

FIAT focus

THE JOURNAL OF THE FIAT CLUB OF NEW SOUTH WALES Inc. (Est. 1949)

1949 - 2019

CELEBRATING 70 YEARS OF THE **FIAT CLUB OF NSW**



Social Meetings sponsored by the Bankstown Sports Club



FIAT
128



FIAT
130



Concorso d'Eleganza

Sunday 22nd September 2019

Gough Whitlam Park, Bayview Ave, Earlwood NSW 2206

The FIAT Club of NSW would like to invite all members to bring their FIATs (of all models road or race) to this year's Concorso d'Eleganza (cars of any standard welcome)

NOTE: Featured Models this year are: 501 (100th) / 128 (50th) / 130 (50th)

entry free for club members

cars to be on display by: **9:30am**

judging commences: **10:00am**

trophy presentation: **2:00pm**

Club Plated cars please use event number: CE916030





70th Anniversary Lunch

Sunday 17th November 2019

(11:30am for a 12noon start - finish 4pm)

Cavallino Ristorante Pizzeria
Yulong Avenue, Terrey Hills NSW 2084

The Fiat Club of NSW would like to invite club members and family to celebrate the club's 70th Anniversary

\$45 per adult / \$15 per kids (up to 12yrs)

lunch includes:

3 course banquet style menu

Antipasti (chef's selection of cured meats / olives / cheese / fried calamari / homemade bread)

Pasta (2 dishes served on platters to share)

Pizza (selection of 4 pizza types, served with mixed salad)

Dessert - 70th Anniversary cake

(For any special dietary preferences please advise before the day)

note: all drinks (wine / beer / soft drinks, water, tea and coffee) to be purchased individually at the bar

Please RSVP by Friday 1st November 2019

PAYMENT: we ask members to pay the full amount via direct debit to
FIAT Club of NSW Inc, BSB 082-067 Acc No. 03-665-7020 no later than Friday 1st November
This is necessary because the full amount is to be paid to the venue prior to the function.

PARKING/ACCESS: the venue has its own private outdoor carpark.

Giovanni Ciampa (m. 0410 336 987)
social events coordinator
FIAT Club of NSW Inc.

Club Plated cars please use event number: CE911171

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X1/9
AUSTRALIA

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For everthing X1/9



DATE	EVENT AND LOCATION	HVS code	Pointscore
August 2019			
Tues 6th	Oasis run - St. Matthew's Anglican Church Visit - Windsor (see page 6)	CE918060	No
Sat 10th	Coffee Break - Kollector Car & Coffee (see page 9)	CE918001	Yes
Tues 13th	Social Meeting, Bankstown Sports Club (see below for details)	CE918031	Yes
Sun 18th	CMC Shannons Classic, Sydney Motorsport Park	CE918081	Yes
Sun 25th	Coffee Break - Maggio's Cammeray (see page 9)	CE918052	Yes
September 2019			
Tues 3rd	Oasis run - Viewing of a private car collection (see page 6 for details)	CE919030	No
Sun 8th	Drive Day to Motor Life Museum, Kembla Grange	CE919080	Yes
Tues 10th	Social Meeting, Bankstown Sports Club (see below for details)	CE919001	Yes
Sat 14th	Fiat Club 2019 NSW Motorkhana Championship (day/night), Rd 5	CE919014	Yes
Sun 15th	Fiat Club 2019 NSW Motorkhana Championship, Round 6	CE919015	Yes
Sun 22nd	Fiat Club Concorso d'Eleganza (see page 2 for details)	CE919022	Yes
Sun 29th	Fiat Club Run to Superior Burger	CE919092	Yes
October 2019			
Tues 1st	Oasis run - Studebaker Museum Of N.S.W (TBC)	CE910110	No
Tues 8th	Social Meeting, Bankstown Sports Club (see below for details)	CE910180	Yes
Fri 11th - Sun 13th	Motorclassica - Melbourne, Victoria	CE910111	No
Sat 12th - Sun 13th	AROCA Regularity Relay, Winton Victoria	CE910121	No
Sun 13th	Coffee Break (TBA)	CE910131	Yes
Sun 27th	Norton Street Autofesta, Leichhardt. 10.00 am to 5.00 pm	CE910172	Yes
Sun 27th	Coffee Break (TBA)	CE910172a	Yes
November 2019			
Sun 3rd	Fiat Club NSW 2019/20 Motorkhana Championship, Round 1	CE911130	Yes
Sun 10th	Coffee Break (TBA)	CE911101	Yes
Tues 12th	Oasis run - Armoury train Tour - Booked out.	CE911121	No
Tues 12th	Social Meeting, Bankstown Sports Club (see below for details)	CE911121	Yes
Nov 17th	70th Anniversary Lunch - Sunday 17th Nov 2019 (Cavallino - Terrey Hills)	CE910171	Yes
Sun 24th	Coffee Break (TBA)	CE910142	Yes
December 2019			
Tues 3rd	Oasis run - Christmas Lunch, Nepean Rowing Club (see page 6 for details).	CE912130	No
Sat 7th	Coffee Break (TBA)	CE912170	Yes
Dec-15th	XMAS Picnic & Trophy Presentation- (Ansell Park)	CE912151	Yes
January 2020			
Sun 26th	Australia Day Carnivale - Parramatta Park	CE021062	Yes
February 2020			
Sat 15th- Sun 16th	Gnoo Blas Classic, 60 years of touring car racing; Orange NSW	CE022051	Yes
March 2020			
Sun 29th	Auto Italia, Epic Arena, Mitchell, ACT.	CE023092	Yes

SOCIAL MEETINGS are held on the second Tuesday of each month at the Bankstown Sports Club, 8 Greenfield Parade, Bankstown, starting at 7.30 pm.

ANSELL PARK is the Club's Motorkhana Grounds located at 2 Percival Street, Clarendon, on the corner of Percival Street and Hawkesbury Valley Way.

OASIS RUN DETAILS

The OASIS runs occurs on the first Tuesday of each month (note that there is no run in January and the November run occurs in the second week of the month to avoid clashing with the Melbourne Cup festivities). Note that details are not usually available until just before each event, however, consult the Club's magazine or website for the HCRS permit number applicable to the event.

OASIS RUN 6th August, 2019

St. Matthew's Anglican Church Visit Windsor. MEET: 10.00am McDonalds, Groves Ave. McGraths Hill. DEPART: 10.30am ARRIVE: 10.45am St. Matthews Anglican Church. 1 Moses St. Windsor for a self guided tour of the Church & historical graveyard.

DEPART: 12.00 noon. ARRIVE: 12.30pm At TRACTOR 828 for lunch. 828 Sackville Rd. Ebenezer near the Sackville Ferry

IF YOU REACH THE FERRY YOU HAVE GONE TOO FAR

OASIS RUN 3rd September, 2019

Meeting at Hungry Jack's Dural we will visit a private collection & display of cars at Wisemans Ferry with lunch at Wisemans Ferry Bowling Club. More details closer to the date.

OASIS RUN 1st October, 2019 (to be confirmed)

Studebaker Museum Of N.S.W. Cars, Household items, Veteran & Vintage clothing, Music Machines etc. which will be of interest to the Ladies Hotel Lunch. Camden area. ***TO BE CONFIRMED***

OASIS RUN 12th November, 2019 (2nd Tuesday)

REMEMBRANCE DAY RUN (or close to it) ***DISARMED AT THE ARMORY TRAIN TOUR***

Bookings are now closed as the maximum number of seats have been taken.

MEET: By 9.45am Newington Armoury, Jamieson Street, Sydney Olympic Park (Silverwater, off Holker St.)

3hr parking at Blaxland Riverside Park. No onsite parking at the Armoury

TOUR STARTS: 10.00am. Sharp, 2 hrs duration

LUNCH: 12.30pm (venue to be confirmed)

This is a pre-booked & pre-paid event at a cost of \$640 & is restricted to 40 persons. ***THAT IS THE MAXIMUM**

COST: \$16.00p.p. *NON REFUNDABLE* Please bring correct money.

BOOKINGS CLOSED. I will start taking your cash payments now. All payments must be made to me by 6th AUGUST 2019 or I will delete your booking & add names from the waiting list.

LES 9838 8063 m: 0418 973 866

OASIS RUN 3rd December, 2019

CHRISTMAS LUNCH, NEPEAN ROWING CLUB 12.00 noon. The Regatta Room has been hired & paid for (\$100.00) so once again we will be passing the hat around to cover costs.

OASIS RUN TUESDAY 7th APRIL 2020.

By popular demand we will be returning to Panorama House at Bulli Tops.

CLUB COMMITTEE AND OFFICIALS

◆ PATRON

Mr Nat Zanardo OAM

◆ PRESIDENT

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◆ CMC DELEGATE TBC

◆ HONORARY AUDITOR

Rebecca Gallard

◆ ANSELL PARK CO-ORDINATOR

Michael McGeorge 0414 965 425,
ansellpark@fiatclub.com.au

Life Members

- Tony Bray
- Steve Gotch
- Pauline Gotch
- Doug Tory
- Tom Hay
- John Godfrey
- Warren Smith
- Graham Mumby
- Wal Glading
- Alan Steele
- Hank Breen
- Ian Allison
- Kevin Halliburton
- Susan Halliburton
- Tony Studans
- Wayne McGeorge
- Michael McGeorge
- Naomi McGeorge

Website: www.fiatclub.com.au

Facebook: facebook.fiatClub.com.au

Many thanks to Michael McGeorge, Adrian Walmsley and Giovanni Ciampa for their contributions to this edition of Fiat Focus.

Cover Photo; The Fiat 500 was the car that inspired the Fiat 500 club 70 years ago. The cover is a collage of just some of the many variations of the 500 that were built.

Advertising rates for Classifiats;

Club Members-free.

Non Members \$10 for 30 words and photo, Items wanted—free. Classifiats are run for three editions. Contact the Editor or any member of the committee to place an ad.

Fiat Focus is the monthly journal of the Fiat Club of NSW. It is issued by email on the first Tuesday of each month except for the combined January / February edition which is issued late January.

Disclaimer: The views expressed in advertisements and articles published in this magazine are not necessarily those of the Fiat Club of NSW.



We had a mini working bee at Ansell Park on July 25th and it was a pleasure to have Kerry Moroney join Wayne McGeorge, Kevin Halliburton, Glenn Smith and myself for several hours of pruning, mowing, etc. Kerry had never visited our grounds before, so it must be some sort of record for someone to help out who has never used it! Thanks Kerry.



Above: Glenn and Fiat tractor getting stuck into the grass slashing.

I mentioned last month that Ross Smith donated four 2 metre long aluminium bench seats for use at Ansell Park and I can now report that we have since installed them at each end of the Hay Shed. They look good and do double duty as seating and a barrier to prevent people walking into the diagonal wire bracing.



On the same day they were bolted in, Kevin Halliburton replaced the timber planks on some other seating under the triangle shade sail. See pictures of before and after! The grass at Ansell Park is not looking too good at the moment, with a dry spell combined with morning frosts making the grass brown instead of green. Around the edges under the shade of trees it is going well, but out in the middle it is still pretty sparse.

Don't forget the CMC Display Day at Sydney Motorsport Park on August 18th. We will have a presence in 3 different places; Pit Lane, garage 20 and Area B (skidpan). So make sure you



find all of our cars and keep an eye out for members wearing the dark blue FCNSW 70th Anniversary T-shirts. **Note to members – please wear them if the weather permits!** For members displaying their cars, I will repeat the following from last month. After you arrive and park your car where directed, can you please hang around until ALL the cars are in place so that we can get you to move your car if needed? Ta.

I'd like to take a moment to thank Wayne McGeorge, Fay Harrison, Tony Bray and Alan Steele for their donations of pre-loved trophy bases and model Fiats that go on them. I have refurbished quite a lot of these bases (originally made by Graham Mumby – ta mate) and we will be using the first lot of these at this year's Concorso. For newer members they will be a welcome novelty I hope.

And speaking of the Concorso, I asked the membership via an email if anyone had a Fiat 130 they were intending to bring as that model is having its 50th birthday this year. No one has responded about the 130, but it was pointed out to me by Nick Vasile that the 128 is also 50 years old this year! Whoops! Didn't notice that, so we will be having the Fiat 128 as a Featured Model at the Concorso. I'm sure we will be able to have a number of these cars on display, so start polishing, etc. now!

I've just got home from the Motorkhana at Ansell Park and I have to report that Shawn Fitzgerald, the CAMS National Clubs Coordinator gave us a visit to see how we run the Junior Clinic. This was because of the recent grant that we received from CAMS for Junior Development and I believe that he was suitably impressed with what he found.

Details about the 2020 Fiat Nationals are not quite ready to be released, so expect some news on this next month.

Warren Smith
2019 President

Secretary's Report

Fiat Club NSW – Social Meeting – 9 July

Welcome:

Bankstown Sports Club.

Warren Smith opened the meeting at 7.38 pm.

Apologies. Steve & Chris Gorman

New members & visitors. Nil.

Previous minutes – no business arising. No issues. As read.

Secretary's Report / Correspondence. Other club magazines. Fiat America club magazine.

Ansell Park Sub-Committee Report. Cutting / trimming trees and mowing lawns. Wayne & Kevin widened the driveway. New Aluminium bench seats are in place. Two of the wrecked cars were disposed of. Heading back to AP to trim the lawns for Motorkhana.

Competition Report: MK - 28 July + junior clinic (Cams will come out to inspect the event), display the Cams banner.

Social Events Report:

Recent Events; Recent Events: 30 June run to Bowral pie festival was a success.

Next Event - 14 July coffee run and 28 July at Cavallino. Shannons Sydney classic in August.

Communications Update: Editor has printed up coming events list. Club magazines printed. American Fiat Club magazines are available to take or read.

Presidents Report / Nationals Update: Warren Smith: Possible tracks - Goulburn or Eastern Creek. Looking for sponsors. Robert T and Maurizio are new to the committee. Ansell Park may need to be the venue.

Fiat Fixations & ClassiFiats: Giovanni had a loose lead in his 850. Warren S mentioned SOS TV show and a unique method to replace cam belts.

CMC Report: meeting at the end of July. Installing Jody's Multipla as a feature car at Eastern Creek. Looking forward to the map layout and car order. Letter about FCNSW 70th has been handed to CMC – 18 August .

General Business: Richard D – historic plates - 121 members with 172 cars. Attended a traffic management course with CMC to cover the CMC's legal obligation for traffic control. "Richard now knows how to control a lolly pop", Well done. Attended a RMS focus group with delegates from mainstream clubs. Topics about the use of the HP were discussed. Clubs said that they want this Historic Plate rego to become permanent. In summary, positive impression that H Plates will stay but the years will not change from 30 to 25 years as international standard is 30 years. The date starts with the compliance date not the build date.

Miniature model Village Regal Gardens at Annangrove. Jazz played on Sunday. Could be a good Fiat Club run. Murray I will take a drive and have a look and check it out.

70th anniversary dinner – Sunday lunch 11.30am for 12noon until 4pm start 17 November at Cavalino. Dessert will be a 70th Anniversary torta.

Meeting closed: 9.08 pm.

The next social meeting will be 13th August 2019 – 7:30pm at the Bankstown Sports Club.

Coffee break!

come join like minded **FIAT** enthusiasts over breakfast and a coffee.....



this month's location

When: Saturday 10th August 2019

Where: **Kollector Cars & Coffee**
7A Norton Street
Leichhardt NSW 2040

Time: 8:30am - 10:30am

KOLLECTOR
cars + coffees

Coffee break.....northside!

come join like minded **FIAT** enthusiasts over breakfast and a coffee.....

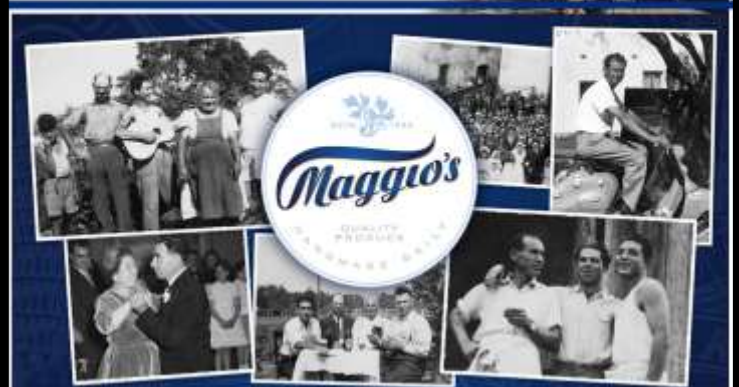


this month's location

When: Sunday 25th August 2019

Where: **Maggio's**
457 Miller Street
Camberay NSW 2062

Time: 8:00am - 10:00am



Competition



A good turn out for the Junior Clinic on Sunday July 28 greeted the visiting CAMS representative, Shawn Fitzgerald.

Hello all.

Last weekend saw a great day out at Ansell Park for round 4 of our Fiat Club of New South Wales Motorkhana Championship. The weather was great and we had a few new faces trying out both junior clinic and main field events. It was even great to see a few club members come out for the drive to Ansell Park to have a look and catch up with us.

There was a large number of entrants in the clinic which was great to see as we had CAMS representative Shawn Fitzgerald from the CAMS development fund come out to see what we do. There were 14 kids taking part and doing a great job getting behind the wheel and demonstrating what the clinic is all about. From first timers showing confidence in trying something new to the more experienced kids leading the way by demonstrating not only the driving skill they had gained but also for their excellent behaviour on and off the field with acknowledging safety rules in regards to motorcars in general.

The main field included the Southern Sporting Car Club who brought along a variety of cars to compete in. Stand out for me was Haylee Moiler who has taken part in our clinic in the past. She kept pace with the more experienced drivers and placed well in the event.

Peter Jakrot had the "I love Fiats" award for after working on his Niki the previous day. However, she just didn't want to play and the Niki found itself parked up a few events in. Glad to see a smile back on his face after jumping in the club car to finish the remaining events.

The next event is FIAT Club only day night motorkhana, round 5 on the 14th of September followed the next day with round 6 on Sunday September 15th.

Please note also that we have put together a 12 hr regularity team to go down to Winton on Saturday 12 to Sunday 13 of October. If anyone would like a social weekend away and like to help out please contact me as would love to have you come along.

Cheers Mic Mac.

(See the next two pages for results and photos from the motorkhana).



Competition - Motorkhana Results, Photos, Calendar

Provisional Motorkhana Results 28th July 2019 FIAT Car Club NSW R4

O/R	Class	#	Entrant	Club	Junior	Class	Pentagon	Star	Tee Slalom	Butterfly	Gable Slalom	Accordion	Double Loop	Square Slalom	Total
1	1	7	Glenn Smith	FCNSW		D	26.81	26.13	21.00	29.97	48.81	41.56	29.91	25.18	249.37
2	2	9	Martin Gallard	FCNSW		D	27.41	26.88	23.12	30.71	43.09	53.03	28.94	26.35	259.53
3	1	18	Joshua Woelms	SSCC		C	30.44	27.87	25.60	38.07	55.31 WD	48.87	32.16	31.28	289.60
4	2	14	Mathew Rowe	FCNSW		C	30.31	43.50 WD	26.53	36.47	45.34	45.43	31.47	30.86	289.91
5	3	6	Michael McGeorge	FCNSW		C	30.78	27.94	26.16	35.37	44.87	43.97	54.38 WD	30.47	293.94
6	4	10	Lorenzo Aventi	FCNSW		C	42.54	30.34	27.47	35.25	48.19	50.28	33.06	33.08	300.21
7	5	16	Christopher Woelms	SSCC		C	29.20	43.50 WD	26.47	36.16	48.28	50.10	30.79	39.39 2F	303.89
8	1	15	Peter Jakrot	FCNSW		A	31.53	29.66	27.19	43.96	55.31 WD	46.00	34.90	36.31 1F	304.86
9	6	20	David Deece	SSCC		C	47.54 WD	28.22	36.35 2F	41.81 F	46.70	45.87	31.47	28.31	306.27
10	7	23	Nicholas Deece	SSCC	y	C	34.16	32.91	28.31	39.81	52.72	55.34	34.65	33.28	311.18
11	8	21	Haylee Moiler	SSCC	y	C	34.37	32.03	29.12	40.81	50.25	50.75	40.44	34.72	312.49
12	1	25	Gavin Crank	SSCC		F	33.15	31.50	29.50	43.82	50.31	52.43	36.87	36.75	314.33
13	9	11	Rebecca Gallard	FCNSW		C	30.37	38.50	27.00	40.49	55.31 WD	50.38	43.31	38.35	323.71
14	10	17	Eddie Swat	SSCC		C	30.66	30.59	26.65	53.75	49.67	50.54	49.38	36.50	327.74
15	11	19	Alexander Swat	SSCC	y	C	36.81	40.78	40.87 F	63.50	74.10	77.00	54.38 WD	51.94	439.38

Penalties: F = Flag Down; G = Garage Penalty;
 WD = Wrong Direction; M = Mechanical;
 DNS = Did Not Start; DNF = Did Not Finish
 DNS, DNF slowest time plus 10 seconds

Classes
 A SWB rear wheel drive
 B LWB Rear Wheel Drive
 C Front Wheel Drive
 D Specials
 F Four Wheel Drive



Matthew Rowe, Peter Jakrot and Mic



Competition Calendar

DATE	EVENT	LOCATION	HVS code	FCC Points
August 2019				
Sun 11th	State Motorkhana Championship	Sydney Motorsport Park	CE918011	Invited
September 2019				
Sat 8th	Interclub Round 6 - RDTC	Sydney Motorsport Park - Amaroo	CE919080a	Invited
Sat 14th	Fiat Club 2019 NSW Motorkhana Championship (day/night), Rd 5	Ansell Park	CE919014	Yes
Sun 15th	Fiat Club 2019 NSW Motorkhana Championship, Round 6	Ansell Park	CE919015	Yes
Sun 22nd	Huntley Hillclimb (State Round)	Dapto (contact comp secretary)	CE919022	Invited
October 2019				
Fri 4th - Sat 5th	Australian Motorkhana Championship	Bendigo Livestock Exchange, Huntly, Bendigo Victoria	CE910140	Invited
Sat 12th - Sun 13th	AROCA Regularity	Winton Victoria	CE910121	FCC Team event
Sun 20th	Interclub Round 7 - NSW RRC	Marulan	CE910102	Invited
November 2019				
Sun 3rd	Fiat Club NSW 2019/20 Motorkhana Championship, Round 1	Ansell Park	CE911120	Yes
Sun 17th	Huntley Hillclimb	Dapto (contact comp secretary)	CE911142	Invited

ANSELL PARK is the Club's Motorkhana Grounds located at 2 Percival Street, Clarendon, on the corner of Percival Street and Hawkesbury Valley Way.

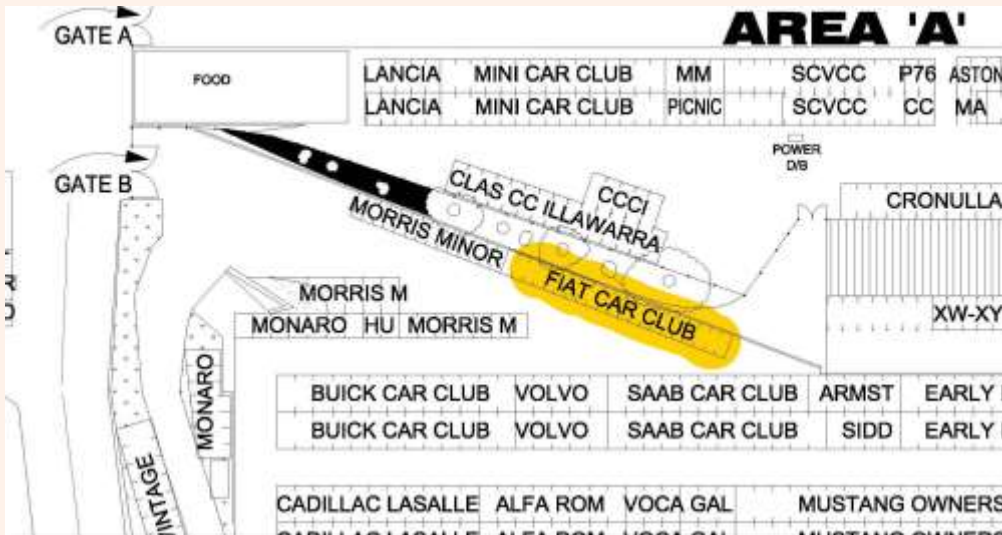
Competition - Photos from the Junior Clinic



The Focus Editorial

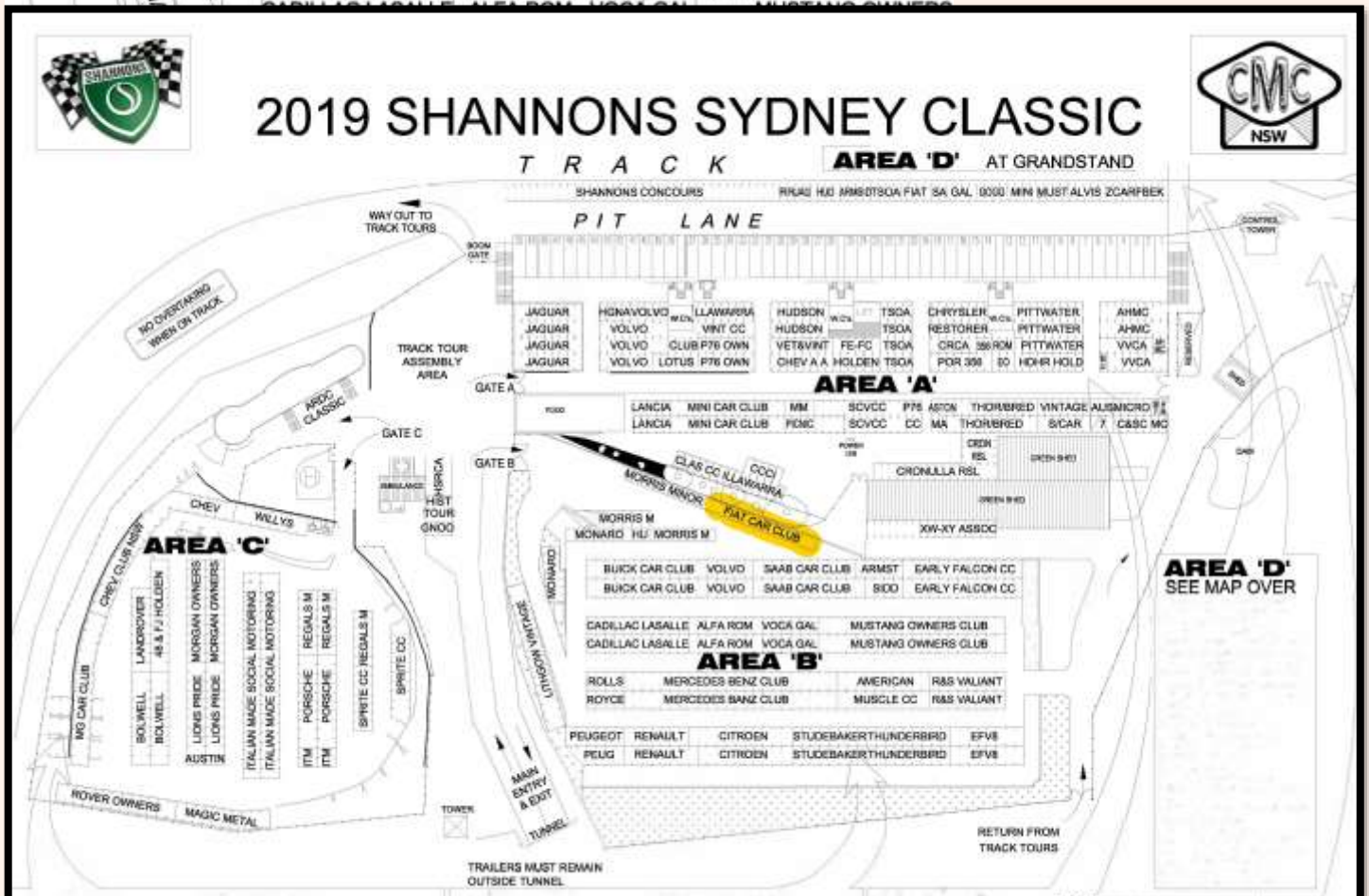
It is Show Time again as we enter into that period of the year when club members have the opportunity to display their cars and enjoy catching up with like-minded people (or maybe even unlike-minded persons!) and enjoy the atmosphere of a good car show.

Coming up on **Sunday August 18** will be the **Shannons Sydney Classic at Sydney Motorsport Park**. It looks like all tickets for club members to display their vehicles have been taken up, however, you can still come along for the day as general admission is available at \$20.00 per person at the gate. For those of you who will be displaying your car please ensure that your vehicle is in place by 10.00am. It may be a good idea to get there earlier as the queue to get in builds up a bit after 8.30am to 9.00am. Keep a lookout for any Fiat Club members to direct you to our designated display area 'A' which is next to the Morris Minor Club. The CMC have provided the map below and the club's location for the day is highlighted on it. Feel free to contact a committee member if you have any questions.



Next month the annual **Concorso d'Eleganza** will be held on **Sunday September 22nd** at Gough Whitlam Park, Earlwood (just down from Tempe railway station). Finally, the **Norton Street Autofesta** will be on **Sunday October 27** in Leichhardt. As you can see there will be plenty on for members to do in addition to the drive days, coffee breaks and competition events over the next few months.

Lorenzo Aveni, editor Fiat Focus.





CMC Shannons Sydney Classic Sunday 18th August 2019

Sydney Motorsport Park, Ferrers Rd, Eastern Creek NSW 2766

The FIAT Club of NSW would like to invite
all members to bring their FIATs
(of all models road or race)
to this year's CMC Shannons Sydney Classic
(cars of any standard welcome)

limited tickets available per club
Limited spots available, cost per ticket **\$20**

please RSVP and pay for your ticket as soon as possible
contact: Giovanni Ciampa (events@fiatclub.com.au)

cars to be on display by: 10:00am

HVS code: CE918081



DRIVE DAY / PICNIC

Sunday 8th September 2019

The Australian Motorlife Museum

Integral Energy Recreational Park, 94 Darkes Rd, Kembla Grange NSW 2526

It's time again to pack a picnic basket and get out your driving gloves and prepare your FIAT for a long drive down south to Wollongong way.

Travelling time is estimated about 1hr 20mins.

Starting point:

Carpark underneath the start of the Tom Ugly's Bridge (Tom Uglys Point) along the Princes High Way
(8:30am)

Departure time:

9:00am

Directions:

Leave Tom Uglys Point in convoy along Princes High Way A1 + M1 to Wollongong.

Turn right at Kanahooka Road and continue onto Darkes Road to Motorlife Museum.

On arrival we will have a tour of The Australian Motorlife Museum (cost of \$15pp) and afterwards, we can all relax in the picnic grounds a short stroll from the museum with our packed lunches and enjoy the calm parklands before driving home.

We hope to see as many club members, family and friends come along!

Ciao **Giovanni Ciampa**
(social events co-ordinator)
FIAT CLUB of NSW Inc



Where are all the Fiat 2300s in Britain??



60 years of the Fiat 1800, 2100, 2300!

It has been 60 years since Fiat launched their large 1800 and 2100 six cylinder sedans. Soon after came the 2300 with a wagon version included in the line up available to the Australian car buying public. Though these large Fiats were quite pricey a fair few seem to have been sold. While they are a Fiat model not seen on the road too regularly these days you do find them at car shows, displays and even the odd club run. Also in Australia a few of them were put to use on the track as an improved touring car and driven by various car dealers including the late Bob Jane (as he sold Fiats through his Autoland dealership). Probably the best known large racing Fiat was David MaKay's Fiat 1800 which established the first lap record for touring cars at Warwick Farm in 1961.

It then comes as a surprise to me to find an old article about the only Fiat 2300 sedan in the UK, and a very nice example of the model at that. I do not know how many of these big Fiats are still in Australia but we are certainly blessed with quite a few very good restored cars, good runners and who knows how many are being stored on country properties as parts cars or even awaiting restoration. Over the next few pages is a an edited reprint of the article which I think you will enjoy (there is some history on the model included in the write up that you may have not been aware of previously).

Editor.

Thinking outside the box

Fiat's 2300 was more clever than its plain styling suggests, says John Pressnell after driving the only saloon in Britain. (photography Tony Baker); *From Classic & Sports car, December 2005.*

Funny, isn't it, how some cars become near-extinct? Fiat built roughly 185,000 of its square cut 1800, 2100 and 2300 models, nearly twice as many as BMC managed with its similarly styled six-cylinder Farina models in the same 1959 – 68 period. Yet when did you last see a 2300 or any of its siblings? Those were the days when import duties loaded the Italian car to cost almost half as much again as a Ford Zephyr 6 and a fair whack more than a wood-and-leather Wolseley 6/110. And which would you rather have had, for the same money, in 1962: one of the new creamily luxurious Daimler V8 saloons or a tin-and-plastic Fiat that looked like the bloke next door's Morris Oxford?

Even so, it comes as no surprise that Neil Clark's saloon is the only one in the UK – and it was only imported a few years ago. Not just that, but on his regular visits to his homeland Clark has only glimpsed the odd example on Italian Roads. Maybe the chances are greater of finding one of these big Fiats in Spain, where SEAT built about 250,000 from 1963 to '72, with either a 1500cc petrol engine or an 1800/2100cc diesel. Two estates, however, are known to survive in the UK.

But does the Fiat deserve to be buried without a wake, as the uncharitable might feel about some of its contemporaries? To answer that question you have to look beyond the car's uncharismatic boxiness. Contrary to received opinion, the car is not – overall – the work of Pininfarina, even if it is generally lumped in with the Italian styling house's work at the time for BMC and Peugeot. The looks were essentially evolved under the direction of the project's chief engineer, Dante Giacosa. Pininfarina's contribution was merely to tidy up the lines and modify the grille. Giacosa was well aware that the car's chiseled form was inefficient aerodynamically, but his main concerns

were meeting a stiff weight target and making a car that was compact and easy to manoeuvre in crowded Italian cities.

Underneath this so-of-its-time styling was a set of hardware that was more likely to stimulate the enthusiast's taste buds – even if consideration of hydropneumatic suspension and a 2.3-litre V8 – plus an automatic clutch and semi-automatic gearchange had been swiftly swept under the carpet as hopelessly unrealistic.

burning of the mixture and an 8.8:1 compression ratio. On a single twin-choke Weber, output was 75bhp (net) for the 1800 and 82 bhp (net) for the 2100 – surprisingly modest figures given this cylinder-head cleverness.

The suspension was Fiat's other claim to unorthodoxy. At the front there was nothing too special, the car using longitudinal torsion bars in conjunction with double wishbones, the lower one being a single arm triangulated by beefy

tiebars and the whole being controlled by an anti-roll bar. At the rear, though, the 1800/2300 inherited the rather unusual set-up of the earlier 1400/1900 range. This meant coil springs as the main suspension medium, but with quarter-elliptics servicing as flexible radius arms, the axle's lateral location being looked after by a Panhard rod. Somewhat implausibly, Giacosa

claimed that this set up was lighter than a conventional semi-elliptic arrangement and did away with the need for a rear anti-roll bar.

That was where the Fiat's iconoclasm stopped. The steering was still by worm and roller, the gearbox was a regular all-synchromesh four-speeder (always with a column change), and the servo assisted brakes were drum all round, albeit finned. Other details included a split propshaft and telescopic dampers instead of the lever-arms still found on BMC cars of the era.

That was how the car was launched in March 1959, as a saloon and an estate, and accompanied by a more luxurious 2100 Special – or 2100 Europa as it was called in some markets. Intended for the Vatican and government ministers, this more spacious and better-trimmed variant had 4 ¾ in of extra rear overhang and a 1 ½ in longer twin-headlamp front end with a revised horizontal-slat grille.

Continued next page...



Inset: single headlamps identify 1800/1800B, 2100 and four-cylinder 1500L; twins on 2300. Soft set-up gives good ride but lean in corners

With such Citroen-inspired idealism reined in, Giacosa's main innovation was to create a pair of small-displacement alloy-head straight sixes, one of 1795cc and the other of 2054cc. Wary of possible vibration problems with a 1.8-litre four", he calculated that a 'six' would be cheaper than a four-cylinder engine damped by an expensive Föttinger hydraulic joint between the engine and clutch, as on the preceding 1900. Costs could also be saved if the six-cylinder unit were to share its principal parts with the new 'four' envisaged for what would become the 1300/1500 of 1961.

During the design of the new four-main-bearing 'six', respected power-unit engineer Aurelio Lampredi, creator of Ferrari's V12, joined the team. Lampredi was responsible for the pushrod engine's unusual head, which used three intersecting segments of varying radii to give a so-called 'polyspherical' combustion chamber allowing efficient

Thinking outside the box ..continued.

The Clark car represents the next evolution of the range, introduced in July 1961 after 30,000 or so of the 1800/2100 had been produced. The key changes were to the rear suspension, which switched from the oddball coil/leaf arrangement to a conventional semi-elliptic configuration, bolstered by an anti-roll bar. The rationale for this said Giacosa, was that the elimination of the turrets for the coil springs allowed an estate load-floor nearly 5 in lower, and gave all models slightly more passenger space and horizontal stowage of the spare wheel. This was probably beside the point: the more likely reason was that the original suspension did not give satisfactory results. 'Neither the handling... nor its ride comfort were up to modern standards,' reflected *Autocar* when it came to test the 2300.

At the same time as the suspension revisions the engines received larger inlet valves and better manifolding, while the 2100 was bored and stroked to

2279cc. The 1800 became the 1800B, and delivered 78bhp (net), while 105bhp was claimed for the new 2300 with a torque boost to a healthy 123lb ft at 2800rpm. Signaling this upgunning, the 2300 gained twin headlamps and a double chrome waist-strip.

More significant than such tinsel was the provision of disc brakes on all four wheels (1800B and 2300) and the availability, on the 2300 only, of either a Saxomat automatic clutch or a Laycock overdrive. The Special, with its high-grade cloth or leather upholstery, inherited the 2300 engine, but also gained a 3in wheelbase stretch and a new finely slatted grille.

In this format the 1800B and 2300 continued until the end of the 1968 model year, with just one further round of modifications in March 1963, when the 2300 became the 2300 Lusso or De Luxe and the 2300 Special was deleted. The tail became squarer and power steering and an automatic gearbox were

optionally available on the 2300, while detail changes included dual-circuit brakes and – for the first time on a European car, an alternator. Two months later a 1500L joined the range, marrying the six-cylinder body with the 1500's four-cylinder engine.

...

Since Clark bought the car in 2001 he's averaged 3,000 miles a year, [it originally had 52,000 miles when he purchased it] including those trips to Italy. "It just flew over the Alps," he enthuses, "and on the motorways it was a dream. ..."

rather than wadded, pleating. But then you notice an accumulation of details: the door map-pockets front and rear, the variable-speed wipers, the rheostat control for both the instrument and idiot light illumination, the heater/ventilation outlets to the rear compartment and the fan to demist the rear window, the way the doors clack shut without needing to be slammed.

Features such as these – and let's not forget the hand throttle or the wind-open quarterlights – are a damned sight more useful than slivers of remember-the-Raj woodwork.



Maybe, then, the driving experience will also be at one remove from the mediocrity of the British cars the Fiat so resembles.

Climb into the spacious front compartment and you'll find legroom aplenty and excellent visibility thanks to the slender pillars. Sitting far from

the dashboard, smaller drivers could do with a higher seating position, however: you have to choose between craning over the wheel or peering through it.

The first bit of cockpit drill is to master the column gearchange. It's fine, as is the smooth hydraulic clutch. The long travel of the lever demands a deliberate action but you're not likely to miss a lot. Just don't expect any feeling of precision or connection. As for the steering, that was criticised in road tests of the time for its vagueness at the straight-ahead and for a tendency to load up on lock. But Clark's car has the latter optional power assistance, and the result is steering that is smooth, well weighted and generally agreeable, helped by a pleasant thin-rim wheel: it is pretty devoid of feel though. The all-round disc brakes are smooth and effective.

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Clark respects the Fiat's solidity – "it's battleship engineering, and one of the last Fiats they built with fairly good metal" – and he appreciates the benefits of Fiat's policy of component commonality across its range. "Apart from the Girling brakes," he explains, "all the parts are standard Fiat. The water pump, for example, is shared with the 124, the 125 and the 127, and still in use today, and I still turn up stuff at autojumbles in England and in Italy".

Sober-suited yet generously bechromed, one's first impression of the Fiat is that it really does have echoes of Morris Oxfords and the like in its lines: those chrome window frames and the lip over the rear screen are pure Pininfarina-for-BMC. Turn to the interior and the spirits are not lifted. Painted metal and identikit early-'60s rectangular instrument cluster are matched by typically Italian vinyl seats with cheapskate stitched-through,

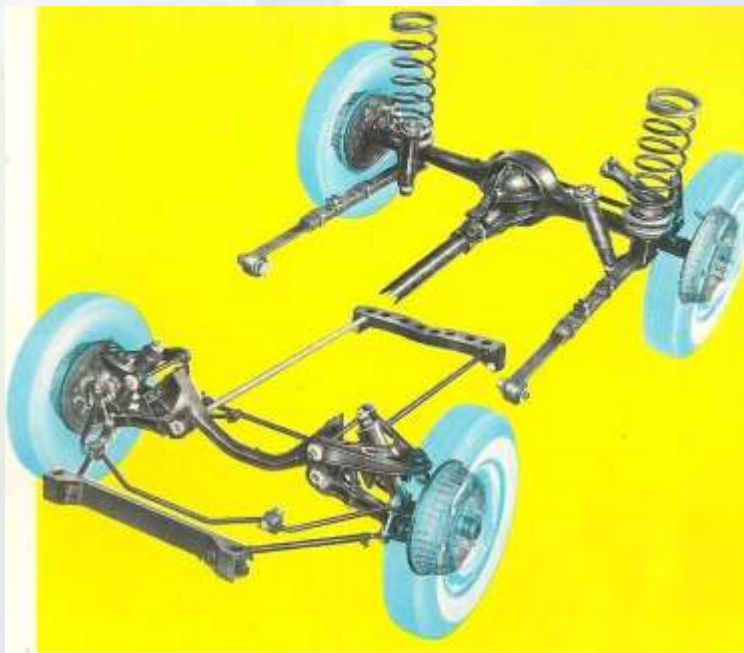
Thinking outside the box ..continued.

So far, so banal. Where the Fiat pulls itself out of the middle ranks is with that small-displacement 'six'. Refined and flexibly lazy, it ambles along effortlessly in top on a small throttle opening, with the second choke of the Webber closed. Drop a gear, accelerate firmly to open both those chokes and the bulky Fiat comes alive – *Autocar* clocked a 12.3-second 0-60mph time. *The Motor* a less sprightly 14.4 secs.

The Fiat manages this without losing any of its impressive refinement. This well-mannered zip is partly down to a low third gear, but an equal consideration is that the engine's relatively modest power is balanced by an equally modest kerb weight of only 24.9cwt.

The Wolseley 6/110 offers similar performance but, with 30.5cwt to tote, it needs 120bhp to achieve this-and turns in correspondingly lower mpg figures. That *Autocar* managed 32mpg from the Fiat by keeping speed down to 50mph tells you something about the virtues of a smallish engine in a lightweight car.

But just as performance does not equal sportiness, so the chassis sends out



Front suspension by torsion bars and wishbones; antisway bars; double acting telescopic shock absorbers, anti-roll bar. Kingpins fitted with ball joints.

Rear suspension by coil springs and longitudinal leaf springs; transverse antisway bar connected to rear axle and to body by rubber bushings. Double acting telescopic shock absorbers.

The Fiat 2300 coupe.

Better-known by far than the saloon, the Ghia-designed coupe was unveiled, as the 2100S, at the 1960 Turin show but entered production in 1961 in 2300 and 2300s guises. It was built by OSI, partly owned by Ghia, with final motorisation being carried out by Fiat. The 2300S had an Abarth-tuned engine with two twin-choke Webbers, better manifolding, a sportier camshaft and a higher compression ratio, power rose to 136bhp (net). Other changes were a move from 14 to 15 in wheels, a higher back axle ratio and bigger discs.

The regular 2300 coupe, using the saloon's 105bhp engine, was deleted in May 1965, but the S continued until 1969. Ghia proposed a drophead version, but this was not taken up by Fiat. It also displayed a sporting estate of no great elegance at the 1962 Turin Show.

similar messages, substantial telescopic dampers and twin anti-roll bars notwithstanding. The Fiat rides softly, with a degree of bump thump on poor surfaces, and as is caught out principally by undulating roads. Push it into bends, and it will lean sufficiently to discourage such aggression.

This needs to be put into perspective. The 2300 was not designed to be a sporting saloon, and should not be condemned for lacking the zest of an Alfa Romeo Giulietta. Nor should it be reproached for not having the finesse of Lancia's appreciably more expensive Flaminia. The Fiat was intended to be a smart and comfortable family saloon that was sufficiently affordable for the modestly well-heeled Italian of the time: nothing more, nothing less. It acquits this task more than adequately, and with more intelligence than certain British blunderbusses of the era.

All the usual Italian coachbuilders had a go at rebodying the 1800/2100/2300, from Allemano to Zagato, via – naturally enough – a handful of sleek Pininfarina one-offs. Transformation of the regular saloon included an extended-wheelbase seven seater limousine by Francis Lombardi and various hearses – in one of which Battista Pinin Farina made his last journey after his death. *End.*



The Fiat 2300S coupe of club member Peter Beckerleg

With the 2100 engine a special Sedan body

Model 1800 is offered also with a special Sedan body, still roomier and with particularly luxurious trimmings, both inside and outside. It is therefore a car well suited for use also on formal or ceremonial occasions. It satisfies higher standards of comfort and distinction. This special Sedan is available only with the 2100 engine.



Above: The 2100 Special as illustrated in a contemporary sales brochure from the USA.
Below: A 1961 advertisement for the Fiat 1800 / 23100 range from the local Torino Motors.

FOR BUSINESS . . . FOR PLEASURE
the car of distinction you'll be proud to own



Prices (including tax):
1800 Saloon, £1,649
2100 Saloon, £1,749

FIAT
1800-2100

Luxurious bodywork and interior appointments—powerful, silky-smooth 6-cylinder engines—brilliant acceleration and all-round performance, with 30 m.p.g. economy make the Fiat 1800 and 2100 cars for the true connoisseur.

For details, a test drive and SYDNEY'S BEST TRADE-IN VALUES, see your Fiat Dealer, or
TURIN DISTRIBUTORS PTY. LTD.
831 William Street, Sydney. FA 1469, FA 6739 (after hours: 79-1204, 44-7335)

TUR/64.38



coffee break (write up)

14th July 2019
Cinque Cucina e Caffe



Our latest coffee break at Cinque last weekend was a really nice catch up between some old and new club members. The highlight was meeting and welcoming David & Angie who drove in with their very stunning looking green X1/9. It really stood out in the morning sun.

Cinque is a great venue allowing us to hang outside in the morning sunshine in front of the cafe keeping warm and admiring the variety of FIAT models our club members drove.

The Abarth esseesse belongs to a resident that lives in the next door apartments who has admired our cars each time we have come to Cinque, so he bought a FIAT. We'll soon have him join the club!

Thank you to all (Grazie a tutti!) for being FIATfanatico's!

Ciao Giovanni Ciampa
(social events co-ordinator)
FIAT CLUB of NSW Inc





Lunch break (write up)

28th July 2019

Cavallino Ristorante Pizzeria



Our social 'Lunch Break' is proving to be very popular by our club members as we are seeing many more partners and family friends come along.

The highlight for this event was seeing members drive their non FIAT classic or collectable cars.

Tony brought his Lancia Delta HF Integrale (final edition). An iconic Italian rally championship winning machine in its day.



While Ray drove his Aussie muscle car icon - the Holden Walkinshaw Commodore.



Thank you to all again for supporting our club!



Ciao **Giovanni Ciampa**
(social events co-ordinator)
FIAT CLUB of NSW Inc



It has been a while since we have mentioned the club's **library** so here is a reminder to all club members that the **Fiat Club has a collection of books, workshop manuals and other publications that you can borrow.** A list of these are included in the back of the magazine.

The library is regularly being added to and thanks must go to all those people that have donated some worthwhile items for the membership to enjoy. To borrow an item contact the editor at editor@fiatclub.com.au.

Congratulations again to the **AGI motorsport team** for taking out the **Australian Formula 4 Championship** for the third year in a row. A fair bit of work by Adam and Nathan has gone into building the team and the rewards have been coming each year. We look forward to hearing what their plans are for next season.

Speaking about motorsport, it looks like the number of opportunities for **competing in a Fiat** are steadily increasing each year. You may have read in the Fiat Car Club of

Queensland magazine, Fiat Avanti, that there has been an Italian Challenge series for a number of years and that some Historic meetings include a category for Italian makes as well. In Victoria, the recent Winton Festival of Speed had also included a category for Italian makes with a few Fiats in the mix.

We are also seeing some very special cars competing and doing very well at Targa events on a regular basis.

New South Wales had hosted a number of race series for Italian cars over the past 30 years but not much has been

organised over the past few years even though it looks like the number of competition cars being prepared are increasing especially with modern Punto

Sports and Abarths on the market. The Fiat Club competition guys put a team together to run in a couple of regularity events each year and compete in the odd sprint and Hillclimb.

There were many Fiats on the track in NSW at various times in the 1980s, 1990s and early 2000s and it would be interesting to know where they are hiding. In the meantime we can appreciate those die hard competitors around the country that prepare their competition Fiat for battle on their local track and at the Fiat Nationals.

Auction News: A little bit of excitement is coming up this month at the Shannons **Sydney Winter Auction** to be held on Monday August 26 at their rooms in St Leonards.



A very rare offering at the auction will be a **1971 Fiat Dino 2400 Spider** which is right hand drive. Estimate sale price is north of \$150,000. If you are interested you can inspect the car on the weekend before the auction.



Also to be offered is a **1967 Fiat 500F "Abarth Tribute"** and a 1986 Ferrari Testarossa (LHD) which make the auction an interesting one to attend to see what happens!

To check out the details of the cars mentioned, and all other cars being offered for sale, you can go to the Shannons website at



<https://www.shannons.com.au/auctions/2019-shannons-sydney-winter-classic-auction/>

The **Norton Street Autofesta** is on again in Leichhardt and rumour has it that as part of the general festivities there will be a few additional features in the Pioneers Park (where all the cars will be on display) for the public to enjoy. As usual there will be hundreds of food and novelty stalls as well as general entertainment and plenty of places to get a coffee. For those

who display their vehicle you will be treated to a pulled pork roll for lunch so you can top it off with a gelato with the money you save!

The **Norton Street Autofesta** will be on **Sunday October 27.**

New and Returning Members

A warm welcome to the following enthusiasts:

Vincent Allan - 1967 Fiat X/19

Bartolo Cortese - 1974 124 Sport Coupe, 1926 509 Convertible

2019 Automotive Hall of Fame inductee: Sergio Marchionne

From *autonews.com*

"He demanded a great deal from people, but he was there to help us ... reach much, much farther than we personally thought we could ever do."

-- Michael Keegan, Marchionne's communications chief at FCA



He saved Fiat, then Chrysler. Five words are enough to explain Sergio Marchionne's Hall of Fame induction less than a year after his untimely death in July 2018.

The Italy-born, Canada-educated accountant had no auto experience when he took control of the faltering Italian automaker in 2004.

Five years later, the U.S. auto task force chose to put Chrysler under Marchionne's command rather than liquidate. He would spin off Ram from Dodge, put Jeep on a global path, establish Fiat Chrysler Automobiles and try to convince his industry peers that consolidation was the answer to the expanding, unsustainable capital demands of a changing auto industry.

He died at age 66, just months before his planned retirement.

LILLI BERTONE HAS PASSED AWAY

(from *Auto&design* magazine)

Lilli Bertone, wife of Nuccio – one of the most famous Coachbuilders of all time and founder of the Stile Bertone – passed away at the age of 84 in Lugano, Switzerland. Ms.



Lilli spent her life with her husband and after his death in 1997 she took over the reins of the company, taking it until the centenary celebrations. In 2012, in fact, at the Geneva Motor Show, Lilli Bertone presented the "Nuccio", a car designed to remember her husband and celebrate with him the 100th anniversary of the famous Turin coachbuilder: an extreme sports car, developed in an evolutionary key a concept contained in the DNA of Bertone, that of the mid-rear-engined berlinetta. "I promised him not to let his dream die," he said.

Some years later, however, various events have led to the bankruptcy of the company. The editorial staff of *Auto&Design* extends its condolences to the Bertone family.

Fiat 500 and 500C Collezione specials announced Seasonal limited-edition Fiat 500 and 500C models on the way

From *Carsales.com.au*

Special-edition versions of the Fiat 500 micro-car will celebrate the winter and autumn seasons from next month.



The Fiat 500 and 500C Collezione Fall/Winter Edition models are based on the top-spec Lounge variant and feature a "moody" two-tone paint scheme said to be inspired by the seasons.

A Solid Grey top-half (or grey soft-top on cabriolet models) with deep Burgundy red on the lower half is separated by a copper pinstripe.

Matching 16-inch alloy wheels are also painted in a copper colour, while the interior features a grey dashboard with more copper lining and striped seat inserts.

A 'Collezione' badge is featured on the boot, while the same logo is embroidered on the floor mats.

The limited-edition Fiat 500s are powered by the same 1.2-litre four-cylinder petrol engine with a choice of five-speed manual or five-speed automatic transmissions driving the front wheels.

Other standard features include smartphone mirroring, rear parking sensors, climate control and a 7.0-inch instrument cluster.

Only 30 examples will make it to Australia in both hatch and convertible form -- 15 of each -- and they'll be on sale August 1 with pricing from \$21,990 (\$2000 more than the Lounge hatch).

How much does the Fiat 500 Collezione Fall/Winter Edition cost?

Hatch, manual -- \$21,990

Hatch, automatic -- \$23,490

Convertible, manual -- \$25,990

Convertible, automatic -- \$27,490

FOR SALE FIAT 20V RACE CAR

1997 Broom Yellow LHD Japanese Import

2 Litre, 5 Cylinder Turbo, 5 speed - Turbo has bigger turbine 360 degree thrust - Rechipped computer.

2 and a half inch exhaust system; Front struts - Alfa GTV6; Front Springs - Eibach; Brembo 4 pot front brakes - new pads - brake bias controller; WRX intercooler; Stainless exhaust herder manifold; Alfa independent rear suspension, strut brace; Sparco race steering wheel; Dyno tested 225HP at front wheels.

Fiberglass bonnet plus mould; 6 x standard rims, 7 x 16.

200 kilos lighter than standard model; AGI fully welded 6 point roll cage; Alloy fuel tank with Bosch fuel pump.

Just Serviced, new cambelt, new fan belts, new engine oil and filter, etc..

Last race at Fiat Nationals at Easter Creek in 2014 - 2nd outright against 42 Fiats. (08/19)



FIAT TOPOLINO 500A All the new parts needed to fully restore a Topolino cabin imported from Topolino Casagrande Switzerland:

Inner and outer sills (rocker panel set and cover set)	\$870	Rubbers to damper doors	\$60
Door lower inner and outer panels	\$360	Front windshield rubber	\$165
Door lock cylinder and key	\$127	Rear window rubber	\$165
Outer door handles	\$135	Door rubber	\$120
Inner door handles	\$225	Front window rubber	\$165
Door striker plate with rubbers and brackets	\$185	Side window rubber and u-profile set	\$215
Door check straps	\$135	Vertical aluprofile hold the rear fix window	\$54
Door windows locks	\$165	Set window surrounding	\$270
500A cabin in primer – stripped by Redi-Strip	\$1,320	All glass, either excellent condition or new	
The front parts of the body were beyond repair as were the wheel. The motor and gearbox were also pretty well past it and were taken by a 500 fancier.	\$4,736		

I also have the chassis, which I want to retain, but would let go if its going is essential to all the parts going. The chassis and cabin owe me \$3000. I am open to sensible offers and want to offer these bits to Fiat people before I advertise the cabin in hot circles, where they are highly prized and sought after. [Adrian Walmsley adrian@fewwordsphotography.com.au](mailto:adrian@fewwordsphotography.com.au)

For Sale

Up for sale I have my Very rare 1925 Fiat 501 Roadster. Fully restored and roadworthy. Car is on club registration and not transferable. Comes with original books and restoration photos. Great collectors car . Only one in Australia of its body type. 5079 H

If you need more information or photos please don't hesitate to email or call me. (07/19)

Contact John Di Bella on **0416282248** or Charlie on **0403779884**; Email itabella@optusnet.com.au



FOR SALE

1980 FIAT 131 PANORAMA CL – 1600 5 Speed “Climatizzata”

ONLY ONE PREVIOUSLY REGISTERED OWNER, WITH BOOKS

I bought this 131 Panorama CL a few years ago where it had been laid up for 23 years in a sealed garage in Sydney. I got it up and running, and towed it home with the intention of bringing it back to life as a family weekend cruiser. Since then, my circumstances have changed and unfortunately, I have to move it on.

With only one previously registered owner, this wagon represents a rare and wonderful opportunity for an enthusiast who is keen for something out of the ordinary. It is stock standard and intact, unmolested and in above average condition for a restoration base, or a tidy up and go.

Last registered in 1992 this 131 1600 5 speed is badged as a “Climatizzata” so it comes with factory air conditioning and is very much complete down to the original Fiat service log book and factory radio!

I took a video on the day I first moved it, and with a popular 32,000 YouTube views it can be found at: <https://www.youtube.com/watch?v=Z50Q6KaYxl>

The work I've had done includes a new water pump, a brake service with new seals and wheel cylinders. New intermediate and rear exhaust sections. An oil and filter service, genuine plugs, leads and other service items using OEM parts where I could. All work carried out by Joe Catena.

As mentioned, it is in above average condition, not perfect condition. It needs a new clutch although it's still good enough to move the car around as is. There is some rust as to be expected (not terminal), and a few spots about which have been treated but need repairing. A good second hand guard and door will be sold with the car as part of the deal. The interior is in good shape, dash has no cracks, carpet is good, however the driver's seat swab has some stitching separate. The sale will also include some spare parts.

The Fiat 131 Panorama has become a bit of an elusive model now days as not many have survived, especially an untouched example like this one. It was truly a stroke of luck when this car was unintentionally entombed and preserved for a couple of decades, prior to that it was meticulously maintained and log booked.

I'm offering up my Panorama to the Fiat Club NSW membership first as it would be great to see it around at future events and retained within our club. An offer around \$3,900 will see it sold. (08/19)

Located near Canterbury, Sydney. Call me to arrange an inspection, **Con Catena - 0410 459 954** .



FOR SALE

Fiat 13x6" 98 PCD Rial Wheels x 4

Abarth centre caps

Near new 205/60x13 tyres

Excellent Condition

\$800 ono

Gavin Tory

0437 628 943

(08/19)



For Sale

I have a rare factory right hand drive Autobianchi Bianchina Furgoncino for sale. It is the only one in Australia. Running gear all from the 500 Giardiniera with coachwork by Autobianchi. Fully road registered. New tyres. Runs well. In excellent condition. (Currently garaged in SA). (07/19)

Please call me if you are interested, David 0401 710 240 or email me davidcurow@hotmail.com

The registration number is S532BBE. I am asking \$16,500 for it.



For Sale

FIAT Punto Sport 2008 (turbo diesel) 6sp manual, 58,000 km, Price \$3,900.00. (07/19) Contact: **Kelvin (ACE) Mowtell**, Mobile: 0419 273 000

Reg CS 97 MW



For Sale

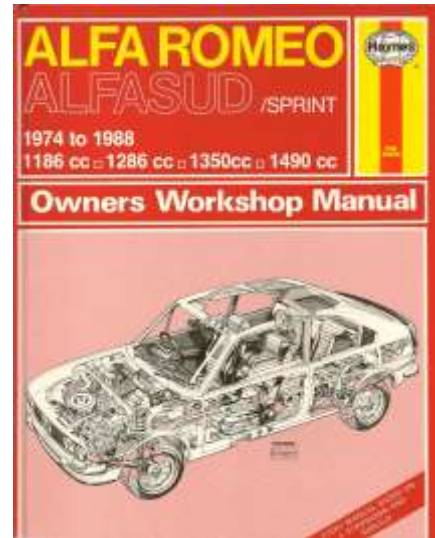
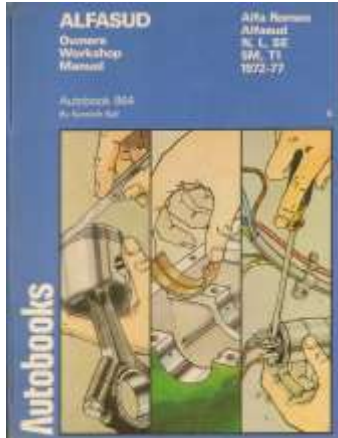
Fiat 124 BC Coupe twin downdraft carburettor manifold complete with carburettors, linkage and air cleaner, Solex carbs. Asking \$500. (07/19) Contact Eric Anciche; anciche@iprimus.com.au



For Sale - workshop manuals and other ..

Alfasud workshop manuals—#1 1974 to 1988 models, excellent condition \$10. #2 1972 –77, good condition \$10. Fiat 128 Sport, Specifications and Feature, parts list, \$10, 2 x Fiat 128 workshop manuals, a bit rough but in tact and very useable, \$3 each. (05/19)

Contact Lorenzo Aventi at lorenzo.aveni@yahoo.com, or Mob 0425 374 014



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FIAT focus



THE NEWSLETTER OF THE FIAT CLUB OF NSW Inc.

If undeliverable return to FIAT CLUB of NSW Inc. P.O.Box 3034 Bangor NSW 2234 - Australia

Please direct all correspondence to:

THE FIAT CLUB OF NSW Inc.
PO Box 3034 BANGOR NSW 2234 Australia

EGROUP: Available to members wishing to receive emailed information from the Club and other Members.

BANKING DETAILS : BSB 082-067 Account 036657020
Name - Fiat Club of NSW Inc. Bank - National Bank of Aust

SOCIAL MEETINGS are held at 7:30pm on the 2nd Tuesday of the month at Bankstown Sports Club, 8 Greenfield Parade Bankstown, NSW, 2200

ANSELL PARK is the Club's Motorkhana Grounds located at 2 Percival St, Clarendon/Windsor, the corner of Percival St and Hawkesbury Valley Way (old Richmond Rd).

The venue for social meetings is at the.

Bankstown Sports

Enter via carpark entrance on Mona Street, Bankstown.

CLUB MERCHANDISE



Style 1



Style 3



Style 2



T-Shirt

Polo Shirts \$30.00
T Shirts \$20.00
All Available in sizes.
S M L XL 2XL 3XL



Cloth badge \$ 3.00
Key rings \$ 7.00



Sticker \$ 2.00

Sticker \$ 2.00



Fiat Club of New South Wales; list of books and publications available to lend to club members.

If you would like to borrow any of the publications below, please contact the editor and you can arrange to pick up the item at the next social meeting at Bankstown Sports Club.

ITEM	BOOK NAME	ITEM	BOOK NAME
Book	75 Years of Fiat	Reprint	Fiat 850 owners manual
Book	Alfasud Owner's workshop manual	Magazines	Italian Cars - Sports & Classic
Book	Alfasud workshop manual	Magazines	Italian Cars - Sports & Classic
book	Cams, the official history	Magazines	Italian Cars - Sports & Classic
Book	Car Air-conditioning (125 Special & 130) service manual	Magazines	Italian Cars - Sports & Classic
Book	Cars of the Fifties and Sixties	Magazines	Italian Cars - Sports & Classic
Book	Cars of the Seventies and Eighties	Magazines	Italian Cars - Sports & Classic
Book	Dizionario Delle Auto 1970	Magazines	Italian Cars - Sports & Classic
Book	FIAT	Magazines	Italian Cars - Sports & Classic
Book	FIAT	Magazines	Italian Cars - Sports & Classic
Book	FIAT	Magazine	La Manovella - E Ruote a Raggi
Book	FIAT	Magazine	On Four Wheels, Volume 1, A - C
Book	FIAT - Reports of the Board of Directors	Magazine	On Four Wheels, Volume 2, C - G
Book	Fiat 124 Coupe/Spider & 2000 Spider workshop manual	Magazine	On Four Wheels, Volume 4, H - L
Book	Fiat 125 workshop manual	Magazine	On Four Wheels, Volume 5, L - N
Book	Fiat 125 workshop manual	Magazine	On Four Wheels, Volume 6, N - R
Book	Fiat 128 Owner's workshop manual	Magazine	On Four Wheels, Volume 7, R - S
Book	Fiat 128 Owner's workshop manual	Magazine	On Four Wheels, Volume 9, T - V
Book	Fiat 128 Owner's workshop manual	Brochure	Fiat Barchetta
Book	Fiat 1500 workshop manual	Brochure	Fiat Bravo
Book	Fiat 500 Workshop Manual	Brochure	Fiat Bravo Trofeo
Book	FIAT 508 BALILLA	Brochure	Fiat Fiorino
Book	Fiat 850 workshop manual	Brochure	Fiat Fiorino
Book	Fiat 850 workshop manual	Brochure	Fiat Panda
Book	Fiat 850 workshop manual	Brochure	Fiat Punto
Book	Fiat 850 workshop manual	Brochure	Fiat Seicento
Book	Fiat Cinquecento	Brochure	Fiat Seicento
Book	FIAT DINO - Ferrari by another name	Brochure	Fiat Seicento Hobby
Book	Fiat Pocket History	Brochure	Fiat Seicento Young
Book	Fiat Pocket History	Brochure	Fiat Uno van
Book	Fiat Pocket History	Brochure	Fiat Uno Van & Fiorino
Book	Fiat Serviceman's Digest	Brochure	The Fiat Group
Book	Forty Years Design with Fiat	Press Release	1,000,000 Fires
Book	Le Zagato - Fiat 8VZ, Alfa 1900 SSZ	Press Release	FIAT 128
Book	Panel Beating & Body Repairing	Press Release	Fiat Tipo (1988)
Owner's Manual	Fiat 1100D	Press Release	Fiat Tipo (1988)
Owner's Manual	Fiat 128	Press Release	Uno Selecta

Travel days for FCNSW Regional & Interstate club events – HVS vehicles

The FCNSW holds most of its events in the Sydney area, however members also attend events in regional NSW and interstate, and regional members travel to Sydney to attend major Sydney events.

It is not always possible, practical or even wise to travel to, attend the event and return home during the listed day of the event, as we have aging cars, and in some cases, aging members.

As such, members need to be able to attend regional & major local events under full HVS conditions, traveling immediately before, and returning immediately after the event.

Travel days have always been considered to be part of the event for HVS vehicle use.

Travel days are not considered to be personal use by the FCNSW, they are clearly part of attending the listed club event, specifically,

- regional or interstate events for Sydney members, and major Sydney events for our regional members.

To confirm this situation for members, the FCNSW calendar will define an appropriate event duration for regional & major events for HVS purposes, which will include any necessary travel days.

These travel days will be either side of the event date and will apply whether members are traveling individually, or as part of an organized convoy.

Not everyone will want to, or need to take advantage of these travel days, but the option needs to be available to members, and formally identified in the club calendar.

A regional Sunday event could include the Sat & Mon as travel days.

A full weekend event with overnight stay, could include the Fri & Mon as travel days.

The interstate based FIAT Nationals might require 2-3 days either side for travel, given some older classic vehicles are not capable of being driven continuously at full motorway speeds.

For the FCNSW, these events would typically be,

- NMHD (Berry venue)
- Autotalia (ACT)
- Extended weekend trips with overnight stays
- Interstate FIAT Nationals

Sydney based Shannon's Sydney Classic, and the annual club Concorso.

The club calendar will include a statement in the event description such as,

"The duration of this event for HVS purposes is (date) to (date), which includes the necessary travel days."

If a member with an HVS vehicle wishes to extend his journey outside the defined HVS event duration, there is no problem, but this use then becomes personal use and the additional days should be entered in the RMS log book.

Richard Dalziel

FCNSW – Historic Plates Registrar

The logo for the 'EMERGE FESTIVAL 2019' features the word 'EMERGE' in large, colorful, block letters (E: orange, M: pink, E: blue, R: green, G: yellow, E: purple) followed by 'FESTIVAL 2019' in a smaller, black, sans-serif font.

The 2019 Chatswood Street Fair will be held on Saturday 7 September.

The Street Fair is one of the largest single day event with four entertainment stages, more than 100 stalls and of course, the popular Street Fair parade that has over 1000 participants. We would love to see you and your group be part of the celebration and bring your community's colour to life. Floats and vehicles are encouraged to bring that extra vibrancy to the parade.

If you'd like to be part of the parade, please head to: <http://emergefestival.com.au/streetfair/> and fill out the Parade Participation form and download further information. The parade application closes in a month's time, Friday 26 July.

For any questions, please reply to events@willoughby.nsw.gov.au or call 9777 1000 to speak to an events team member.

We hope to see you at the StreetFair.

Regards, the Events Team.



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show



Motorclassica stands on the world's stage as Australasia's largest and most prestigious concours d'elegance and exhibition of classic and new exotic and prestige cars and motorcycles. In this it's 10th year, Motorclassica draws an affluent and engaged audience from around Australia and abroad for three days in celebration of the motoring lifestyle. Hosted in the world heritage-listed Royal Exhibition Building and its surrounds, more than 500 vehicles mix with fine food and wine, cinema, educational displays and more than 100 trade exhibitors.

Key features for 2019 include the annual outdoor club sandwich activation, gourmet food and wine, VIP Lounge, tributes to Bentley, Alvis, Citroen and Abarth and special guest ambassador, Sandra Button, the Director of the prestigious and world-leading Pebble Beach Concours d'Elegance in California, USA.

<https://motorclassica.com.au/>

FIAT LANCIA CLUB of WA

2020 TWO OCEANS TOUR

EXPRESSIONS OF INTEREST CALLED FOR

After running successful TWO OCEANS TOURS in 2016 and 2018, the Fiat Lancia Club of Western Australia is contemplating running a third TWO OCEANS TOUR in October 2020.

Tentatively, this event would run from Sunday 25th October to Friday 30th October 2020.

Preliminary discussions have indicated that the tour may start in Esperance and then proceed along the south coast to Albany before heading up to Perth via the Margaret River wine country. The tour would most likely depart Esperance on the Monday morning after a welcome and registration function in Esperance on the Sunday night.

We are looking to couple the tour with the annual ALL ITALIAN CAR DAY In Perth that may be held on the first week-end in November and follow up with several site-seeing short drives around Perth that would avail visitors to Perth the opportunity to see a number of the more popular tourist attractions within the Perth metropolitan area.

In order to give the organizers the confidence that this tour will be well supported and to identify sufficient accommodation along the planned route, it would be appreciated if anyone proposing to attend the tour would send an email with an expression of interest to Rob Rowbottam at pininfarina@fiatlancia.org.au . This does not bind you to enter and failure to express an interest at this time does not exclude you from entering when entry forms are released early in 2020.

PLEASE BLOCK THE ABOVE DATES OUT IN YOUR 2020 CALENDAR.