



FIAT Month

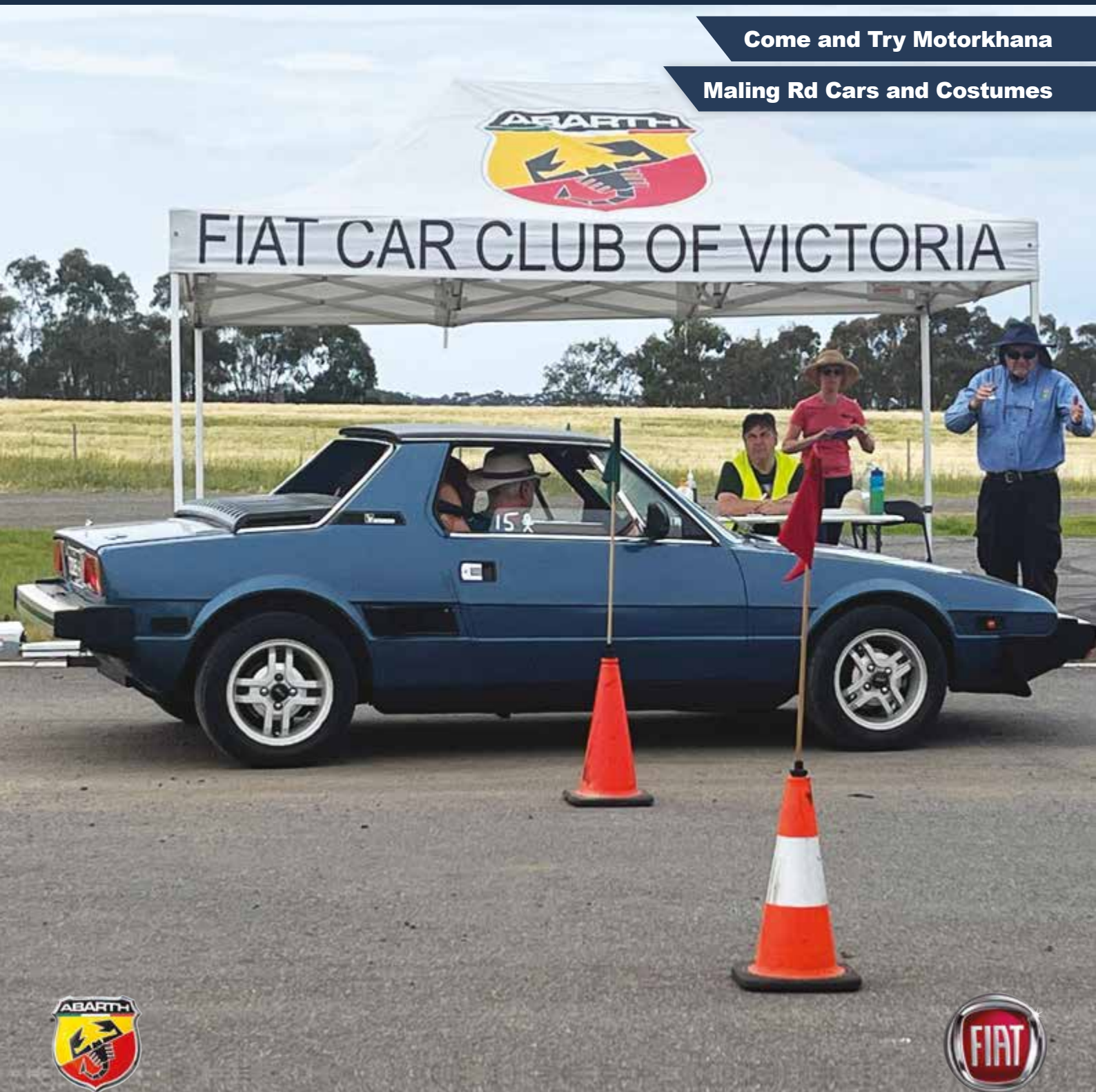
The official publication of the Fiat Car Club of Victoria Inc.

www.fiatclub.org.au

NOV 2026

Come and Try Motorkhana

Maling Rd Cars and Costumes



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NOV 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

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Front Cover:
Gary Spensor's X1/9 at
Come and Try Motorkhana

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- IBC** AutoRicambi Ad
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2026–2027

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Sandro Cesario, M: 0420 277 701

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CAMS Delegate

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Paul Pozzobon

AOMC Delegate

Roger Beattie
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Kevin Lemm

Library

Bruce McCann

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 Templar
Jon Carroll
Robert Judd
Debra Judd
Phillip Buggee
Janet Fry*
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Stephen Mayer*
Richard Unkles
Ian Payne
David Hughes
Keith Ellis
Alana Freame
Harry Baker*
David Judd

Sebastian Bongiorno
Joseph Sammut
Paul Freame

*deceased

Life Member and Patron — Lyn Bartold

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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...

As we head into the final couple of months of the year and **The Crossing Centenary** which is a big event with plenty of our members and also members of interstate clubs involved, the Festive Season and a number of other events, we have lots of events coming up to keep our members busy and happy.

The major event of the 2026 Club year has to be The 1926-2026 Crossing Centenary from Perth to Melbourne. This event has been organised and run by il presidente, Roger Beattie, and personally. I am astonished at the planning and organisation that has gone into it.

Unfortunately, I am unable to attend but I certainly will be following all the posts and photos which we will be receiving during the event and the celebrations when to travellers return to Melbourne.

We will have to wait until everyone has returned to fill our January FIATMonth with the report of this most remarkable event. The Crossing officially finishes at the Veneto Club at our November Café di sabato on Saturday November 7th, so don't miss the opportunity to greet our participants and hear all about an amazing event.

The other way to keep up with what is happening if on the Fiat Car Club Facebook page where you will be able to keep up with what is happening over the 17 days of this amazing event.

I would like to thank Roger for all the time and effort he has put into this remarkable event which, I am certain, is going to remain a talking point in our club

for years to come. It is hard to imagine all the time and effort he has put into the planning and organising the event.

On behalf of all the members of FCCV, I say thank you il presidente for the unimaginable amount of planning and organisation you have put this into this incredible event. I am sure those club members who have been fortunate enough to be part of this experience will have many exciting stories to tell for a long time to come.

I would like to thank the Fiat Club Members who attended our Pete's Garage Sale and Morning Tea to give members a chance and look through the enormous amount of car parts, tools, memorabilia and all things Fiat that are in my garages and to make an offer on anything that could be of use to them.

We had quite a lot of offers as members found things that were of use but there are still lots of parts in the garages so if you are interested in looking through them, let me know, and we can arrange a time to suit.

Thanks to everyone for the kind words and support at what is still a difficult time for my family and I am sure Peter would love to see parts being used.



Rapporto del presidente



It's been frantic around the place over the past couple of months. Not only have the club events been rolling along at their increasing pace as spring approaches but the club has a future pipeline that is building a range of interesting things for our club's 70th anniversary in 2027.

Anniversaries are taking up plenty of my brain space currently. The 100th of the 1926 Fiat Club of WA is definitely front and centre as I plan to depart for Perth in a couple of days and think I have a bit over half of what I need to organise done. Then again I have only been talking about this event for 5-½ years so it is not a surprise that I have run out of time.

While I was preparing things for the run I realised that it is the 50th anniversary of the sealing of the Eyre Highway, plenty of which we will be enjoying both ways on the trip.

On the topic of the Club's 70th Anniversary there have been a few ideas put forward but it's not too late for anyone to have a good idea and get in touch. Remembering that we will be celebrating the 70th anniversary of the Fiat Nuova 500 at various events next year should provide a lot of scope for imaginative ideas.






FCCV New Life Member – Paul Freame

Photos: Joseph Sammut

It is with great pleasure that the FCCV Committee has announced the latest Life Member, Paul Freame

Paul has a long family history in the club, with his parents, Bill and Alana joining the club in the early 1970's. The Freames have always been active club members, holding many Committee positions over the years and being enthusiastic competitors over the years.

Paul has continued this family encouragement with his daughter, Erin, a keen and talented competitor with her dad's support.

Paul was presented with his Life Membership trophy at a recent club meeting.



Paul with Life Membership Trophy



Paul receiving awards as a youngster



CLUB CALENDAR

NOVEMBER 2026 – JANUARY 2027

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.

NOVEMBER

- Sun 1** **Rotary Club of Sorrento Point Nepean Motor Show at the Quarantine Station**
Contact Sandro Cesario 0420 277 701 due to limited spaces
- Sat 7** **Caffe di sabato and welcome back event for "The Crossing" participants. Veneto Club 9.00 am**
Contact Paul Pozzobon 0418 552 290
- Thurs 12** **General Meeting. Veneto Club 8.00 pm**
Contact Paul Pozzobon 0418 552 290
- Sat 14** **Run to Trawalla Historic Sprints. Trawalla Memorial Hall (near Beaufort) 9.30 am – 4.30 pm**
Contact Roger Beattie 0400 177 278
- Sun 22** **"Silent Sight Street Classica" Charity Car Show. Puckle St, Moonee Ponds 10am – 3pm**
Contact Paul Pozzobon 0418552 290
- Sat 28 – Sun 29** **2026 Geelong Revival Festival of Motoring**
- Sun 29** **Alfa Spettacolo at South Oakleigh College. Bakers Rd Oakleigh South 9am – 3pm**
Contact Sandro Cesario 0420 277 701 or Joseph Sammut 0412 221 581

DECEMBER

- Sat 5** **FIAT Festa at La Baracca. Rear of Veneto Club 9 am**
Contact Paul Pozzobon 0418 552 290
- Thurs 10** **General Meeting. Veneto Club. Celebration Nuts and Bolts Trivia Night with pizza supper provided by FCCV 8.00 pm.**
Featuring Quiz Master Sandro Cesario

JANUARY

- Sat 2** **No Caffe di sabato in January.**
- Thurs 7** **General Meeting. Veneto Club 8.00 pm**
Contact Paul Pozzobon 0418 552 290
- Sat 16 – Sun 17** **Sandown Revival Motoring Festival. Ticketed event**
- Sun 17** **RACV/AOMC Festival of Motoring at Cruden Farm, Langwarrin 9am**
Contact Sandro Cesario 0420 277 701

General Meetings



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

The Veneto Club
191 Bulleen Rd,
Bulleen VIC 3105

Future General Meetings 2026
Thursday 12th November and
Thursday 10th December
First General Meeting 2027
Thursday 7th January

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**

COMPETITION EVENTS ARE LISTED ON THE COMPETITION REPORT PAGE.



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.

WELCOME TO THE FOLLOWING NEW MEMBERS –

Morgan Cremasco

Elfro Elmadi

Alessandro Lorenzi 1975 Alfa Romeo Spider

Adrian Foti 1964 Fiat 500D

Ruth Wong Fiat 124 Spider

Vincenti Zafferano

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



Over the past two months we have had two rounds of MSCA Super Sprints, one of which was washed out at Phillip Island, the other at Sandown yet to be run as I write.

We have had a team in the AROCA 10 hour Team Relay Regularity event made up of Frank's Abarth 124, Mario's Abarth 500, Tony Romeo's Abarth 500 an Alfa GT and a F-f-oo-rd shaped Honda? All managed by Sandro Cesario. This team is now very well experienced in this event.

Motorkhana and Khanacross and Hillclimbs have had regular entries from Marisa Gangemi, Tony Russell along with Martin Drake and Ian Maud. Rob Jorgensen has become very enthusiastic for the Khanacross events such as those run by Gippsland Car Club at the Mt Bryant circuit.

On the AFL Grand Final "Folly-day" on Friday 25 September we ran the Come and Try motorkhana at Avalon under the flight path of the airport. It sometimes feels like the big jumbos coming into land might use the motorkhana bitumen as their first bounce!

However, I digress. This event is becoming an institution with the BMW Club of Vic. providing some 14 entrants including at least one junior of the total 32 entries. A good team of helpers set out to make the event run very smoothly. Marisa Gangemi was organising entries and the paperwork although next time with the paperwork involved we need a team of three handling the paperwork.

Jon Carroll as Clerk of Course and Noel Tyzack arrived by ferry to help with timing. All of the members helping are well experienced in running motorkhanas and it showed how well the day transpired.

See my separate article that goes into more detail on this event.

Competition Events

September – December 2026

SPRINT EVENTS		
Sat 5 Dec	MSCA Come and Try	Phillip Island
Sun 6 Dec	AROCA Sprint	Phillip Island
MOTORKHANA/ KHANACROSS		
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 28 Nov	GCC Multiclub Hillclimb	Bryant Park

On Saturday 5 December at Phillip Island the MSCA are having their Come and Try Sprint Day. This is an excellent opportunity for those new to this style of competition. Novices are given excellent guidance from those well experienced in circuit sprint events. Mentors will accompany you in your car around the circuit. Phillip Island maybe a bit bumpy for MotoGP bikes but for our cars there isn't a smoother, more flowing circuit in Australia.

There is an excellent promotional video from MSCA on the Fiat Car Club's Facebook page. Marisa Gangemi is an ambassador for Women in Motorsport and is a regular competitor in MSCA run Sprint events.

More information on the MSCA website
msca.net.au

On the next day, Sunday 6 December AROCA are running their Sprint also at Phillip Island.

Calendars are drawing to a close for the year' and work is well advanced on events planned for 2017

Elsewhere there is much being said regarding the Fiat Grand Gathering on Friday 16 April to Sunday 18 April centred between Winton Raceway and Wangaratta. This event is being organised to appeal to a wider audience of Fiat enthusiasts and not just the die-hard competition nuts like myself. Many believe that there are more Fiat enthusiasts who enjoy their cars to drive and admire.

The Sprint is at Winton on Friday and Saturday is more low-key using the Skidpan for some simple motorkhana style events. On the Friday we will be using both the long and the short circuits but not at the same time. The long circuit will be used in the morning, and the short original circuit layout is used in the afternoon.

While these competition events are being run, we will have other social events but these are detailed elsewhere in Fiatmonth; the FCCV Facebook page and **fiatgrandgathering.com.au** webpage.

The **Fiat Nationals** that sometimes includes a Friday Sprint, a Saturday motorkhana with a Show and Shine on the Sunday will be run by FCCV in late 2027 also at Winton. This weekend's events will be centred in Benalla.

The concept of this 3-leg event was first run in 2005 as the Al Monte event at Bathurst where we used the track from below Forrest Elbow up to Skyline as the hillclimb. The motorkhana usually runs on the Saturday where each State's team scores toward the Fiat of Italy Cup (FOIC). The Show and Shine usually runs on the Sunday followed by the Presentation Dinner that night.

When dates are confirmed there will be more said regarding this event.

Marisa's Car Adventures

By Marisa Gangemi

Although Marisa's story is not about Fiats, Italian cars or Motorsport related, this week in the vehicle industry has been surreal for her.

Marisa tells us.... from a drawn pencil sketch I did while sitting at a café at Ford Proving ground to a full-sized vehicle wrap, this has been an absolute highlight of my career.

About a month, I was tasked with a brief to design an eye-catching design to celebrate design to celebrate the launch of the new Transit City, here in Australia. For weeks I tried to do a digital design as that is how I work day to day, but I was struggling to come up with an idea that was working to celebrate this vehicle

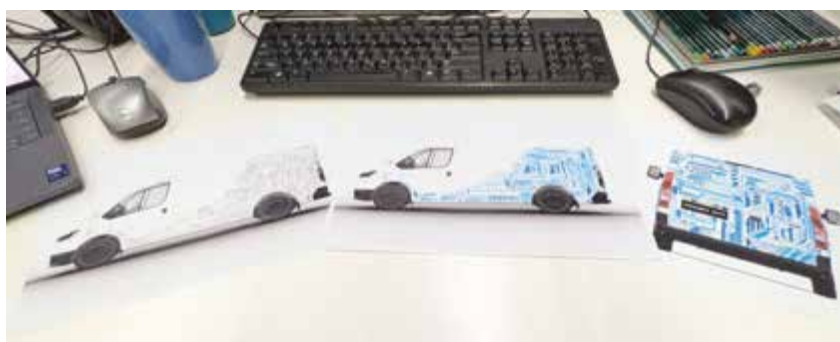
Then I took some time off and went on a road trip with my partner to Cobram-Barooga. While he played in a golf tournament, I went exploring around the area and visited the local art trail and I was really inspired by all of the paintings;

When I got back to work the next week the ideas started flowing through, but this time I got back into sketching after years of not sketching anything with a pencil.

Turns out going back to sketching by hand was the right thing. I feel like a younger version of me who enjoyed drawing from a young age which then ultimately led to my career as a Visualisation Artist at Ford of which I am proud.

The coloured pencil sketch was scanned, cleaned up a bit in Adobe Photoshop. I then created a template in Adobe Illustrator for the vehicle company to apply to the van.

What a great story Marisa.



THE NULLABOR CROSSING

By Lyn Bartold

For those of us who were not able to be part of The Crossing, the amazing event that has been organised by Pres Roger Beattie, we have been able to keep up to date with what has been happening by reading the Facebook articles in 1926- 2026 Centenary Transcontinental Crossing and all the fantastic photos.

Our Jan FIATMonth will be full of reports on the fantastic event this has been. As the Editor, I made the decision that it was too difficult to get all the information needed to get the report in Nov FM so I have included a page of Photos taken from the Facebook page. We are all looking forward to the full story and photos in the January FIATMonth.

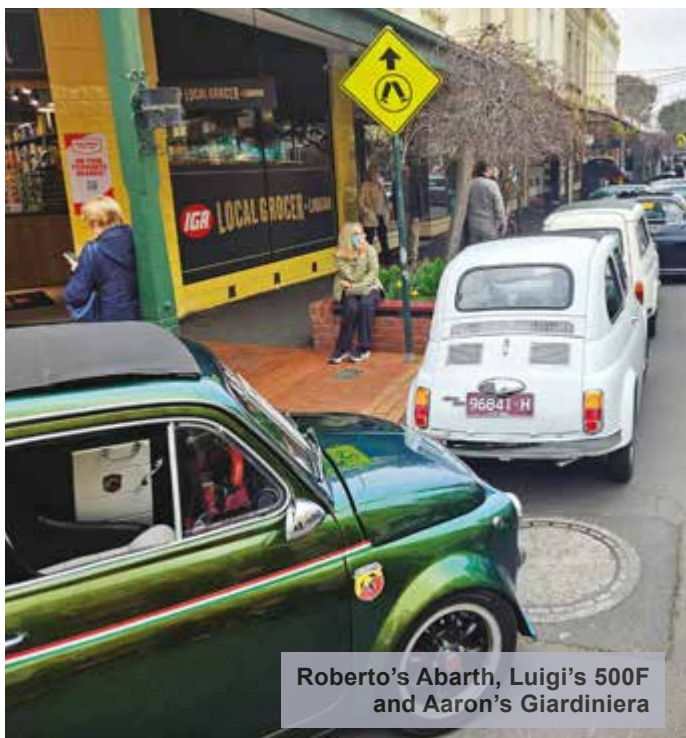


MALING RD AUTOCLASSICO

By Rob Judd
Photos: Roger Beattie

As always we had a good selection of cars along to represent the club, and this year we were in a new location.

This shift to the corner of Bryson St. and Maling Rd. was a nice change and it seemed to be enjoyed by our members. As usual we had a dedicated display for small cars, which briefly included an Austin 7, which was there to help commemorate Alice Anderson. It was quickly relocated nearer to Theatre Place and this enabled us to move one of our classic 500's to the corner to join a colourful array of five, 500's parked around that corner.



Roberto's Abarth, Luigi's 500F
and Aaron's Giardiniera



Andy's Topo and Lou DF's 500F

Next to them in Bryson St. we had a row of 6 Fiats from Red 1100, Blue Dino Coupe, Yellow 124 AC, red 124 Spider, red 850 Sport Spider and a red modern 500 Abarth 595. (too many red cars for my liking, but a great model variety!)



Angelo's 1100

Then we were able to provide a perfect connection to the Lancia display further down Bryson St. by adding members Chris Dall'oste's Lancia Stratos LM recreation. Chris's car also won the European Excellence Award for 2026 on the day.

At the corner, nearby our cars was an immaculate and very special 1924 Fiat 501 Targa Florio Special, owned by Tony Wilde.



Luigi and his 500F

Thanks to everyone who provided their cars and to all the members who came along in big numbers to support this event.

Discussion has already begun for next year with the date set as August 22nd.

With 2027 being the 70th Anniversary of: our club; the Nuova 500 and; the Fiat 125, we hope we may be given a special display at Maling Rd. for next year.

Stay tuned to hear more about this in the new year.



Back view of the 850 Spider, 124 Spider, 124 AC and Dino Coupe



Chris's Lancia Stratos and the Newton 500 Abarth



Tony Wilde's 501 Targa Florio Special

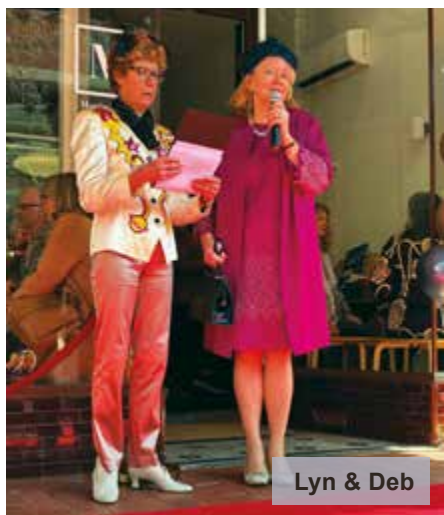
COSTUMI CLASSICO AT AUTOCLASSICO

Sunday August 30th 2026

By Deb Judd
Photos: Trevor Prasad



Lyn with a colourful admirer in the crowd.



Lyn & Deb

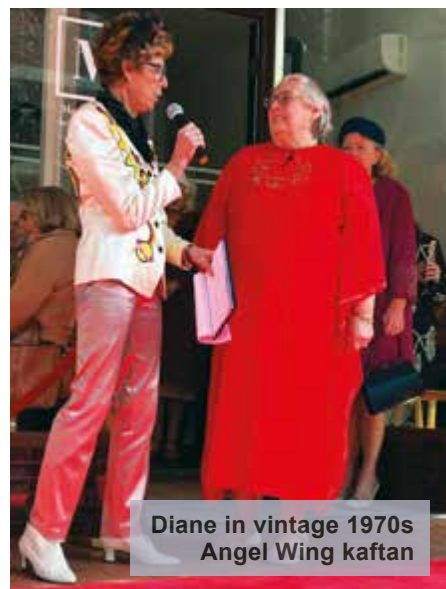
Costumi Classico – the Vintage Fashion Parade – was back at Maling Road AutoClassico for its second year, again presented by the Fiat Car Club.

The day started out a little cool but ideal for vintage costume. Lyn and I, in costume, arrived early to set up. Registration for the parade started at 10am and was a little slow at first but we soon found quite a queue of people waiting to register. With 26 participants in total it was exciting to see 22 from outside FCCV joining us because this reflects the growing awareness and interest in the Costumi event.

Lyn chose to dress in 1980s fashion with her vintage Escada 'Hello Angel' jacket teamed with pink satin pants. Certainly a striking outfit remarked on by many – including a feathered admirer!

I chose vintage 1960s cocktail wear this year – a magenta 2-piece with navy vintage hat and handbag. With registration complete, participants assembled in the Ladies Lounge for final instructions and our Parade began at 12.00 midday. Thanks to Kate and Kirsty for organizing the red carpet. This adds a lovely touch of glamour and expectation to the parade. The Ladies Lounge, also thanks to Kirsty & Kate, is another very popular addition

to AutoClassico returning for its second year. It was again enjoyed by many – serving champagne and little snacks throughout the day and providing a place to have a chat and relax. It is the perfect place to hold a vintage fashion parade.



Diane in vintage 1970s Angel Wing kaftan



Phyllis and Andy in 1950s daywear



Julie and Trevor with Julie's Baby Austin (Austin 7)



The Garage Girls Team with Julie Jones (owner of 1920s Baby Austin)

The large crowd certainly enjoyed the parade of fashion. Again, as with our Autobella, this has proved to be a popular activity for both spectator and those with an interest in bygone fashions. A number of spectators indicated they are keen to participate next year which shows the event will keep growing.

Congratulations to:

JULIE: Best Ladies Vintage 1960s vintage jacket with Guipure lace dress & pillbox hat.

EDISON: Best Men's Costume in suit inspired by 1920s & 1930s fashion with accessories – ring, watch, tie clip and dress shoes.

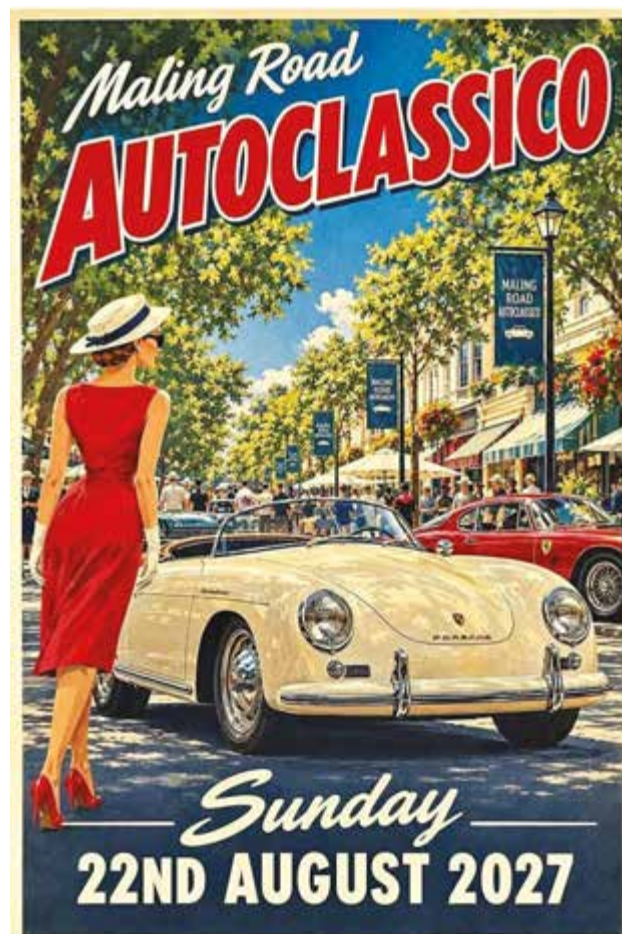
JOSEPHINE: Special Mention for her 1950s green sateen Dress once worn by her aunt at high school graduation.

There were many 1920s inspired outfits this year, which tailored well with the Alice Anderson Garage Girls. The Garage Girls joined us last year to launch the Alice Anderson Memorial Statue Project.

(Alice Anderson, only in her 20s, opened the first all female Mechanics workshop in Kew in the 1919. Her business offered repairs, servicing, car sales as well as female mechanic training, chauffeuring and day tours across the state. She also founded the Alice Anderson Driving School. In the March edition of FIATMONTH FCCV member, Trevor Prasad, wrote of "A Spanner in the Works" – the book written by Loretta Smith about Alice's life. There is now also lots of Alice information online.)

The project launch in 2025 was to raise funds for a commemorative statue, and with the target achieved Boroondara City Council has commissioned artist Lis Johnson for the life size bronze statue.

In all, a very successful part of the Maling Rd Autoclassico and we look forward to 2027 – not only at Maling Rd but at Costumi events at the British & European Show and our own Autobella.



124 Register Runs

By Joseph Sammut

FROM THE EDITOR The FCCV 124 Register has had a very busy few months with a number of events that have attracted an excellent roll up of club members thanks to a lot of work put in by Joseph Sammut. Events were spread across different areas of the state with a different theme at each of them and a good turn of members.

Joseph is to be congratulated on the great events he has organised and attracted club members to. Even though they were 124 Register Events, all FCCV members were invited to attend in whatever Fiat (or other Italian cars) they wish to drive.

The Runs

1. THE BRITISH AND EUROPEAN CARS AND COFFEE, BALLARAT

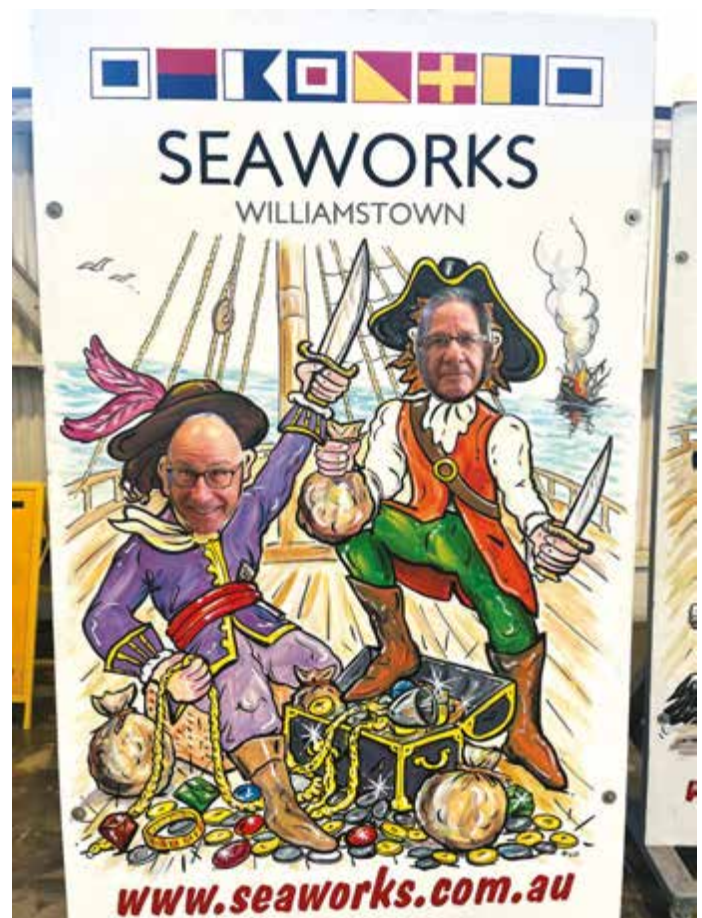


An enthusiastic crowd of club members in a variety of Fiats drove to Ballarat where Club Member Laurie Hocking lives to be part of the British and European Day

2. FIAT 124 REGISTER SPRING RUN AND VISIT TO SEAWORKS WILLIAMSTOWN



Once again this Run attracted Club Members, both in 124's and other models for a fantastic day exploring the SEAWORKS Museum in Williamstown.



It was a day enjoyed by all participants and again a great Display of Fiats was on show.

3. CARS AND COFFEE MEET AT BRUNETTI CLASSICO COBURG NORTH



This is very popular Café for car enthusiasts and our club has met there on a number of occasions. It was, again a great event

4, RUN TO COME AND TRY IT MOTORKHANA

Although the Run to the Come and Try It Motorkhana did not attract many participants, there were certainly lots of club members there who Joseph photographed for this article

Thanks Joe, great work as usual



Fiat Club FCCV Come and Try Motorkhana 25 September 2026

By Keith Ellis

Photos: Joseph Sammut

Running motorkhanas on a public holiday has considerable benefits. Firstly, there is less traffic on the freeways which is important when you are coming from the other side of Port Phillip Bay and using four freeways to get there.

There was an indifferent weather forecast that had some rain but generally mild conditions. As it turned out we did not get a wet surface at all and despite a strong breeze there were some patches of warm sunshine.

I arrived at the ground to meet the keeper of the keys from GMSC to find that several members of the FCCV and the BMWCV were already present. Unloading the 128 Spider with the electrified winch makes life much easier.

The day was split into two fields being North (freeway end) and South (Airport touch-down end). There were many members of the BMWCV present as first-timers, so we mixed the fields amongst the clubs and novices and experienced runners. We had eight runs made up of four events each run twice.

It is good to see people like Tony Russell and Rob Jorgensen bringing friends to try their hand although Tony Russell's crew of Martin Drake and Jacqui Jones are far from being novices.



Tony Tyzack had sidekick Aaron along who was driving a manual car for his first time. When Aaron had two runs his second run was faster than his first so clearly learning the ropes from another good teacher. Even Aron's grandfather Noel was present and I am sure good driving must now be in the genes.

Deb Judd is always impressive how smooth her driving of the Fiat rail is. Husband Rob who has a different driving style to Deb, also drove impressively. David Bakes and son Flynn drove their Fiat 20V Coupe well and like Aaron Tyzack, Flynn improved his times on his second run in each event. It is always encouraging to see the youngsters enjoying their motorsport experiences. Ian Maud brought his 124AC Coupe in lieu of his X1/9 Prototipo and was having quite a wild time of it.

Gary Spencer was back on road tyres and wife Julie was trying her hand again having not competed for some years. Rob Jorgensen was posting some very impressive times in his red N/A modern Fiat 500 often nipping at the heels of Tony Russel in his Fiat Panda. Peter Westley and Colin Dingfelder who also drove the red 500 appeared to enjoy the experience too. Another to show consistent improvement each time out is Marisa in her Abarth 500SS. Out of a field of 32 entrants, eight were girls. Three were juniors.

I would like to thank Jon Carroll (Clerk of Course) Rob Judd (Assistant Cof C) and Bill Freame as Steward and Event Setter-upper. Roger Beattie who had the gazebos, bollards timing equipment chairs and all other necessary motorkhana equipment

loaded into his van. Timing for the day was handled by Roger Beattie, Noel Tyzack, Bill Freame and Jon Carroll. Everyone helped pitch the gazebos and make quick work of packing everything back into Roger's van.

A special thank you to Marisa Gangemi for handling the paperwork. It was only after the event that I realised what a big task it was. Next time we will have three people to handle the paperwork. Marisa is a member of the BMWCV as well as FCCV and liaises well on our behalf. Joe Sammut also led the convoy down to the Avalon ground from the Heavenly Queen Temple and is responsible for photos in the magazine.

In all a great day was enjoyed by everyone and we all left relatively early. I have already booked the Avalon ground for the March 2027 Labour Day Public Holiday and the September public holiday next year.



Team Italia Takes On the AROCA 10 Hour... and Survives!

By Sandro Cesario

As you read this story, you'll be pleased to know that the mighty AROCA10 Hour has officially been conquered... or at the very least, thoroughly entertained by Team Italia! xFive brave warriors rolled into battle, each armed with an Italian masterpiece:

- **Mario DiCenzo** in his trusty **Abarth 595**
- **Sergio Brovedani** in his sleek **Alfa Romeo GTV**
- **Frank Spinosa** in his spirited **Abarth 124**
- **Tony Romeo** in his pocket rocket **Abarth 595**
- And our rookie recruit, Sandro Cesario making his debut in his Honda Jazz, proving that courage comes in all shapes and sizes!

We all arrived at the track on Friday afternoon, where the cars underwent scrutiny. Thankfully, after a few nervous glances and crossed fingers, they all passed inspection. We then claimed **Garage 3** as Italian territory and began setting up camp.

FRIDAY NIGHT FEAST

Now, racing may have been the official reason for attending, but let's be honest... the real competition started at dinner. Chef **Sandro** took charge of catering, and what a spread it was! First came the legendary arrostitini, followed by fresh salad. Just when everyone thought they were done, out came



strawberries and raspberries with cream. Then, in true Italian fashion, we discovered there was somehow still room for dessert, followed by what can only be described as a “Raspberry Explosion” of epic proportions, the Old Raspberry Split. By the end of the evening, there was genuine concern that the cars would be lighter than the drivers.

SATURDAY MORNING

Saturday greeted us with glorious sunshine. The drivers checked in, attended the mandatory briefing, nodded seriously while pretending to understand everything, and then eagerly waited for the action to begin.

At around 11:30am, the cars assembled and headed out for the **regularity Trial**. Now, for those unfamiliar with this highly scientific motorsport discipline, here's how it works: You select a lap time. Then you try to repeat that exact lap time. Again, and again, and again.

Sounds easy, right? Wrong.

The challenge isn't being fast. It's being consistent. Which is a lot harder when you're trying to remember whether that last lap was a 2:13.4, a 2:13.7, or simply “*somewhere around there*”.

Every driver became obsessed with tenths of a second, staring at stopwatches like stockbrokers watching the share market. Some drivers were so focused on consistency that they accidentally became inconsistent while trying to be consistent.

The result was a fantastic day of laughter, friendly rivalry, questionable mathematics, and plenty of Italian horsepower echoing around the circuit. And so the adventure of Team Italia at the **AROCA10** Hour was underway, powered by great cars, great friends, and enough food to fuel a small nation.

Sunday arrived, and it was time to do it all over again. Same routine. Same drivers' briefing. Same regularity competition. Same instructions about consistency.

ITALIAN DRIVERS

As Team Manager I kept explaining that regularity was all about maintaining the same speed lap after lap. The drivers nodded politely, agreed with everything being said, and then immediately headed out onto the track thinking: “*Yes, yes ... consistency. But surely we can be consistently faster?*”

For some reason, every lap seemed to get just a little quicker. Then a little quicker again. Before long, the stopwatches were being ignored and the right



Team Italia Takes On the AROCA 10 Hour ... and Survives! CONT.

foot was doing all the decision-making. Team Italia preferred enthusiasm!!

Despite our inability to fully grasp the concept of “don’t go faster,” we had an absolutely fantastic weekend. There was plenty of laughter, great driving, friendly banter in the garage, and enough Italian passion to power the entire circuit.

As the event came to a close, I gathered the team together for an important announcement.

With a heavy heart, and after years of dedicated service, I officially announced my retirement as **Team Italia Team Manager**. The room fell silent. Well... silent for about three seconds.

The search for my replacement has already begun, and in a bold move, negotiations have commenced with none other than **Christian Horner**, former Red Bull Team Principal. Initial discussions have been promising.

However, Christian has raised several concerns:

- Team Italia’s catering budget appears to be higher than its tyre budget.

- Driver meetings regularly turn into debates about coffee.
- Strategy discussions are frequently interrupted by arguments over whose Nonna makes the best pasta sauce.
- The Honda Jazz has somehow become an honorary Italian race car.

Most concerning of all, he was informed that Friday night’s arrostitini is considered a mandatory team-building exercise. At the time of writing, Christian is still reviewing the proposal and consulting his lawyers. Regardless of whether he accepts the role, Team Italia once again proved that motorsport is about much more than lap times and trophies.

It’s about great friends, great cars, great food, and creating memories that last long after the chequered flag falls. And if we happened to go a little faster than the regularity rules suggested ... Well, let’s just keep that between ourselves.

Forza Team Italia!





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SOMETHING VERY DIFFERENT ...

By Bill Freame

If you watch any commercial TV channels in your relaxing hours, you will be 'entertained' by a multitude of adverts interrupting programs you're attempting to watch. Well, each of those adverts have been constructed to promote the products they are attempting to entice you to purchase.

Way back in early July I was approached by Motorsport Australia to consider being a Clerk of the Course (CoC) for an event that was taking place, at Sandown, towards the end of that month. The event was to be a two-day shoot of a television commercial for Repco, to be aired during the October Bathurst 1000 telecast.

If I accepted, I would be required to be in attendance at Sandown on both days. Now, I'm not naive enough to believe that I was the first accredited official to be approached to fill this position. As I considered that this could be very interesting, a behind the scenes look at a TV commercial being assembled, I accepted. Besides, Sandown is only 15 minutes from my home, so a location convenient for me to attend. As a former Repco employee, from the time when they were a manufacturer, I was still keen to assist promoting the Repco message.

I understand that the film and television industry is very controlled regarding OH&S issues, therefore they would already have a Safety Officer appointed who regularly is involved with the shooting of an advertisement like we would be doing. I was correct in that assumption; thus, my position was then probably just a box that needed to be ticked for insurance purposes. So, mostly in the background I stayed, however I was found to be useful towards the end of the first day.

As I needed to be onsite by 6:30am, along with most of the crew, there was a coffee truck already making about anyone of the thirty different brews now considered normal. There was even a breakfast available, which those that availed themselves of it, had on the run while doing their equipment set ups. Also, there was a scheduled 30minute lunch break, expected to be around 1pm, consisting of a chef

cooked hot meal, delivered and served on both days, which everybody attended at the same time, a very together experience. That was a lunch of about 65 meals on the Thursday and 70 meals on the Friday.

I was introduced to the very experienced Safety Officer who was surprised and pleased to hear that I had read all of his 75-page safety briefing, on line. As there were going to be vehicles travelling on the race track, some to be filmed and others as crew and equipment transport, I suggested that while travelling to the other side of the track from the pits, a speed limit of around 50 or 60 kph, with hazard lights on, would be a safe means of control.

Having their lights on would identify our crews were on the track as there were also horse race track staff using the roadway both days. I indicated that even travelling at 50kph it would only take about two or three minutes to get to the back straight, or return to the pits, plus there was very little likelihood of anyone crashing at any of the corners. My suggestions were accepted as quite realistic in regards to having a safe event.

I have been under a strict agreement that I could not publish anything until after the approximately two-minute television commercial has been released during the Repco Bathurst 1000 telecast. Hence, I have kept to my side of that bargain. This Repco advert has been carefully constructed with quite a bit of humour in the script, with eight well known race drivers being involved in various scenes, as well as another dozen or so 'Students' filling out the cast.

Neil Crompton seemed to have most of the scenes, supported by Garth Tander, Larry Perkins, Greg Murphy, Brodie Kostecki, Thomas Randle, David Reynolds and Shannon Noll. Some were only required on Thursday, some only on Friday. At least they weren't required to be there all day, they each had a time window where they needed to be on site.

I was immediately fascinated with the work that the 'Grips' were doing, continuously mounting GoPro cameras on the various locations required for various scenes, as well as setting up railway tracks for the ride

on camera to smoothly traverse along, when required. Their kit of bits was a grown-up version of old time Meccano Sets, with spanners, tape measures and screwdrivers in various locations on their tool belts. The grips could quickly and securely mount a camera on the end of a spiderweb of tubular connections, all clamped together with split clamps. Attaching to a panel of a car, they often used a 150mm diameter suction cup, with a pump included in the construction that could pump the device into considerable suction of negative pressure.

Sometimes, as added insurance, strips of race tap would ensure a secure mounting. These spider webs of tubing all had to be outside of the camera field of vision, which could be quite a challenge at times to have a secure mounting that wasn't going to vibrate when the car was in motion. To check the location and vision from any of the cameras they were using, there were several crew watching the vision on tablets, while some were looking on their mobile phones. Phew, that's technology well beyond me!

There were also several 'Electricians' who were responsible for running multiple cables to all locations where power was going to be needed. Every cable I saw was tagged, they just wouldn't tolerate it any other way. The Production area had some big screens set up for viewing what the cameras were recording, but to be able to watch it you needed to have head phones on, as no sound was coming off the screens. Thus, on multiple occasions the assembled group of production staff would all suddenly laugh out loud, while those of us without headphones didn't hear the jokes, so we didn't laugh. There was a lot of laughing at times!

The vehicles being filmed in the advert were a Chev C-10 Ute, a Mustang, a Toyota Supra and a Repco Driving School bus, with all the serious driving being done by two Stunt Drivers. The C-10 Ute was a bit noisy when it was driven hard and I advised that Sandown has only about eight days of 95dB noise each year, all of the other days of spirited driving is usually limited to 75dB. I also advised that the competition use of the track usually has to cease at 5pm. I suggested that contact be made with the circuit management to check what their contract required. It was discovered that the advertising company had use

of the facilities until about 6pm for packing equipment away, but any spirited driving on the circuit must have ceased by 5pm. Therefore, surprisingly I had indeed been of some use to the success of the production. We didn't need to be giving the neighbours any more noise complaint ammunition.

By my second day, this one with a 7am start, the coffee van crew knew how everyone had their coffee, which was helpful as Friday seemed to be colder than Thursday had been. I continued to keep out of the way, as much as possible. One requirement I need to mention is that one crew member (a grip?) was working under the bus, needing to attach four smoke machines. There was just enough room at the rear for him to work, but not enough at the front. That was until the bus was able to be driven up onto some ramps and timber packing, to get it high enough for access.

I did make an attempt to be included in the advertisement, but to no avail. You see, the script required a Dick Johnson hand to be filmed. As Dick was in Qld and I was in Melbourne, I offered to be the stand-in hand for the sake of the production. However, it was decided that a very small crew would fly to Brisbane on Saturday to film Dick Johnsons hand as well as him talking and facing directly to the camera.

By Friday afternoon, David Reynolds and Thomas Randle started chatting to me, obviously curious about what my involvement was to the production. Once I explained that I was that box that needed to be ticked as the CoC in attendance we had quite an interesting chat about their respective race teams prospects in the next few months of competition.

They are both professional drivers that are enjoying their racing at the elite level in this country. I enjoyed the experience of those two days at Sandown. I met and watched working some very interesting and talented people, also all at the elite level of their remarkable profession of making TV commercials. Lots of magician's trickery to achieve the as scripted, desired effects. The Repco advert is quite funny, a pity that it will be very short lived, just for the Repco Bathurst 1000 in October.



The News Stand

Richard Unkles

be sure the prime point of contact was in the centre of the teeth. Now that is the way it is carefully set up now with one of the recent batch of 4.6:1 gears.

Rob had the smart idea of painting all the items with a Left Hand thread with red paint, prior to careful assembly and making some extra shims to optimize the placement of the crown wheel.

David John's 503 engine has had liberal time spent on it by David Stott, Rob Poynter and your scribe. This is the engine that had the camshaft move after 10 years on the road by an error in assembly. Special thanks to Bill Freame for his advice and assistance in piston optimizing. Now fitted with improved oil scraper rings in deeper grooves.

Of interest to 501/503 owners is the discovery of an oil delivery hole that no one seemed to be aware of. This was discovered by a compressed air test with the knowledge that the oil hole in the camshaft nose bearing was previously blocked. This sprays directly onto the skew gears which take the greatest loading so it is an essential lubrication source. It does show in the red outlines in the 501 handbook lubrication illustration.

David Stott's 501 that suffered the loose valve now has had the block reworked and has fine valve guides fitted and valves seated etc. Running sweetly again. Very nice work by professional rebuilder Tom Brown in Bendigo. Tom has been a recent engineering source since leaving the munitions factory in Bendigo. He has been getting a reputation for good work on veteran and vintage engines, especially for doing poured and bored bearings.

Rob Poynter has sorted the diff in his 501 that lost a pinion tooth on a VDC rally. Extraction was difficult as the aluminium housing was an extremely tight fit. The housing has had multiple applications of Engineer's Blue and careful filing of the aluminium housing to now be near perfect. Rob's thoughts on why the pinion lost a tooth when it has not had any undue strain on it are as follows: Seems the diff was set up with too much of the load carried by the toe of the pinion teeth whereas it should have been blued to

Anti-Nullaboritis

David John had offered his 503 (mentioned above) for vintage transport on The Crossing. All was sweet one day when the magneto timing was set with numerous engine revolutions by hand. Timing cover fitted, radiator and lights also. BUT next day when we needed to feed the B27 fan belt to it the engine

had locked solid overnight. It is the crankshaft that is locked so it seems a big end bearing has nipped. No obvious reason. End result there was no time or energy to sort the problem with only one day left to finish preparations for The Crossing. So it stays behind.



The Crossing by The Flat Earth Society

The Flat Earth Society representatives on the crossing are John Hebard and Howard Smith from UK, Tony Metcalf from NSW plus Elsa Unkles and your scribe. As the plan was based on trailering one vintage to Perth and driving one (the 503), daily drives were calculated at around 350km per day so we left on 10th October to arrive on 21/10 in Perth with a lay day in Adelaide. All went smoothly for some 12km when the ute clutch felt odd and suddenly engaging very close to the floor. Slightly improved in Adelaide but no time for a new clutch master cylinder. Once joined by Tony flying into Adelaide the next hassle was apparent. With the 501 taxi on the trailer the seats available were 2 in the 124 spider and 3 in the ute. Hassle being the centre seat in the ute is more practical for a child than an adult due to width and the need to put one's legs to the left side due to the transmission tunnel in true sidesaddle style. Over 2000 km like this is more than friendly and tough on who gets the centre seat. At least the Mazda ute pulls the load better than expected.

Next hassle was the 124 spider had a rear tyre go flat after a piece of bone or tooth pierced the tyre and it was not repairable. A few phone calls and replacement 13" tyres were found 250km ahead at Ceduna. Bit lucky as these

small sizes do not sell well on the Nullabor. Reckon tyre selling new and used here is a business for life.



Near the WA border we had to pull off the highway to make room for 2 trucks each carrying huge oversize quarry trucks which took up almost all the highway. Certainly not possible on Victorian highways.



Dinner at Nundroo was enjoyed talking to a chap walking 3 camels

from Ceduna to Kalgoorlie. You meet all sorts out here. He usually lives near Uluru and gives camel rides and treks for tourists but wanted a change. Claims he swapped his wife for the camels. Guess it is not legal to put hobbles on your wife.

Arrived at Mundrabilla on 16/10 which is over the SA/WA border. Achieved without LPG which was last available in Whyalla. Rooms out here naturally cost higher than elsewhere but they have to generate their own power and purify the water. Staff clearly are young backpackers working their way across the country. So far met a Chilean, a Argentinian, a Swiss, English and Brazilian. Will these places have staffing problems if current politics take sway? Counted 13 road trains that over nighted here. Round the back is a generator run on old cooking oil to recharge the EV's.

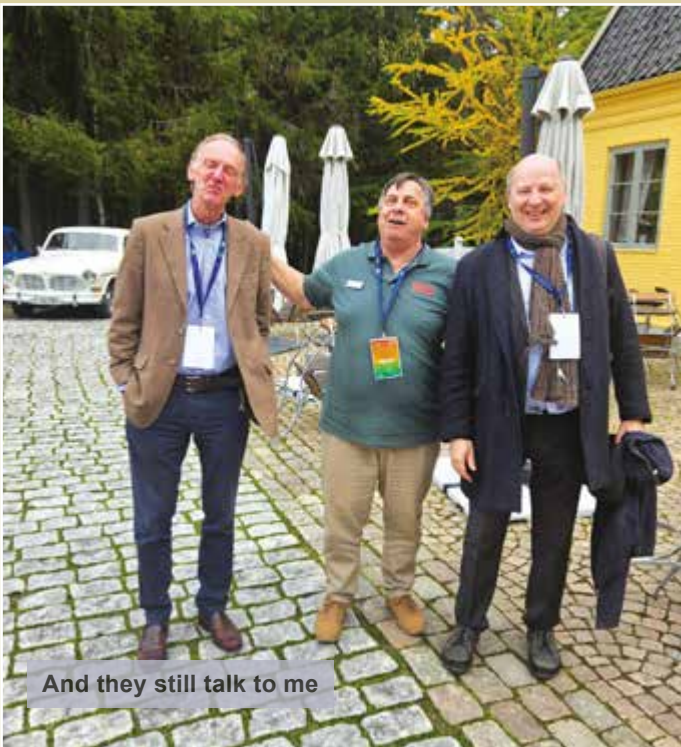
Time here is pretty weird but our phones say it is correct. Photo below says it all.



European Automotive Historians Conference

By Roger Beattie

As many of you will know my automotive tastes tend historical. In late September this year I attended the 5th Pan European Automotive Historians conference in Lillehammer, Norway. It was a real departure from the standard museums that they normally use for these events but it was well organised and everything seemed to just work.



And they still talk to me

The museum complex that hosted the weekend was the Norwegian Roads Museum. Primarily the museum was set up to feature the history of road production and those who produced them throughout Norway. To the original was added a car museum, which housed a large range of cars from all over the world but most have Norwegian links either through ownership or modification. To complicate the museums remit a little more another was added, the museum of Norwegian Tunnel construction. Norway has a long history of tunnelling for various purposes and actually tunnelled the museum into the side of the mountain at the site. This includes a large auditorium which we used for the event dinner.

The conference was based in a hotel that was built as part of the infrastructure for the 1994 Winter Olympics and from the rooms you could see the runs that were used for that Olympiad. Each morning we were transported to the Museum a few kilometres away in a vintage bus which seemed to put everyone in a good mood before sitting through a raft of historical papers on subjects ranging from early Scandinavian number plate systems to the Vanderbilt Cup Races in Long Island at the start of the 20th century.

Some real history was made by the uncovering of the disputed origins of Norway's first car. Spoiler: It was not as early as some people would have you believe and real documentary sources have now been found. Another interesting presentation was on an early motorbike. A presentation was unveiling a reasonably extensive study that had uncovered only ten remaining examples globally ... until someone in the room raised their hand and mentioned that they have two in their museum's collection. The look on the presenters face was priceless but the population of the motorcycle has increased by twenty per cent.

It was great to catch up with a lot of historic historians and to remember a couple we have lost over the past years since the Wolfsburg conference. Planning is already underway for the 2028 edition which will be held in Slovenia so maybe an Italy trip before heading there for the conference.



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SCALE: 1:1 OBSESSION



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:-





CARLO ACUTIS SCHOOL VISIT

By Roger Beattie

For the second year the club has been invited to the Carlo Acutis School in Woollert to help them celebrate their Italian day festivities. In a move similar to last year we met as a group at Epping Plaza, where we were able to get a morning coffee to ready us for the questions posed by the primary school children of Woollert.

Accessing the school, and no doubt every school nowadays, required a check in process and some brief delays with gates and directions. Once we were in and parked the onslaught, sorry visits began. Class groups were brought out to look at the cars. I should have asked one of the teachers what they had been told in advance because I was surprised with the number of children who had interesting and testing questions. There were a few 'What is it worth?' as there is from any crowd but a number about importing, production

and variants that exhibited either good classroom preparation or some very interested children. If it was the latter the future of our hobby seems more secure than I would have thought a year ago.

You will notice from the pictures a lack of images of the students. Privacy concerns mean that we are no longer allowed to photograph the joy they seemed to be experiencing which in turn means others don't get to see it. This just makes it more important that we get out and represent the club at as many of these events as we can. There will be more venues on future so keep an eye on the calendar, magazine and Pronto newsletters. A big thanks to all who came and displayed from me and also from the school who indicated they expect to be running a similar program next year. I will try to remember to chat with a teacher then!



CARLO ACUTIS SCHOOL VISIT CONT.





Social & Scenic Drives

The weekend gets moving with a relaxed **Social Drive** on Friday, Saturday's and Sunday Afternoon **Choice of Drives** lets you pick the route that suits you, from gentle valley cruises to the twistier High Country roads.

Roll along in good company through the Ovens and King valleys, with cellar-door and country-café stops along the way. Any car, any era, everyone welcome.

The routes may take in the **Silo Art Trail**, the gourmet **Milawa** region and **Brown Brothers**, and **Glenrowan** (Ned Kelly country), plus a longer **High-Country** run past the **Stoewer Museum** and Sunday Afternoon a History Drive. The exact routes are still being finalised.

SATURDAY & SUNDAY EVENINGS

Dinners

Each evening the group comes together over a shared meal, the warm, informal centre of the weekend where the real conversations happen.

Saturday's **Event Celebration Dinner** runs from 6:30pm to 10:30pm in Wangaratta, with the venue to be confirmed.

Sunday's **Informal Get together Dinner** rounds the weekend off.

OPTIONAL • ACROSS THE WEEKEND

Track Day & Skid Pan

For those who enjoy it, there's a **Track Day** on Friday and a **Skid Pan** session on Saturday morning at Winton Motor Raceway, a chance to stretch your car's legs in good company.

Both are completely optional and open to newcomers as well as experienced drivers. Each entrant needs a Motorsport Australia Speed licence, and a day licence can be issued at the event if you do not hold one. Come and have a go, or simply cheer from the sidelines.

FRIDAY EVENING • 7PM TO 10PM

Welcome Function

The perfect, easy way to kick things off. Arrive, grab a drink and a bite, and put faces to names as everyone rolls into town for the weekend.

No formality, no fuss, just like-minded people getting together and swapping stories before the fun really begins. Held in Wangaratta, with the venue to be confirmed.

SUNDAY • 9AM TO 1PM

Show n Shine

Cars of every era and make, side by side, from tiny classics and sports cars to modern hot hatches. Bring yours along or simply come and admire the field.

It's a highlight of the weekend: a relaxed morning of open bonnets, good stories and a shared love of a good car. It runs at **Apex Park, Wangaratta**, from 9am to 1pm, and **all cars are welcome**.

There are no outright positions and no vehicle classes. **People's Choice and Specialty Awards** are presented at the Event

WHERE TO STAY

Accommodation in Wangaratta

Advance Motel Wangaratta
City Reach Motel
Parkview Motor Inn & Apartments
Quest Wangaratta
Quality Hotel Wangaratta Gateway
Painters Island Holiday Park

EVENT REGISTRATION – BOOKINGS – ENTRIES – PAYMENTS @ www.fiatgrandgathering.com.au

Coming Events

General Meetings

November 12th 8 pm Veneto Club

December 10th 8 pm Veneto Club

January 14th 8pm Veneto Club

Join us for dinner in the Bistro from 6.30pm

Bookings essential

Contact Sandro Cesario 0420 277 701

Caffe di sabato

Nov 7th Veneto Club
9.00 am

Dec 5th Veneto Club
9.00am

January No Caffe di sabato



Charity Car Show

Puckle St, Moonee Ponds

Sun 22nd November

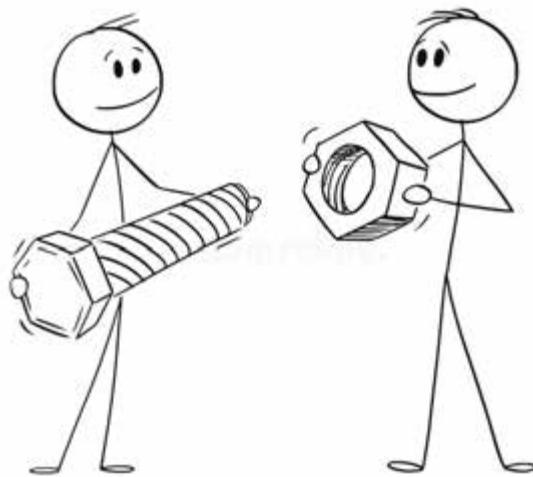
Contact Paul Pozzobon 0418 552 290



**Alfa Spettacolo
Concorso and
Show and Shine**
SUNDAY 29TH NOVEMBER
South Oakleigh College
Bakers Rd Oakleigh South
Contact Roger Beattie 0400 177 278

December General Meeting

**ANNUAL PRESENTATION
OF TROPHIES
NUTS AND BOLTS QUIZ**



**Thursday 10th December,
Veneto Club**

**Join us for our
Annual Quiz and supper**

Bookings essential

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Contact Paul Pozzobon 0418 552 290



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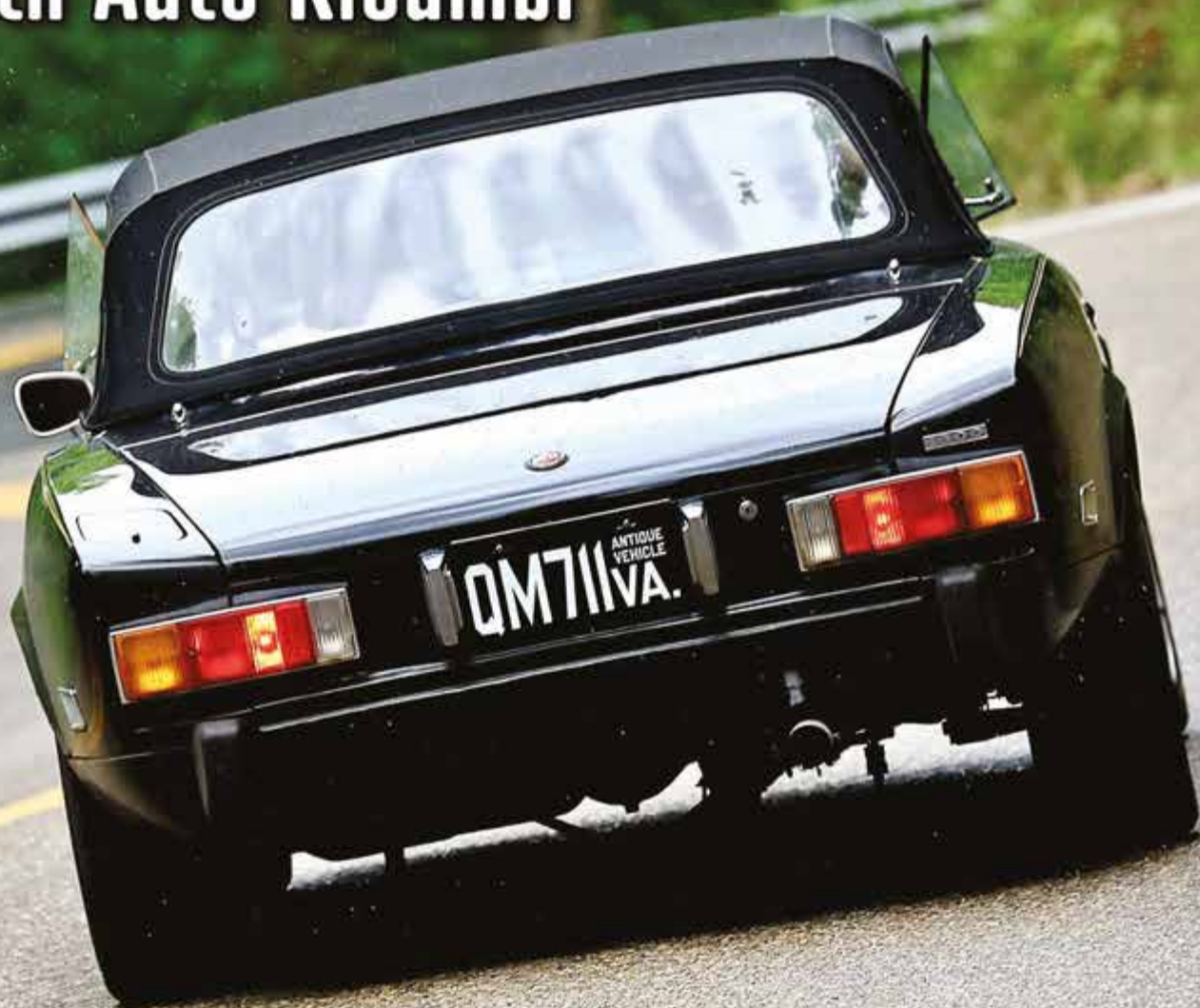
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BBQ AND CAR DISPLAY

Breakfast till 11am

BBQ Lunch 12noon - 1pm

**Members and Families are invited to bring your cars to Show n Shine
All food provided, BYO Drinks**

**Pre purchase tickets on Eventbrite \$10 p/p
Tickets must be purchased by 1st December deadline**



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