiastic group.

Contact our Secretary, Ian Payne for information

Winter Warmer Drive Sunday July 19th



Yes,
It's on again.

You can see the enthusiasm in the crowd waiting for a drivers briefing.

Sunday 19 July, Jubilee Park, Ringwood
More details to follow on FIATpronto

Meet at finish for Lunch
Contact Roger Beattie for Details
0400 177 278



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Barry Ellis Memorial

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Sunday 21st June 2026



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

Arrive with full fuel tank Several fuel options nearby
Event registration from 9:00am to 9:45am

16 Classes on offer for various engine capacities and fuel types

Vintage and pre 1965 vehicles departing from 9:45am

Remainder of the field departing from 10:00am

Course distance around 100kms all on sealed roads

Referenced and plotted from Melways

\$10 Entry per vehicle

Refuel at Fast Fuel Wandin

Finish at Olinda Creek Hotel in Lilydale around midday

A great family morning out!

Any further enquiries contact Bill on 0412 814 855

