



# FIAT Month

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

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

**JUL 2026**

**Barry Ellis EcoDrive**

**Festa Della Republica**



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**JUL 2026**



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

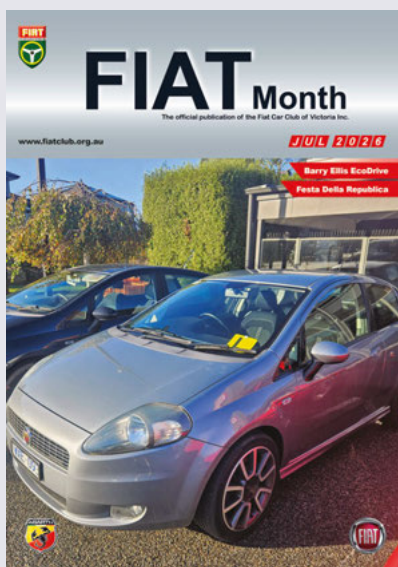
The Veneto Club  
 191 Bulleen Rd, Bulleen VIC 3105

**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: September 2026  
 Deadline: 5th August 2025



Front Cover:  
**Barry Ellis Memorial Eco Drive**  
*Photo of Sam Earwaker's Fiat Punto*  
 "Abarth Tributo"

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Pur Sang Motors, The Italian Job, BOI Performance, Monza Motors
- IBC** AutoRicambi Ad
- BC** Harry's Run





2026-2027

# THE CLUB COMMITTEE

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Sandro Cesario, M: 0420 277 701

## NON-COMMITTEE POSITIONS 2026-27

**MSCA Delegate**

Marisa Gangemi

**CAMS Delegate**

Paul Freame

**Supper Organiser**

Paul Pozzobon

**AOMC Delegate**

Roger Beattie  
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**Property Officers**

Mario Di Censo,  
Kevin Lemm

**Library**

Bruce McCann

**Communications Officer**

Vacant

**Raffle Manager**

Sandro Cesario  
0420 277 701

**Federation Delegate**

Richard Unkles

**Webmaster**

Mark Weinberger

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

## LIFE MEMBERS



Perc Delmenico\*

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



As I head into my 14th year as Editor of Fiatmonth it has prompted me to look back on the variations of FIATMonth that we have had over the years. When Peter and I joined the club in 1970 FIATMONTH was 8 pages, home printed and assembled and was held together by one staple in the top corner. It had a price of 5 cents ( I think we bought a copy at our first club meeting) The front page had a heading in red and green and the rest of the magazine was just black and white, typed up by a club member, was printed off and a group of volunteers met at a members house to print, put the pages together, staple and take along to the meeting There were lots of cartoons on each page by Shep ( Graeme Shepherd) who was one of the very active members of the club at that time.

The next version by 1974 was the same format with the staple but the colouring had changed to just black

# From the Editor...

and white, still 5 cents and had gone to 10 pages. By 2001 we had become much more professional with a 28 page magazine, but still just in black and white and printed professionally. This style of FIATMonth continued until 2012 when we went to a half size with coloured front and back cover, with 30 pages. All these variations were still dependent on a club member Editor who was elected each year at the AGM 2014 when we decided to produce a full colour,40 page magazine

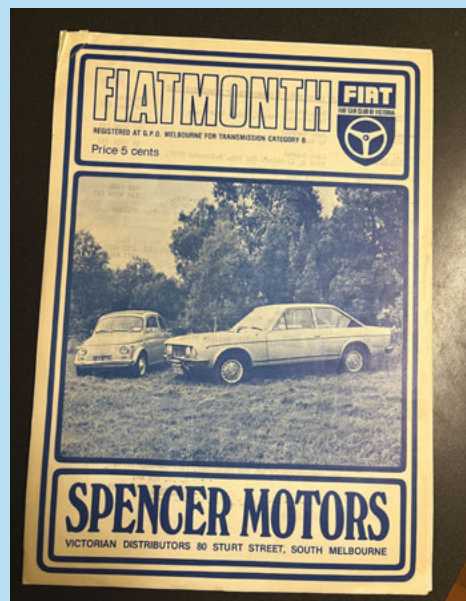
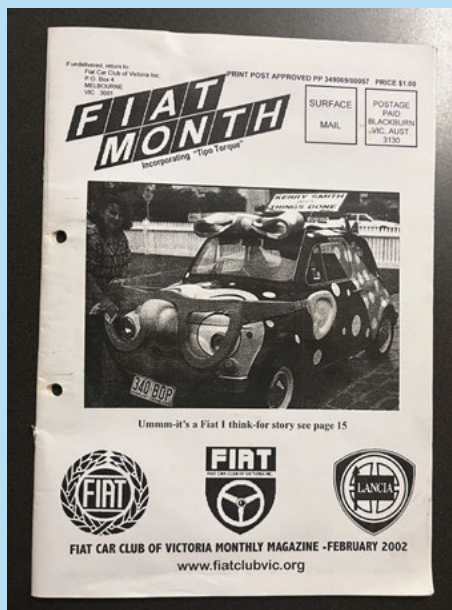
I held a number of Committee positions over the years and took on the job of Editor in 2014 when the Committee decided to make the big move up to the 40 page, full size, full colour FIATmonth that we have today. Now we have a Layout Designer, Joanne McLean, who turns the articles that I edit and put into Dropbox into the copy that goes to the printers who then mail it to those of our members who choose the hard copy with the other members accessing it on-line which is done by Mark Weinberger. Allora.... quite a progression from the

first magazines we produced !!

As usual, as The Editor, I am always looking for reports of events that the club has been involved in and stories of interesting for our members. If you look at the Contents Page in this FM you will see that we have a few articles from members who are not regular contributors but have been to an event that they have enjoyed and want to tell us about and to encourage others to get involved in. Thanks to Judith and Vicki for a great report on the Florence Thompson Tour, encouraging more of our female members to enter events like this one.

Allora.... get out your computer and write an article, with some accompanying photos for a coming FIATMonth It is great to see members who have not done this very often to contribute.

Here are a couple of the old FM's I have in my collection from the "old days"— how things have changed!!! Unfortunately many of the others I have are not in a good enough state to include.





# Rapporto del presidente



Once again I find myself sitting behind the keyboard (which is the front or back of a keyboard?) shortly after the magazine deadline thinking about how quickly the last two months have accelerated by me. I should really be thinking about how lucky I am to have a role helping those in such a friendly and active club. I have once again been granted the honour of serving as President for the next year so there are at least six more of these columns to tap out via my trusty hunt and peck method. It is always interesting to reflect on events of the past couple of months and even occasionally hear back that someone read it.

Along with missing out on a drive or two we have had a few people missing from our club events with injuries, our thoughts are with them and hope that recovery is swift and we see them again at upcoming

events like the upcoming Winter Warmer drive. This is an event which has found a following over the past couple of years and will once again be heading out of Ringwood for somewhere in the not too distant East. Of course planning and conducting regular drives gives me all sorts of opportunities to stumble across interesting places. Hopefully a few of them will appear in future runs and provide some others the same happiness they bring to me.

As always, please get in touch with ideas for events, articles for the magazine or just to have a chat. The club is so much more than names and cars, the members have and continue to breathe life into it.

Stay safe, warm and happy



Pastoral coffee visit



Hoping nobody turns up



Scouting for runs

## Phyllis's Morning Tea

Thinking about engaged and active members, I would like to call out Phyllis and Andy Iero ( Ierodionou) who have not long been in the club but while Andy is toiling away getting the Topolino finished ... maybe for Maling Rd, Phyllis is also hard at it hosting a "Big Morning Tea" event that raised \$4,186 for Cancer. Truly inspiring guys – well done.



Phyllis's Morning Tea



Andy's toy nearing completion



# CLUB CALENDAR

## JULY – SEPTEMBER 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.

### JULY

- Sat 4** Caffè 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 Run. Meet Jubilee Park car park, Reilly St Ringwood. 9.30 for 10am departure  
Contact Roger Beattie 0400 177 278

### AUGUST

- Sat 1** Caffè di sabato. Veneto Club 9.00 am
- Sat 8** Fiat vs Alfa Bocce Challenge and Dinner. Club Italia, Furlong Rd Sunshine  
Contact Paul Pozzobon to book 0418 552 290
- Thurs 13** General Meeting. Veneto Club 8.00 pm  
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 16** Harry's Run honouring Harry Baker (past Life Member). Run to the west. Meet Melbourne Zoo Carpark Elliot Ave at 8.45 for a 9.15am departure  
Contact Richard Unkles 0411 185 779
- Sun 30** Maling Road Auto Classico and Costumi Classico, Canterbury  
Contact Robert Judd 0438 871 044 (cars) and Deb Judd 0414 579 773 or Lyn Bartold 0433 034 721 (costumi)

### SEPTEMBER

- Thurs 3** FCCV Display at Italian Day at Carlo Acutis School in Wollert 10am – 1.30pm  
Contact Roger Beattie 0400 177 278. Meet Epping Plaza at 9am
- Sat 5** Caffè di sabato. Veneto Club 9.00 am
- Thurs 10** General Meeting. Veneto Club 8.00 pm  
Contact Mario Di Censo 0419 171 661 or Paul Pozzobon 0418 552 290
- Sun 20** Fiat 124 Spring Run. See Pronto for details closer to the date  
Contact Joseph Sammut 0412 221 581

**COMPETITION EVENTS ARE LISTED ON THE COMPETITION REPORT PAGE.**

### General Meetings



Club Meetings are held at 8pm on the second Thursday of each month. Dinner in Bistro at 6.30pm

The Veneto Club  
191 Bulleen Rd,  
Bulleen VIC 3105

Future General Meetings 2026  
Thursday 9th July,  
Thursday 13th August and  
Thursday 10th September

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

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

Find us on  
www.fiatclub.org.au  
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 has 564 members , made up of the following:

|                               |                       |                      |
|-------------------------------|-----------------------|----------------------|
| Life Members 17               | Family Memberships 70 | Family Dependents 94 |
| Full Members 343              | Social Members 26     | Country Members 15   |
| Total Number of Members – 564 |                       |                      |

## WELCOME TO THE FOLLOWING NEW MEMBERS –

|                        |                             |
|------------------------|-----------------------------|
| <b>Robert Ferlazzo</b> | 1980 FIAT X1/9              |
| <b>Ted Forsyth</b>     | 2016 FIAT 124 ABARTH Spider |
| <b>Jacob Evans</b>     |                             |
| <b>Alan Taylor</b>     | 1964 FIAT 1100 D Wagon      |

## 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 of follow this link.

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

## CLUB PERMIT SIGNATORIES

| Name            | Location          | Phone        |
|-----------------|-------------------|--------------|
| Phil Buggee     | Dandenong         | 03 9794 6692 |
| Mario di Censo  | Heidelberg/Balwyn | 0419 171 661 |
| Bill Freame     | Glen Waverley     | 0412 814 855 |
| Frank Marinelli | Northcote         | 0411 511 679 |

# Competition Report

By Keith Ellis, Competition Secretary



The Fiat Nationals seem an age away but already we have begun the planning for the Fiat Nationals in 2027. The date and venue for the Friday Sprint at Winton on 16 April 2027 and the Saturday Motorkhana also at Winton using the skidpan on 17 April. Only the Show and Shine venue and the Presentation Dinner are yet to be decided.

I am sure more will be said or written by others as the venues are confirmed.

Some of us who have a greater need for speed than some hardly took breath after returning from Goulburn in April. Marisa Gangemi was off to Taillem Bend with the MSCA on the following weekend. I am yet to experience Taillem Bend but from all accounts, it is an amazing circuit with good grass run-off areas for most of the circuit.

I believe that Marisa finally got a rest the following weekend by only using her Arbie as a golf cart!

At Sandown on Saturday 9 May AROCA held a Sprint with two club members competing being

Daniel Romeo Abarth 500 and Frank Spinosa also in an Abarth. It seems that the day started wet going by the times. However by the end of the day both Daniel and Frank were setting respectable times in the 1:32's.

On 17 May, at Winton in very uninspiring wet weather, Marisa Gangemi, Erin Freame ran in the Regularity Group, while father Paul ran in Group 5 (or should this be Group 50, for the over 50's?).

Dallas Benbow was present and waved flags just to keep warm.

To quote Paul Freame, if Sprinting is too expensive or fast, then Khanacross at Bryant Park near Moe is a hoot! On 31 May, Rob Jorgensen and Dallas Benbow entered for the Khanacross while Tony Tyzack was happily snapping pics on the day.

Coming events include a Gippsland Car Club (GCC) Khanacross event at Bryant Park in July and also in August. GCC also have a multi-club hillclimb at the same venue in July and in September. Bryant Park is lauded as being an excellent venue for

both hillclimbs and khanacross.

For even more speed there are Sprint events being held in August at Winton (MSCA) and Broadford (AROCA).

In September, MSCA are at Phillip Island and AROCA are running the 10 hour relay event over the Saturday and Sunday in October.

**On Friday 25 September FCCV will be running a Come and Try Motorkhana at Avalon. The younger generation are especially invited.**

For more details please see the Competition Calendar elsewhere in Fiatmonth.

Recently a friend was showing interest in the Fiat Freemont as a tow vehicle. When I found that the towing capacity was less than my Skoda, we stopped looking from that point of view. However, as these engines are shared in some Jeep models I noticed that some Jeeps use a 2.0 litre petrol engine. When I found that they share the bore and stroke dimensions with the old 8 valve Fiat engines dating back to the 1970's, I investigated further. Turns out the agricultural looking Jeep Wrangler is powered by an all aluminium engine with some technology shared with Maserati. To achieve the 200Kw of power and 400 newtons of torque this engine was developed by Stellantis and uses a precombustion chamber with a spark plug to then ignite the fuel in the main combustion chamber

much like formula 1 engines have been doing since about 2014. There is also another spark plug in the main combustion chamber and the ECU decides which spark plug fires first depending on the load requirements. How this will go doing the low speed school run we will have to wait and see.

Doesn't appear to be used in any Fiats or other Fiat related marques so not eligible to fit in the Fiat 128 Spider! Besides, it is only married to an eight speed transmission and transfer case for use in vehicles such as the 4WD Wrangler.

It does show that petrol engine development has not entirely

stopped. The USA is quite unique in not having fallen head over heels for diesel or electric power.

## Competition Events

| SPRINT EVENTS SPRINT EVENTS SPRINT EVENTS |                        |                                |
|---|------------------------|--------------------------------|
| 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                    |                        |                                |
| 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                                |                        |                                |
| 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                    |

# Competition Report – Events

## FCCV MEMBERS COMPETING IN LAST FEW MONTHS

FCCV members have continued to compete in events held all over Victoria and across the border at the Bend in South Australia. It is good to be able to chase up photos and some reports. I look forward to more reports and encourage more photos to include in FIATMonth. The Editor



MSCA Round 4 Winton

## MARISA GANGEMI

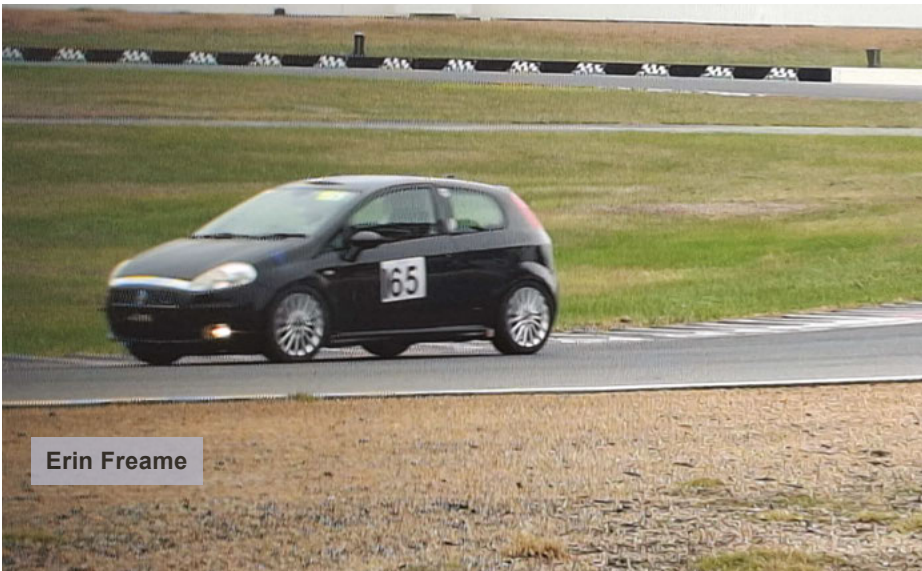


The Bend



**ROB  
JORGENSEN**

Taken at Gippsland Car Club Khanacross



Erin Freame

**WINTON MSCA**



Paul Freame

# BARRY ELLIS ECO DRIVE

By Bill Freame

Photos: Bill Freame, Rob and Deb Judd



The weather gods were certainly smiling on us for the running of the Barry Ellis Memorial EcoDrive. With weather forecasts predicting the likely hood of rain, we were instead blessed with a calm, fine, sunny day, despite the 21st June being the shortest day (Winter Solstice) on our calendar.

It was pleasing that the vast majority of the field were entries from FCCV members and some very nicely presented cars were involved. Each and every EcoDrive is an ideal event for our multitude of 'Club Plated' vehicles to be displayed and exercised over the amazing roads that are available to be selected, to be used for each event. It certainly helps for each car to have a passenger who can read the route instructions so the car will follow the correct course, however each year we always have a few entries that have only the driver in the car, which is always

an added handicap when trying to achieve frugal motoring. This year there were four entries thus participating in that condition.

An EcoDrive event is so very suitable for all age groups to become involved, pleasingly Samuel Earwaker was driving his Punto Sport on his 'L' plates, ably navigated by his father, Damon, while Erin Freame was driving her BMW 318i, on her 'P' plates, with her father, Paul doing the course calls from the left-hand seat. Aaron Tyzack was very successfully calling the course for his father, Tony in their Volvo v70 wagon and then the youngest by quite a margin was Sebastian Masocco making calls from the back seat for his father, Adrian, in their Nissan Navara. It's very pleasing to have these young members involved and learning economical motoring on a challenging test course like this.





When the initial planning for the 2026 EcoDrive was taking place, we were in the uncomfortable and unforeseen situation of high fuel prices and the added threat of fuel rationing that might well have been imposed, thus the threat of very restricted motoring likely being for essential purposes only. Regardless, whatever way the future might have unfolded, we proceeded to plan the event on the hope and expectation that fuel would be unrestricted and affordable to enable pleasurable motoring to continue to locations when and where we wanted to travel to.

Paul has extracted the fuel prices from the 2025 EcoDrive as a comparison against what we were charged to refuel at the same servo a year apart. Amazingly 91ulp and 98ulp were exactly the same prices, with a litre of 91ulp at \$1:59.9 and 98ulp at \$1:81.9 both years. However, diesel was almost 13 cents dearer this year at \$1:75.7, compared to 2025 of \$1:62.9.

The recipient of 'The Barry Ellis Memorial Trophy' for 2026 is Peter Kerr, in his Peugeot 407 diesel, without a passenger to guide him, so he just followed other cars around, and if they made a wrong turn, so would he. I doubt that Peter used much more than 2000 RPM for the whole event as he drives on the available torque of the diesel engine most of the time in his normal motoring. Peter has driven that Peugeot 407 in several previous EcoDrives and always does very well with it. Just behind Peter in this year's standings was Debbie and Keith Ellis, in their Skoda Octavia.

My thanks to all those who accepted the challenge of trying to economically drive these enjoyable driver's roads, when the obvious temptation is to drive them with some enthusiasm. Paul, Tony and Erin

had designed this year's course and it was very well received by all involved. Paul checked it out for the final time, one week earlier and I drove it two days before, just checking for damaged roads and unexpected road works. Special thanks to Ruth and Alana for handling the admin, Paul for setting it all into accurate instructions and Phil Buggee, at BOI Performance for his continued support of the FCCV EcoDrive concept.



# BARRY ELLIS ECO DRIVE CONT.

## FROM DEBRA AND ROBERT JUDD

Thanks once again to Bill Freame and family for organising this year's BOI EcoDrive and to Phil Buggee for the continued support of the event.

The weather was perfect for midwinter and the day was actually the Winter Solstice. The roads in and Around Mt Dandenong were very good and perfect for the challenge of economy driving. Some hilly, some with speed humps. Some very windy roads and all the while through picturesque countryside.

It was lovely to catch up with many members in a relaxed atmosphere both at the start and over lunch at Olinda Creek Pub in Lilydale.

We thoroughly enjoyed the day.



# 2026 ECO DRIVE RESULTS

COMPILED BY PAUL FREAME

## BOI Performance EcoDrive 2026 - Barry Ellis Memorial

| Car No | Entrant          | Passenger        | Club       | Car               | Class | Fuel Consumed | Fuel Price | Fuel Economy | Fuel Economy | \$ Economy | Class | O/R   |
|--------|------------------|------------------|------------|-------------------|-------|---------------|------------|--------------|--------------|------------|-------|-------|
|        | First / Surname  | First / Surname  |            | Make / Model      |       | Litres        | \$         | L/100km      | mpg          | \$/100km   | Place | Place |
| 4      | Peter Kerr       |                  | FCCV       | Peugeot 407       | D2    | 4.01          | 1.757      | 4.10         | 68.89        | 7.20       | 1     | 1     |
| 17     | Duke Luu         | Jenny Luu        | FCCV       | Volvo v40         | D2    | 5.17          | 1.757      | 5.28         | 53.49        | 9.28       | 2     | 3     |
| 23     | Adrian Masocco   | Sebastian        | FCCV       | Nissan Navara     | D2    | 7.74          | 1.757      | 7.9          | 35.75        | 13.88      | 3     | 12    |
| 5      | Bruce McCann     | Bob Durrant      | FCCV       | Fiat 500          | U2    | 5.69          | 1.599      | 5.81         | 48.61        | 9.29       | 1     | 4     |
| 14     | David Wright     | Jill Wright      | FCCV       | Fiat x19          | U2    | 6.88          | 1.599      | 7.03         | 40.18        | 11.24      | 2     | 7     |
| 3      | Robert Toti      |                  | FCCV       | Fiat X19          | U2    | 7.86          | 1.819      | 8.03         | 35.17        | 14.61      | 3     | 16    |
| 10     | Roger Beattie    | Judith Odgers    | FCCV       | Mazda 2           | U3    | 6.72          | 1.599      | 6.86         | 41.17        | 10.97      | 1     | 6     |
| 7      | Sam Priviteli    | Marina Priviteli | FCCV       | Fiat 500c         | U3    | 7.11          | 1.819      | 7.26         | 38.90        | 13.21      | 2     | 11    |
| 19     | Sudath           | Udyani           | FCCV       | Fiat X19          | U3    | 7.74          | 1.819      | 7.90         | 35.75        | 14.37      | 3     | 14    |
| 2      | Erin Freame      | Paul Freame      | FCCV       | BMW 318i          | U4    | 7.77          | 1.599      | 7.93         | 35.62        | 12.68      | 1     | 9     |
| 9      | Robert Judd      | Deb Judd         | FCCV       | Fiat Superbrava   | U4    | 6.94          | 1.819      | 7.09         | 39.84        | 12.90      | 2     | 10    |
| 13     | Laurie Bongailas | Rory             | MKI owners | Ford Mk1 Cortina  | U4    | 9.27          | 1.819      | 9.46         | 29.86        | 17.21      | 3     | 17    |
| 16     | Brett Perry      | Stephen Spiers   | FCCV       | Fiat 124 Spider   | U4    | 9.45          | 1.819      | 9.65         | 29.27        | 17.55      | 4     | 18    |
| 22     | Mike Cary        | Maree Carey      | FCCV       | Lancia Beta Coupe | U4    | 10.2          | 1.819      | 10.41        | 27.13        | 18.94      | 5     | 19    |
| 1      | Phil Buggee      | Deb Buggee       | FCCV       | Fiat 131          | U4    | 10.29         | 1.819      | 10.50        | 26.90        | 19.10      | 6     | 20    |
| 18     | Debbie Ellis     | Keith Ellis      | FCCV       | Skoda Octavia     | U5    | 5.38          | 1.599      | 5.49         | 51.45        | 8.78       | 1     | 2     |
| 11     | Samuel Earwaker  | Damon Earwaker   | FCCV       | Fiat Punto Sport  | U5    | 6.19          | 1.819      | 6.32         | 44.69        | 11.50      | 2     | 8     |
| 6      | Jonathan Carroll | Pamela           | FCCV       | VW Golf           | U5    | 7.52          | 1.819      | 7.68         | 36.78        | 13.97      | 3     | 13    |
| 15     | Kevin Lemm       |                  | FCCV       | Fiat 2300 Coupe   | U5    | 8.92          | 1.599      | 9.11         | 31.00        | 14.57      | 4     | 15    |
| 12     | Tony Tyzack      | Aaron Tyzack     | FCCV       | Volvo v70         | U6    | 5.75          | 1.599      | 5.87         | 48.12        | 9.39       | 1     | 5     |
| 21     | Tim Kemp         | Dee Kemp         | MCOC       | Toyota Hilux      | U6    | 10.5          | 1.819      | 10.72        | 26.35        | 19.50      | 2     | 21    |
| 8      | David Judd       | Robyn Judd       | FCCV       | Maserati Khamsin  | U6    | 13.88         | 1.819      | 14.17        | 19.93        | 25.78      | 3     | 22    |
| 20     | Andrew McNab     |                  | FCCV       | Mazda 3           |       |               |            |              |              |            |       |       |

# Florence Thompson Tour Diary

By Vicki Lemm with Judith Odgers

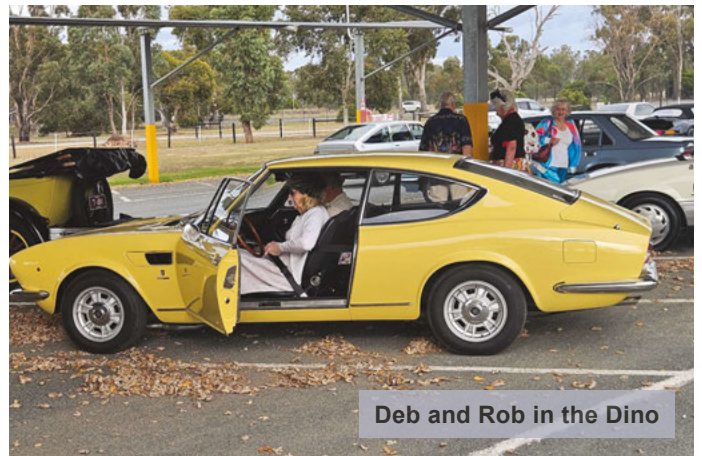


Roughly twelve months ago at a regular FCCV meeting, Debra Judd was chatting about a recent all-female drive she had done and how much she enjoyed it and that should do it this year. It was called the Florence Thompson Tour, run annually by the AOMC and the RACV commemorating Florence Thompson, a pioneering woman of Australian motoring history from the early 1900's.

Their enthusiasm was contagious, so when the applications came out towards the end of last year, Judith and I applied. The plan was simple, for Judith to drive Roger Beattie's 850T with Roger as her mechanic and navigator and I would drive our 2300 Sedan with Kevin as navigator and mechanic.

Well, the best laid plans needed altering for 101 reasons, not the least was only one of the entrants being accepted. The other major hiccup was a severely injured leg belonging to Judith. The result was I drove the 2300 and Judith navigated.

As FIAT's are so reliable, (tongue in cheek), we had our two mechanics, Roger and Kevin, following us in Judith's Mazda 2. Their efforts as support crew were restricted to a little idling issue and some recalcitrant windscreen wipers which chose to retire early when they were desperately needed on the trip home. Roger and Kevin spent their time finding spots along



Deb and Rob in the Dino



Into Murchison

the Saturday drive to help photograph the event. However, I digress.

The Florence Thompson event is extremely well supported with drivers and crew dressed in period costume relative to the vehicle they are in. The vehicles spanned 1927-1999, as did the clothes which were fantastic. In most cases the outfits suited the time of day; travelling day gear for the Saturday runs, evening wear for the dinner event on Saturday night and a morning tea outfit for Sunday.

Having learnt that we would be taking part in the run, Judith and I were on a mission to find appropriate clothing. Much fun was had in the weeks prior to the event visiting vintage markets for our outfits. The 2300 is a 1965 model and the hunt was on. Judith discovered a pair of Kitten heels and a vintage top; I found a perfect pair of vintage pants with very wide legs and a suitable top.

Registration was Friday night at the Harness Racing Club for dinner, providing an opportunity to meet new and old friends and pick up our comprehensive navigation notes and bag of goodies. Some entrants were in costume. We caught up with Deb and Rob Judd looking great and all set for the weekend in their lovely Fiat Dino Coupe. Having been on the run last year they both were in the swing of the event right from the beginning. Judith had the excuse of coming straight from work, I had travelled up from Melbourne following a lunch with friends and didn't have time to change. Well, that's my excuse, maybe next year we could add another outfit.

The organizers' bag of goodies we received at registration provided comprehensive notes detailing the route with additional information about the weekend, the obligatory pen and pad, accompanied by an unexpected gift of a pair of travelling wine mugs. Off to our motel and a deep sleep ready for the following day.



Saturday outfits

On Saturday we had the most beautiful Autumn weather putting everyone in a good mood. Feeling great about our outfits and wearing the appropriate makeup and hairdos, photos were taken with the car and we set off.



Deb and Rob Judd



Judith and Vicki



TOPO at MOVE



Lunch at MOVE and buses

# Florence Thompson Tour Diary cont.

There was a choice of a long or short run, we had chosen the longer run just over 131kms. Our chosen route heading out from Shepparton meandering towards Nagambie, through Murchison. It offered a feast for the eyes with apple orchards of red and gold scattered throughout the landscape. Several times we felt we should stop and buy at some roadside stalls; we resisted the urge. Roadside flowers were the hardest to drive past. Navigator Judith did a splendid job. At one point we thought the instructions were a tad confusing. We should have turned left onto the C357, however we chose the road that ran parallel. It was more fun being on a dirt road with interesting scenery and it joined up to the C357 anyway, so all good. We were quietly confident no one would know of our little detour. That is until Roger and Kevin detected an unusual amount of red dirt on the side of the 2300. Not so on the Judd's Dino as they managed to stay on the asphalt. A pleasant afternoon was had at the Museum of Vehicle Evolution (MOVE) where we had lunch then proceeded to explore the museum.

MOVE holds not only a splendid array of vehicles, albeit only a few FIATS, but also the Loel Thompson costume collection. They have a permanent area dedicated to some of the 10,000 items in her collection. They rotate the items on a regular basis, so the museum is worth visiting several times a year. The curators created a section of the display specifically relating to pioneering motoring costumes in recognition of the visit.

The afternoon was free time to investigate Shepparton, explore Antique and Op shops and so forth. I found a hat to compliment one of my outfits and Kevin found a brewery for a little down time.

Dinner and presentation of awards followed with most of entrants in costume. The award 'Spirit of the Tour' reflecting the best pioneering spirit, taking into account the attention to detail in both vehicle and costumes, was awarded to a Father and Daughter team driving a 1927 Ford model T restored by Brian Smith, and driven by his daughter Louise Kilgour. A well-deserved and popular win.

Sunday the weather turned cold and very wet with almost constant heavy rain. It was planned to finish the tour with a morning tea in Seymour and a guided tour of the Vietnam Veterans Commemorative Walk. Unfortunately, the Vietnam Veterans walk was cancelled due to the weather. The morning tea went



ahead as they had a large covered area for cars to be displayed. The scrumptious morning tea of scones and Jam, old fashioned slices, Judith's Grandmother's signature coconut slice and many others just had to be tried.

The toolbox did come out for the first time at morning tea as the windscreen wipers had decided to permanently die. Many thanks to the gentleman who offered Kevin some 'Rain-X' to help bead the rain from the windscreen and get us home to Melbourne.

A most enjoyable, well-organized event. Being part of a cavalcade of classic and vintage cars felt like a significant tribute to Florence Thompson.



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# A bit of interesting reading for FIAT fans of what we might expect in the future.....

By John Mancini for NewsAuto

Fiat expands its range with the Panda, E-Car, Quattrolino, and Grizzly SUV. The E-Cars will be produced in Pomigliano d'Arco as part of Stellantis' FaSTLANe 2030 plan.



The Fiat range is set to expand, not only with the arrival of the new Grizzly family SUVs, but above all with a series of models, including affordable and compact electric city cars. Among the most anticipated projects in the FaSTLANe 2030 industrial plan are the new E-Car, which will be built in Pomigliano d'Arco, and the new Quattrolino, a microcar that aims to reinterpret, in a modern key, the concept of urban spaciousness introduced years ago by the Multipla.

In the meantime, the Panda will continue to play a central role in the brand's strategy.

## Fiat Panda until 2030

Despite rumors circulating in recent years about a possible new generation, the current Fiat Panda will continue to be produced for a long time to come. Stellantis has confirmed that the model will remain on the production line at least until 2030, taking advantage of the hybrid powertrain that continues to make it the best-selling car in Italy.

## E-Car Project in Pomigliano

The Pomigliano d'Arco plant will play a key role in Stellantis's new industrial strategy. The plant currently produces the Panda and the Alfa Romeo Tonale, but in the coming years it could become the main European hub for new electric cars.

The letter "E" not only refers to electrification, but also to the project's European vocation. The goal is to develop a family of affordable cars for the continental market, with affordable prices and localized production in Italy.

For now, two models are planned: a new electric Citroën 2CV and its Fiat-branded sibling. The final name of the Italian car hasn't been officially confirmed yet, although many are already calling it the "Pandina." In reality, it won't be the true successor to the Panda, but rather an electric city car that will complement the current model.

## The Ippo concept anticipates the E-Car

The future Fiat E-Car is expected to be presented at the 2026 Paris Motor Show, while production is expected to start in 2028. Its arrival was also



confirmed by Olivier François, who has repeatedly underlined the strategic importance of this model for the brand.

To preview its design language, Stellantis showcased the Ippo prototype during Milan Design Week. It's a concept with highly original lines, characterized by square surfaces softened by rounded elements, in perfect Panda style.

Not all the prototype's details will make it into the final version, but some elements could be reproduced almost faithfully. The minimalist front end, geometric headlights, and essential design already seem to point to a production model designed to keep costs down without sacrificing personality.

The goal will be to offer a true low-cost European electric car, with a price tag close to 15 thousand euros, capable of competing with the new budget city cars arriving from China.

## Fiat Quattrolino Microcar

Among the most particular projects announced by Fiat there is also the new Quattrolino, a microcar destined to expand the Fiat Topolino family.

The name evokes two specific concepts: the ability to seat four people and the direct connection to the Topolino. The car will be a sort of modern reinterpretation of the historic Fiat Multipla, a model that became famous for its exceptional interior space compared to its exterior dimensions.

According to initial reports, the Quattrolino will be designed primarily for urban mobility, with compact dimensions but a strong focus on on-board space. Future commercial variants or special versions are not excluded, following the same strategy already adopted with the Topolino.



## Fiat SUVs from the Grizzly family

Alongside electric city cars, Fiat will continue to invest in the SUV segment. The FaSTLANe 2030 plan includes a new family of models called Grizzly, intended to strengthen the brand's presence in the higher segments.

Among the planned projects there is also a new C-segment SUV, characterised by a set-up closer to a crossover-hatchback than the current Tonale.



# REGISTRO FIAT 2300

By Warren Buckingham and Kevin Lemm



Registro FIAT 2300 is an informal group for owners and enthusiasts of FIAT vehicles made from the late 1950s until the mid-1960s fitted with an engine designed by the brilliant Aurelio Lampredi. These vehicles include the 1800/2100/2300 series of sedans and station wagons, the 1300/1500 series of sedans and wagons, and the 2300 Coupe. They were marketed mainly in Europe and sold in small numbers in other countries around the world including Australia which received all variants apart from the 4-cylinder Fiat 1300. Several countries also made them under license, including Spain, Germany and Poland

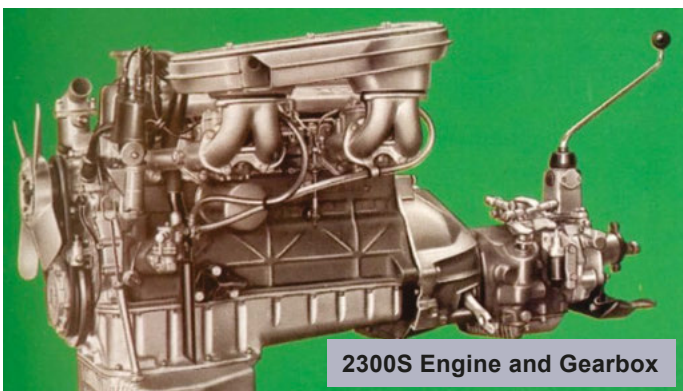
In 1955, when Lampredi moved from Ferrari to FIAT, the development of a new vehicle to replace the Fiat 1400/1900 range of cars was well under way. The new design was to have similar proportions but offer modern styling and comfort along with better performance. The design team, under the leadership of Dante Giacosa, had developed a conventional

cast iron block 6-cylinder engine with 4 main bearings and a capacity of 1795cc, but initial testing showed that it needed more power. Lampredi, with his Ferrari racing engine experience, was tasked with improving the new engine's power but without adding weight or complexity, and of course, without increasing production cost. This engine was not to be a high-powered GP racing engine, but rather an efficient engine for FIAT's future series of civilian vehicles.

Lampredi accepted the constraints of the existing cast iron block and set about designing a new cylinder head. His Ferrari experience told him a crossflow design was needed, but the camshaft was already located in the block, and the cost and complexity of overhead cams was not within his design brief. His answer was the creation of the first Polyspheric pushrod operated cylinder head. A brilliant design featuring steeply canted valves actuated by two rocker shafts.

The Register promotes runs to Italian car events and gathers historic information regarding the marque. How many of these cars came to Australia, and how many remain today is always a topic of discussion amongst the enthusiasts. It also has technical information for the vehicles.

If you own one of these cars in any shape or form, why not join the Register? It'll certainly help when you're stuck with some technical information or chasing that hard to obtain part to keep your Lampredi-engined baby on the road. Or maybe you just need the



sympathetic ear of another owner to listen to your tale of a bad day in the garage.....

More information about the Register can be obtained by contacting Warren Buckingham on 0428 938 338



2300 Familiare



Little brother 1500



2300 at AutotItalia

# Festa della Repubblica

By Roger Beattie

Sunday May 31 dawned a little grey and rainy in parts of Melbourne. Luckily for us it was all sunshine in Bulla and despite a little confusion at the entrance we were able to get to the display area in front of the main entrance and arrange our cars in an orderly row. As always the older cars brought back memories and opportunities for those attending to reminisce about the days back in the 'old country' and the times they travelled enormous distances (50km) in the back of a 500 or the like.

As good students of Italian history and particularly that seen from the (FIAT) angle of Turin the Republic Day effectively bookends an era started by the formation of the Kingdom of Italy in 1861 which had its capital in Turin for the first four years. Many of those who toured Italy with the club on past trips and explored a little of Turin beyond the Lingotto and Mirafiori plants would have visited the museums and





The Crowd on the day

monuments recalling the era. Maybe for any future trips we should have a bit of a brush up on our Italian history before we go. The Kingdom of Italy was replaced by the Republic in 1946 with the exile of King Umberto II to Portugal.

That mattered little to the crowd at Bulla for the Festa della Repubblica because there was coffee, cakes, pasta and all manner of entertainment in the pavilion to be enjoyed after the obligatory mass. And after that you could wander about outside reliving past glories and future dreams among the assembled cars and club members.

Thanks to everyone who brought out their cars and enthusiasm as the weather looked miserable in the morning but brightened to a very pleasant temperature and intermittent sunshine.

As this is a rotating event it will be at a different club next year but I am sure Ubaldo Agliano from

COMITES (the organisers) will be in touch so we can locate it on our calendar somewhere close to June 2 which is the actual Republic Day. The things you can learn from paying close attention to your FIATmonth.



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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

**SOME OF THE CURRENT RANGE OF MERCHANDISE:-**





# July Photo Competition

By Lyn Bartold

## FROM THE EDITOR

As always, the two months between FIATMonths produces some excellent photos that come to me in articles or I find on Facebook. What I am looking for is something that catches the eye, is of excellent quality or is just a bit of fun. I do encourage members to send me pics they would like to be part of our competition and I make the judgement taking into account the skill involved, the vehicle photographed and the quirkiness.

My selections for this month's FM are as shown – photographers please contact me to receive your prize which is to be collected at General Meeting.



- 1 Roger Beattie – John's Tipò at coffee morning
- 2 Paul Freame – The Freame Punto ready to race
- 3 Roger Beattie – Nouva 500



Fiat 505 Engine

## The News Stand

Richard Unkles

Terry Harris has a good news and bad news situation. He was fortunate enough to buy the partly restored Fiat 505 tourer that was being restored by the late Paul Stokes. All the work undertaken was done to a very high standard when Paul unexpectedly died. As part of continuing the restoration Terry has completed the engine rebuild and built a test frame for the completed engine. It started first go and ran sweetly but here comes the bad news. There was evidence of water coming out the exhaust. Unfortunately being a 1922 model it has the early engine block with the exhaust manifold cast integral with the block. These are prone to rusting out between the water jacket and the manifold. Problem was solved by the factory by casting the exhaust manifold separately from 1923. Ray Fullard has provided Terry with a choice of 2 later model blocks but he still needs an exhaust manifold. The good news is that Terry has managed to buy a complete later model engine from a sizeable collection of Fiat 505 parts near Coonabarabran in northern NSW. A round trip of 2400km but successful, even if a bit expensive.

David Stott had odd noises driving on the VDC's Spirit of the 20's. As it only appeared in the indirect gears it was thought to be gearbox related. Later the true problem was found to be the #4 inlet valve setting had closed and the guide hole in the block wore out. The 501 cars do not have a separate valve guide but this is being remedied by Tom Brown's workshop in Bendigo.

Rob Poynter had a pinion tooth separate on the same rally. Fortunately he bought a new 4.6:1 when available. A work in progress.

The repair to David John's 503 engine is progressing. This is the one that the camshaft was not correctly fixed and moved so the cams were hitting the conrods. A set of spares were taking off your scribe's shelf only to find they had suffered the same effect. So sometime in the distant past someone else did not fix their camshaft correctly. Thanks to David Stoff for a good set of rods.

Any members who have visited Ray Fullard at High Camp or Pyalong would almost certainly met Frances Fullard and enjoyed her company and hospitality. We regret to advise that Frances died in February after some 10 years of

significant disability. Frances had such a positive effect on everyone that when she had a year in hospital she was placed in rooms where patients were "down in the dumps" to cheer them up. Our sincere condolences to Ray on the loss of someone really special and his family who have been a great support despite the problems of distance.

Jaroslav Exner and his daughter Kristyna from the CZ Republic briefly visited Melbourne on return from New Zealand. Last mention of Jaroslav in Tipo Torque was his completion of his 1915 Fiat 15TER truck. We are helping him with correct wheels for his Fiat 510 tourer.

We have early notice of the availability of a 509SM project becoming available. The chassis frame has been prepared and there is a mountain of 509 parts to complete including 4 engines (dismantled), 2 gearboxes, 2 radiators, a set of 19" wire wheels including hubs and a spare car in rough condition that was once fitted with a non Fiat engine plus a number of 501 parts including 2 gearboxes and a MP4 magneto. Contact details can be obtained from your scribe.



## Historic Racing and not a Fiat in sight

Late May saw the 49th running of Historic Winton Races managed by the Austin 7 Club. Like last year there were no motor cycles, to the benefit of thousands of ear drums. These require a track upgrade which may be forthcoming in the

future. Time will tell. However there was more than enough action with some 240 car entries. The racing was worth watching with the Mini Cooper S cars taking the competition very seriously. All the pre WWII cars race within

the Regularity platform and try to match their lap times consistently.

However interest can be found elsewhere in the pits where there are plenty of examples of ingenuity of competition car builders.

## GN Special

The GN was a product of the cycle car boom just post WWI. The GN was at the more substantial end of the genre, powered by twin cylinder motor cycle engines and were often used for hill climbing. Brendon Dillon has taken his GN car to another level with designing

and building his own version of a Vee twin air cooled engine. The top end is made from 2 engine cylinders from a Liberator bomber engine, each 3.1 litres worth. The rest he designed and built himself. At Winton he had reason to regret not using new valves as a head

dropped off when idling in the garage and blew half the top of a cylinder off, releasing a multitude of decibels. Fortunately he has 3 more spare barrels, next time with new valves.



# Tip Torque cont.

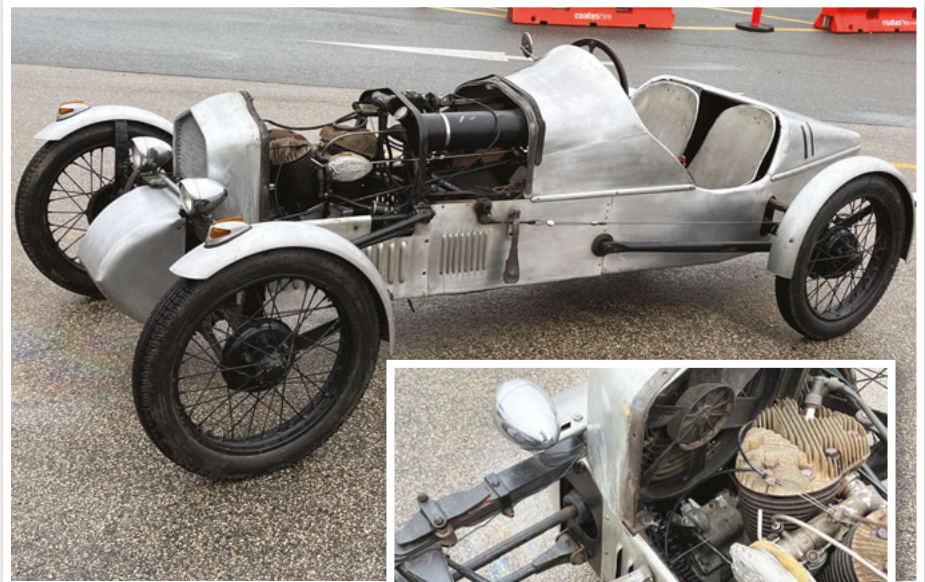
## The Tank

This car shows the skills of owner Steven Barnett as he formed the entire aluminium body himself. He is a professional restorer at Chewton and it shows well. (Free plug [steviemoto@hotmail.com](mailto:steviemoto@hotmail.com)). The mechanicals are Austin 7 but the chassis is not as Steven built a space frame. The body is a smaller replica of the Bugatti Tank design which did race in period.



## Chamberlain Special Recreation

This car was inspired by the original designed and built by Bill and Bob Chamberlain, of Chamberlain Tractors fame. It started life with an Indian twin motor cycle engine driving the front wheels via chain but later Bill designed and built a 2 stroke OHC engine for it. The car survives in private hands in Victoria. This recreation is based on the original form with the Indian motor cycle engine. Freshly finished for Winton it has teething problems with over heating but will be good to see this sorted and flying on the track next year.



## The Complete Oddball

This is a recreation of a car built in the 1950's when it was though cubic inches makes a car competitive. Built on a truck chassis it uses two Ford V8 engines in line. A mode of thinking long obsolete but an interesting but of history recreated. Regret no comment on its performance on the track due to volunteering duty.



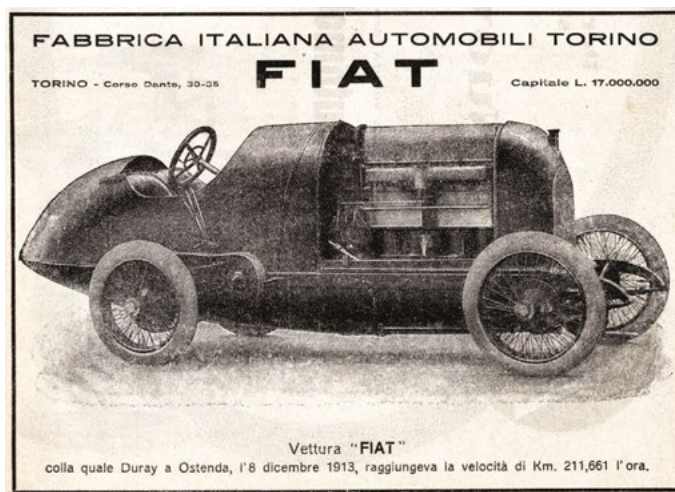
# How the FIAT S76 came back into the public eye.

As FIAT aficionados, many of us know that the history of the company involved a lot of competition and speed record cars in its early decades. None was more extreme or readily identifiable as the 1911 S76 300hp Record. The tall, narrow body ensured it stood out from any other record attempting cars of the era. The 28.353 litre capacity 4 cylinder that shot sheets of flame from the exhaust earned the car the name 'Beast of Turin' and a place in the collective consciousness of historic FIAT enthusiasts.

While only two were ever built, one of the chassis ended up here in Australia where it was used as the basis for another racer, later wrecked, and recovered in 2003 by Duncan Pittaway from a central Victorian location .... That was not my garage in Laanecoorie despite all the old Fiat delights that reside within. A serious twelve year search and restoration works at Duncan's home in Bristol meant that the 'Beast' was back in action for the 2015 Goodwood Festival of Speed. I believe it has been present every year since and along with various other appearances all over Europe which has reignited interest in the car and the marque's history.

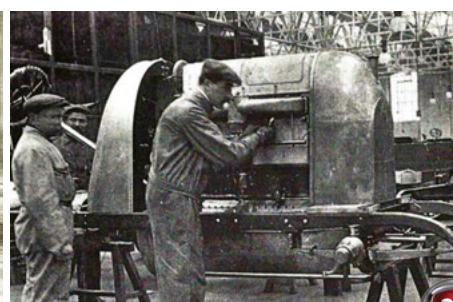
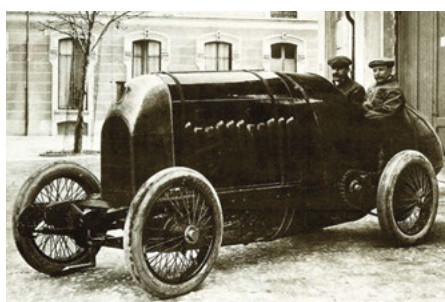
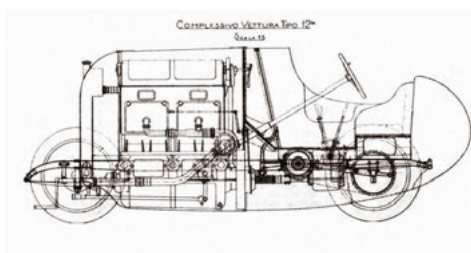
One man's enthusiasm and interest, along with a reasonable(?) outlay, has brought the once almost forgotten S76 back into the zeitgeist. So much so that over the last few years nearly every motorsport or automobile focussed magazine have featured the car and now in the 2026 Hot Wheels range there is an "S76, Beast of Turin model" a physical manifestation of the work Duncan Pittaway has put into the restoration of the car to the public imagination.

While the original was remembered by the truly enthusiastic members of the Vintage Italian car set in reality most would have confused it with the later 'Mephistoteles' privately constructed FIAT SB4 and airship engine. No matter, the breathing of new life into the 'Beast' has stolen the Goodwood limelight



and it has strolled straight back into the classic car zeitgeist. What was once is once again and through its being lives large in the minds of children and adults alike.

Funnily enough, like so many resurrections, restorations or reproductions the re-emergence of the S76 has fired up conversations about authenticity and originality. It is a theme I feel I might explore further in a future article but for now I am just happy to know that people all around the world think of FIAT for a little more than the 500 from any era.



# PLANNING FOR THE FUTURE ECCV

By Roger Beattie



Strategic meeting - AI generated image ... our meetings never look this organised

As I was typing the title for this article I realised how odd it is to say those words. It is certainly not possible to plan for the past or present so the future is all we have to look forward to. There are those who question the value of planning but it soon becomes apparent when the future arrives at your door and you are not prepared for it. Ask anyone with a collection of classic cars, or any other sort of collection, how concerned they are about dispersing the items when the time comes. I share the terror of pondering that potential future and often reflect with the like-minded about mountains of automotive detritus that also collect around any project and will require future attention.

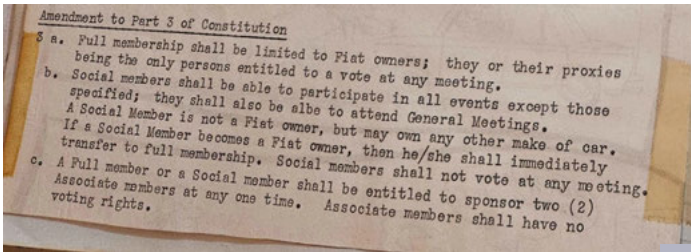
The club is no different, the systems, rules and activities need to be looked at from time to time to ensure we are running smoothly and effectively. As the club enters its 70th year there are a few things piling up in the 'in tray' to deal with. With that in mind the

committee decided that we needed to start a strategic planning program, kicking it off with a meeting in May attended by a number invited members

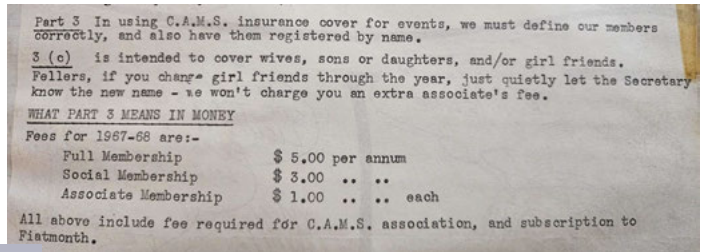
There are now a number of small working groups tackling specific areas to provide some direction and guidance into the future.

- Attracting new members
- Improving Competition/Official participation
- Club Promotion and Improvement
- Governance and Engagement
- Member Incentives and Involvement
- Interclub Co-operation

These groups will be working through a number of ideas in each area over the coming months and as such we would welcome any suggestions from the broader membership. If at all possible please send



1967



any thoughts by email to the secretary at secretary@fiatclub.org.au and he will ensure that they get to the best group to be added to the pool of ideas.

Thinking about change has prompted me to look through some of the club archives and see what sort of things were being listed for change in the past. Reading old minute books from the past seventy years is nearly as exciting as it sounds but I did get to read some nicely handwritten notes from the 1960s and 70s. A constant of FCCV committees for the entire time has been looking at what is ahead of them and how do we best deal with it. Of course, that still leaves a few opportunities for a smile. One such smile came from reading a proposed change to the constitution in 1967. While the content would not pass muster today it definitely exhibits why the club needs to keep evolving as we continue.

Fellers, if you change girl friends through the year, just quietly let the secretary know the new name - we won't charge you an extra Associate fee.

As you can see from the photo of the page that means that a 'feller' could save themselves the princely sum of one dollar each time they change 'associates'.

The process is underway and continuing it will take some time and effort but the committee is determined to see it through in this iteration and ensure that the club continues into its eighth decade in great shape. And remember if you have any thoughts or proposals, get them through and be part of the future.

Proposed wording for Constitutional amendments June 1967.

"3.c. A Full member or a Social member shall be entitled to sponsor two (2) Associate members at any one time. Associate members shall have no voting rights.

Notes on Part 3.c. ....is intended to cover wives, sons or daughters, and/or girl friends.



# Coming Events

## General Meetings

July 9th 8pm Veneto Club  
August 13th Annual General Meeting  
8pm Veneto Club  
September 10th 8pm Veneto Club

Join us for dinner in the Bistro from 6.30pm

Bookings essential  
Contact Sandro Cesario 0420 277 701

## Caffe di sabato

July 4th Veneto Club  
9.00am  
Aug 1st Veneto Club  
9.00am  
Sept 5th Veneto Club  
9.00am



## Winter Warmer Run



Sunday 19 July, Jubilee Park, Ringwood  
Reilly Street Car Park, 9.30am for 10.00 departure

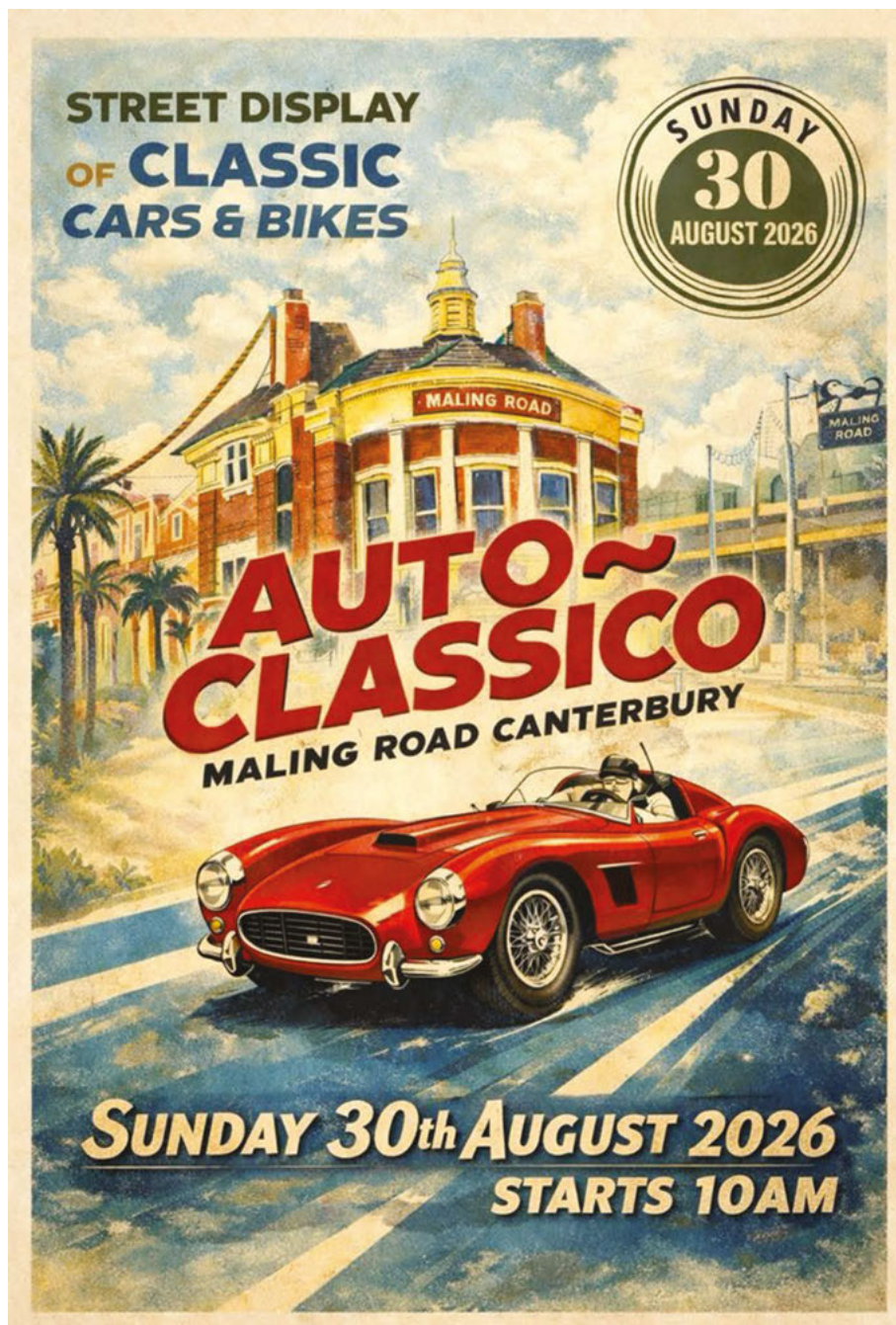
After a drive of about 50-60 mins we will find a cosy spot for some morning tea.

Enquiries Contact: Roger Beattie 0400 177278

# Maling Road Auto Classica

We have been invited to display 5 small cars and 6 regular size cars this year and we encourage more members to attend, parking in surrounding areas. FCCV will again be organising Costumi Classico so dress up in a costume of the era of your car or your favourite era

*Contact Rob Judd, Lyn Bartold and Deb Judd for details*





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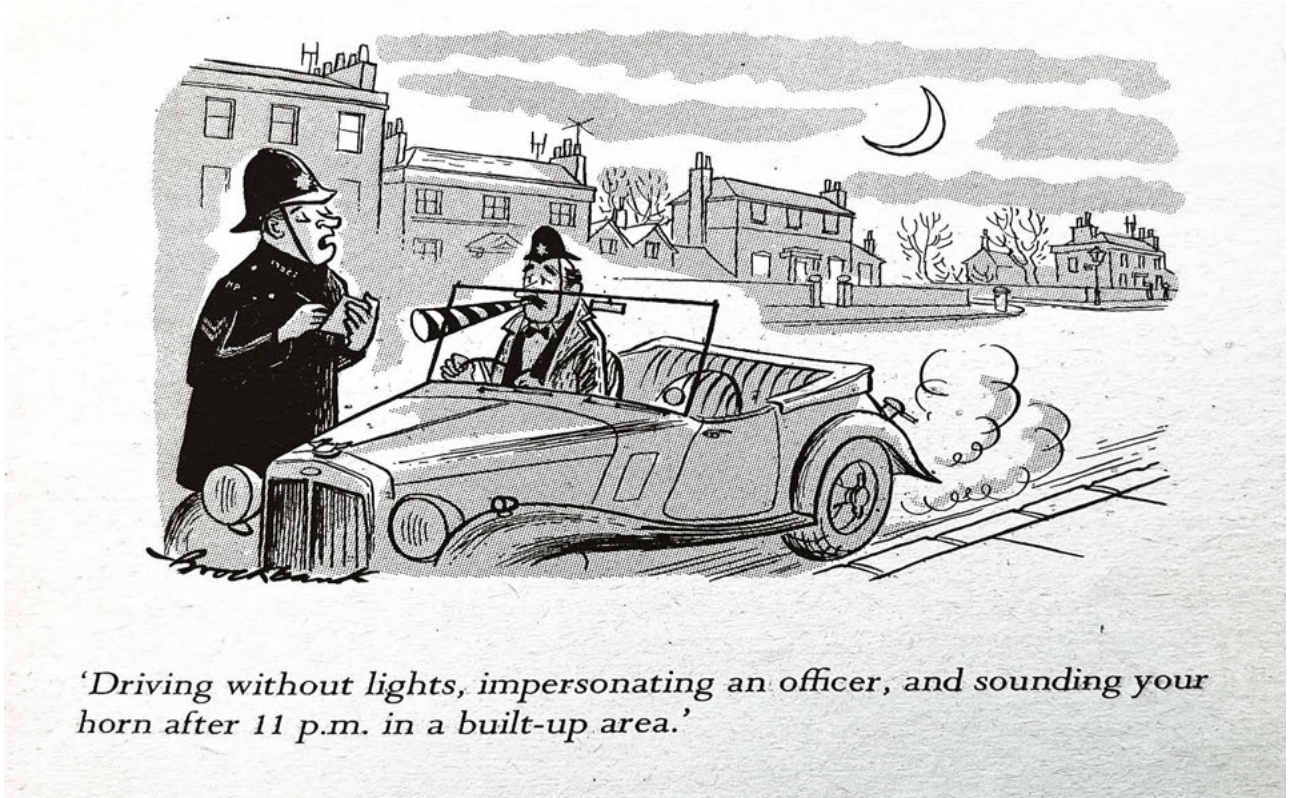
[AutoRicambi.us](https://www.AutoRicambi.us)

 YouTube



# 'Harry's Run'

Sunday 16<sup>th</sup> August 2026



Our Annual *Harry's Run* 2026 has been planned by  
Elsa & Richard Unkles.

Assemble at car park on city side of front entrance for Melbourne  
Zoo, Elliott Avenue, Parkville.

Melways Map 29 E12 (if you have one anymore)

9.00 Sunday 16<sup>th</sup> August to leave at 9.15

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

**Werribee Park Mansion, K Road, Gate 2**

Melways Map 127 J4

There is a \$10 adults entry fee if you wish to see the insides of the  
60 room Renaissance Revival style mansion built by the Chirnside family  
who made their pile from wool.

Lunch stop TBA.