

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**



Concorso D'Eleganza Fiat Club of New South Wales 70th Anniversary Lunch

Social Meetings sponsored by the Bankstown Sports Club



Coffee break (write up)

7th December 2019
The General & Co Cafe



Our clubs last coffee break for 2019 was held at the General & Co.

A great venue with ideal parking for all of us to just drive in and walk around with our coffee in hand.

A small group of 12 members turned up in 11 cool cars. It is always enjoyable to see members bring other makes of cars. On the day we had an ALFA GT and a very immaculate ISO Rivolta Lele sit amongst our FIATs!

A big thank you to Mark for taking photos and sharing with the group on our clubs Facebook page.

Thanks to all who have come along to various social events during the year and have supported our club. We love that you are all such devoted FIATfanaticos and we wish everyone has an enjoyable and safe Christmas. We look forward to seeing you all in the new year.

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



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*Back Cover; Club Merchandise, Club Details, Event Notices;
Two Oceans Tour 2020 W.A; Membership Renewal Form*

New Members

A warm welcome to the following enthusiasts:

Leon Brizzi

Angie Summa - 1967 Fiat 124

John Bucciarelli - 1961 Fiat 600

X1/9

AUSTRALIA



X19.com.au

For everthing X1/9



Historic Vehicle Use - always remember to carry the following 4 items.
 Club Run - carry a "paper, not electronic" copy of the club calendar with the event listed.
 Personal Use - fill in your RMS log sheet before you leave - as fines & points apply.
 Certificate of Approved Operations (purple A5 sheet issued by the RMS).

DATE	EVENT AND LOCATION	HVS code	Pointscore
January 2020			
Sun 12th	Pizza + Pasta / Patio (Putney)	CE021021	Yes
Tues 14th	Social Meeting, Bankstown Sports Club	CE021041	Yes
Sun 26th	Australia Day Carnivale - Parramatta Park	CE021062	Yes
Fri 31st- Sun 2nd	Bathurst 12 hour	CE021013	No
February 2020			
Tues 4th	Oasis run, Lynwood Country Club. Pitt Town.	CE022040	No
Sun 9th	Coffee break / General & Co. (Leichhardt)	CE022090	Yes
Tues 11th	Fiat Club NSW AGM & Trophy presentation, Bankstown Sports Club	CE022011	Yes
Sat 15th- Sun 16th	Gnoo Blas Classic, 60 years of touring car racing; Orange NSW	CE022051	Yes
Sat 22rd	Burger Break / Superior Burger (Wakeley)	CE022022	Yes
March 2020			
Sun 8th	Fiat Club NSW President's Motorkhana	CE023080	Yes
Tues 11th	Social Meeting, Bankstown Sports Club	CE023011	Yes
Sun 29th	Auto Italia, Epic Arena, Mitchell, ACT.	CE023092	Yes
April 2020			
Fri 3rd- Sun 5th	Fiat Nationals, NSW	CE024030	Yes
Tues 14th	Social Meeting, Bankstown Sports Club		Yes
May 2020			
Tues 12th	Social Meeting, Bankstown Sports Club	CE025021	Yes
Fri 19th - Sun 21st	NSWRRC 6 Hour Regularity - Sydney Motorsport Park	CE025091	No
Sun 21st	National Motoring Heritage Day	CE025012	Yes
August 2020			
Sun 16th	CMC Shannons Classic, Sydney Motorsport Park	CE028061	Yes

WANTED - EDITOR FOR FIAT FOCUS MAGAZINE

The Fiat Club is looking for a motivated individual to take over the very rewarding role of **EDITOR** for its monthly magazine, FiatFocus, for next year due to the retirement of the current editor. Laptop and software and support supplied. Contact the committee to express your interest.

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.

CLUB COMMITTEE AND OFFICIALS

◆ PATRON

Mr Nat Zanardo OAM

◆ PRESIDENT

Warren Smith 02 9605 2301 / 0419 754 515
president@fiatclub.com.au

◆ VICE PRESIDENT

Domenic Squadrito
vicepresident@fiatclub.com.au

◆ SECRETARY

Robert Todarello
secretary@fiatclub.com.au

◆ TREASURER

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◆ COMPETITION SECRETARY

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assistcompetition@fiatclub.com.au

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webtech@fiatclub.com.au

◆ WEBMASTER Content

Lex Bongers
webmaster@fiatclub.com.au

◆ MERCHANDISING

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merchandise@fiatclub.com.au

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◆ HISTORIC PLATE REGISTRAR

Richard Dalziel 02 9489 3553 / 0412 709 228
histrego@fiatclub.com.au
Historic Plates form postal address details are:
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◆ MEMBERSHIP REGISTRAR

Cheryl Sandrin 0417 283 107
membership@fiatclub.com.au

◆ SOCIAL EVENT CO-ORDINATOR

Giovanni Ciampa 0410 336 987
events@fiatclub.com.au

◆ 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 Mark Weinberger and Martin Gallard for their contributions to this edition of Fiat Focus.

Cover Photo; The Abarth 124 Spider of Sylvia Brown at the concorso - Photo, L Aventi.

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 Wednesday 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.



Good grief! Another year has flown by and it is almost Christmas again. Which is when we start to think about the upcoming AGM in February. Please have a think about taking on a Committee position for the 2020 club year, as it is always the same old people who seem to fill the roles and new viewpoints and ideas are always welcome. We especially want a new Secretary, as Robert is moving to the country and will not be able to take on that role again. Lorenzo has already notified everyone that he is dropping out of the Editor position so a new person is really needed there. Don't be put off by thinking you could never do as good a job as Lorenzo has done for the past 5 years as you may just surprise yourself. Plus you will get plenty of support from the rest of the Committee.

Well, our annual Concorso d'Eleganza on November 3rd has been run and won at the second attempt but only just, as the weather was to turn for the worse later in the afternoon. Everyone was anxious to get away early, so the judging had to be done ASAP and the Presentation of Trophies brought forward. A big thank you at this point to the 8 judges who volunteered to judge the 28 cars entered. Interestingly, out of that number, 18 were registered with Historic plates, so we can probably assume that almost all of the cars are not the owner's primary transport, but a second or hobby car. All up, someone counted 49 cars on display in our area, so obviously quite a number of members are not interested in their cars being judged, or feel it is not up to standard. Thanks to everyone who brought their car anyway, as it makes for a much better display.

It was heartening to see so many members and friends attend our 70th Anniversary Lunch on November 17th. I believe there were over 90 there and although I can't declare the day a total success, I can say that I was pleased with the actual venue, especially as it had that separate glassed in room where we set up our memorabilia display. It was great to see some of our older members come along; notably Life Member John Godfrey, who drove down from the Gold Coast, ex Secretary and President Paul Kelly, 1970's member Trevor Boyle and of course our Club Patron Mr. Nat Zanardo OAM and his wife Gina. A big thank you for their significant efforts in organizing the day must go to Giovanni Ciampa, Cheryl and Adrian Sandrin, Susan and Kevin Halliburton and Tony Studans. As is traditional now, we had our current President and all ex-Presidents attending cut the magnificent cake.

The Motorkhana held on December 1st turned out to be a disappointment for those of us who put in the hard yards in preparing for it as there were only 8 competitors in the main event. But there were quite a number of juniors having a go in the Junior Clinic, and I think the juniors outnumbered the seniors for a change! My poor son Glenn had a busy day preparing the Club Cars for the juniors, fixing a security steel window covering on our office container and fitting a

second security camera plus doing maintenance on the first one. He had to make a trip to a hardware store for new hinges and bolts and another trip to get petrol for the cars. He had so much to do that he wasn't able to compete, even though he towed his "rail" all the way up there. I'm sure he'd like someone to volunteer to help him out on these days as it was only Michael and Glenn who got there early to set up and everyone else arrived close to 10 am (including me).

At the last Social Meeting we had a very lively discussion about Concorso judging methods, specifically the system we use for our annual Concorso and that I intend to use again for the 2020 Fiat Nationals Show'n'Shine. The final verdict was that those in attendance were happy for us to continue with this system and acknowledged that there is probably no perfect system for cars as diverse as those produced by Fiat over the past 120 years.

Speaking of the last Social, I'd like to again thank Alan Steele for donating another boxful of Fiat model cars. We now have quite a lot of models which will be used for future trophies.

The 2020 Fiat Nationals is fast approaching, so please grab a copy of the Supplementary Regulations and an Entry Form as soon as you are notified they are available – which won't be much longer.

My wife Diane and I wish all members and their loved ones a very Merry Christmas and Happy New Year. Please drive carefully over the silly season (it's other people who are silly – never you and I) and I'll see you at the January 14th Social Meeting.

Warren Smith - 2019 President



The cutting of the cake. Past and current presidents at the 70th anniversary Lunch, from left to right, Dave Filipetto, Ian Allison, Tony Studans, Warren Smith, Paul Kelly, John Godfrey and Club Patron, Mr Nat Zanardo.

Secretary's Report

Fiat Club NSW - Social Meeting Minutes – Bankstown Sports Club – 12 Nov 2019

Welcome: Warren Smith and Domenic Squadrito opened the meeting at 7:45 PM. **Apologies:** Wayne McGeorge, Steve Gotch, Steve and Chris Gorman, Cheryl and Adrian Sandrin & Robert Todarello.

New Members & Visitors: Nil attending.

Secretary's Report: Previous minutes published in Fiat Focus – no business arising. No Correspondence.

Ansell Park Report: Lawn was mowed approx. 2 weeks prior. Wayne McGeorge carried out some plumbing work. Water leak continues.

Competition Report:

Recent Events: 12 Hour regularity race at Winton 12-13/10/19. FCNSW finished 22nd FCVIC finished 23rd.

Next Events: Dec 1 Motorkhana .

Refer to Fiat Focus & the website calendars for full details of upcoming events.

Social Events:

Recent Events:

Sat 12 Oct - Coffee breakfast at The General & Co.

Sun 27 Oct – Norton St Auto Festa

Sun 3 Nov - Concorso D'Eleganza.

Kollektor Cars & Coffee break, last one to be held due to end of lease.

Next Events:

70th Anniversary lunch at Cavallino at Terrey Hills on 17/11 89 attendees confirmed.

Refer to Fiat Focus & the website calendars for full details of upcoming events.

Communications:

Editor is looking for someone to take over the Editor's role. Articles submitted by members have been very good and of high quality.

Facebook & Instagram going well, with over 634 members.

President's Report / 2020 Nationals Update:

Presidents recent trip to Italy attended the Malpensa Airport Car Museum of Bertone collection.

2020 Nationals – Next Committee meeting scheduled for 23/11. Email sent to other Fiat Clubs regarding the Supp Regs due on 15/11.

Fiat Fixations & ClassiFiats:

Lorenzo recently had a Power Steering issue with his Ritmo addressed and fixed by Nick at Mastertouch Automotive. Replacement parts for this are scarce in Australia. 2nd hand one was located with difficulty.

CMC Report: Nil report

General Business:

Alan Steele donated some model cars to the club to be utilized for Trophies.

Concorso D'Eleganza results have been provided.

Discussion regarding points allocation and judging sheet was discussed vigorously by members, however as suitable alternative could not be agreed on. Points sheet will continue to be used/ utilized by the FCNSW for show an shine events.

Meeting Closed / Next meeting:

Social meeting closed at 8:52 PM.

The next social meeting will be 14 Jan 2019 – 7:30pm at the Bankstown Sports Club.

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 TUESDAY 7th January 2020 Venue & Lunch T.B.A

MEET: McDonalds, Groves Ave. McGraths Hill. TIME: 9.30am for a 10.15 am departure.

DETAILS: Allana Flynn-O'Neile M: 0417 709 470

OASIS RUN TUESDAY 4th February 2020

Short run & lunch to Lynwood Country Club. Pitt Town.

MEET: From 10.00am onwards Bunnings, Victoria Ave. Castle Hill for coffee & shopping.

DEPART: 11.00am for a short run through the outer Hills District for lunch at Lynwood Country Club, Pitt Town.

DETAILS: Murray Irwin M: 0449 896 008

OASIS RUN TUESDAY 3rd March 2020

Picnic Day, Bobbin Head & Apple Tree Bay. Parking fees apply. Eligible Concession Card Holders can apply to NPWS for a free yearly pass. GOOGLE: NPWS concession pass application form.

OASIS RUN TUESDAY 7th APRIL 2020.

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

Depart: McDonalds Picton 10.30am.

Details Bill Robertson H:4681 8767 M:0408 064 153

Competition

I would like to thank everyone for taking part in our **motorkhana on 1st December 2019**. I hope a great day was had by all and we would love to see you at our next event. Please see our website at <http://www.fiatclub.com.au> for upcoming events. Please see the **results below**.

Cheers Mic Mac.

Provisional Motorkhana Results 1st December: 2019 FIAT Car Club NSW Motorkhana Championship, R1

O/R	Class	#	Entrant	Club	Junior	Class	X 4 Points	Bulls Eye	Gables	Straight Slalom	Serpentine	Double Bone	Total
							Adjusted Time	Adjusted Time	Adjusted Time	Adjusted Time	Adjusted Time	Adjusted Time	
1	1	6	Michael McGeorge	FCNSW		C	28.72	44.00 G	49.50	26.32	34.13	42.19	224.86
2	2	24	Warren Smith	FCNSW		C	26.81	38.47	51.19	31.94	36.65	49.24	234.30
3	1	18	Robert Polito	FCNSW		B	28.28	53.00 WD	50.58	28.15	38.97	42.75	241.73
4	2	9	Adrian Sandrin	FCNSW		C	28.75	29.72	56.28	38.22 F	40.72	49.97	243.66
5	3	4	Isaac Hansen	JDCA	Y	C	29.19	41.12	55.15	35.90	39.82	47.57	248.75
6	1	3	Vince Polito	FCNSW		B	28.47	45.59	58.63	36.31 F	38.97	42.94	250.91
7	2	16	James Mallyon	JDCA	Y	C	29.81	48.00	57.47	34.08	37.40	48.97	255.73
8	1	21	Nicholas Pana	FCNSW	Y	C	30.46	53.00 WD	62.78	40.90 WD	41.69	50.86	279.69

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 regardless of the "double the fastest"

Huntley Hillclimb.

The final round of the **Huntley Hillclimb** was run on **Sunday November 17**. Two members of the Fiat Club of NSW attended and even ran in a class to themselves (Type 4, 0-1600cc). Graham Bates in his Fiat 850 Coupe and Michael McGeorge (Mic Mac), Fiat 127, ran at the event. Graham achieved a best time of 34.59 sec to win class and Michael achieved a best of 35.59 to claim second in class. Photos from the event are included below. Michael and Graham are regular competitors at the Hillclimb and would like to see more drivers from the club join them to compete at these events. Day licenses are available and entry is around \$100 for the day which is quite affordable motorsport at a long time established venue. - *Editor*.



WANTED - EDITOR FOR FIAT FOCUS MAGAZINE

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2020 MEMBERSHIP RENEWAL

All 2019 memberships are due for renewal as at 31 December, 2019 (excepting those new members who have joined recently). Membership fees remain unchanged.

When renewing your membership, please ensure that you use the updated 2020 Membership Form which you will find included in this issue of Fiat Focus, or on our website www.fiatclub.com.au. Please email the form to membership@fiatclub.com.au, or mail to PO Box 3034, Bangor, NSW. 2234. Payment is via EFT or cheque. We do not have credit card facilities for payment at this stage.

PLEASE NOTE: Members turning 18

We currently have five types of membership - Full Member, Joint (Family) Member, Junior (12-18 years), plus Life and Honorary Member.

In the past Junior members turning 18 were expected to become Full Members (and pay the \$60 fee). Understanding that this age group in general is studying, and usually have very little money, the Fiat Club has decided to allow over 18 year old dependents of a member family to remain within the family group, and renew as a Family Member (at the lesser amount of \$10).

Kind regards

Cheryl Sandrin – Membership Registrar 2019

Notice of Annual General Meeting of the Fiat Club NSW Inc.

Dear Members,

Notice is hereby given that the Annual General Meeting of the FIAT Club of New South Wales Inc. will be held at 7:30 pm **Tuesday 11th February, 2020, at the Bankstown Sports Club, 8 Greenfield Parade, Bankstown, NSW 2200.**

Remember the success of any Club is based on its members participation, the Club and Committee is always looking for new people, new committee members, new ideas more social events and an understanding of what you the general membership want from the Club so far as events etc. (Social event, Drive Days, Family Picnics, Movies Nights, Outings to Restaurants)

All members are invited and encouraged to attend.

All committee positions will be declared open and nominations for all positions are sought.

Nominations may be sent to the Secretary (secretary@fiatclub.com.au) prior or made from the floor on the evening.

Nominations must be accepted by the nominee and seconded.

All members who attend and vote must be a 2020 financial member on the night, (1/1/2020 – 31/12/2020).

Send your nominations in now and avoid the rush.

Positions available for nominations are as follows:

PRESIDENT	VICE PRESIDENT	SECRETARY
TREASURER	COMPETITION SECRETARY	ASST. COMPETITION SECRETARY
EDITOR MAGAZINE	WEBMASTER	MERCHANDISING
PUBLIC OFFICER	HISTORIC PLATE REGISTRAR	MEMBERSHIP REGISTRAR

2019 CONCORSO D'ELEGANZA

The 2019 Fiat Club of New south Wales Concorso d'Eleganza was held at Gough Whitlam Park on Sunday November 3rd after it had been postponed due to heavy rains early in the week before the original date in September. Rain was forecast again on the rescheduled date but arrived after most attendees had left and the award winners announced. The timing of the downpour worked for the event but the rains were most welcomed after the very dry spell in Sydney and in the country.

A number of members brought along some of their 'old wares' as, in addition to the selection of parts on offer by Steve Gotch that are sought after, other members brought along some of their own spares and offered them for sale. In addition to these there were stalls offering books, magazines and model cars for sale. While sales were made these stalls also developed into meeting places for members and the public chat about friends, the club and their cars.



Thanks to the generous donation by long time member Alan Steele of a large box full of Fiat model cars, the trophies on offer to the award winners were highly individualised with their own Fiat model, from vintage to classic.



Despite the change in date there was still a very good turnout of members and cars. The modified section attracted a number of interesting vehicles that were quite tastefully enhanced to express their owners views. The Fiats of Joe Catena and Joe Auciello have been built with slightly ideas as to what their dream Fiat should be, however, looking at these vehicles it is clear that they have been immaculately prepared and looked magnificent on the day. Asato Tanaka's unique Fiat 500 had been damaged in an accident some time ago and was only completed on the Friday before the event after a long and meticulous rebuild supervised by him. The car looked great as always.

Continued next page...



2019 CONCORSO D'ELEGANZA

Every year there are a number of excellently restored cars on display and the vehicles from Saul Sher, Jodie King, Peter Beckerleg, Luca Bartolomei and many others were worth attending the event just to see. We welcomed back Kerry Maroney who had been a regular attendee and winner at the concorso in the 80s and 90s with his Fiat 850 Coupe which he has owned since new. I would also like to mention Anthony Suttor and Jenny Eade who made the trip down from Orange to display the only Fiat 128 from the club to represent the featured model. Anthony and Jenny travel down to Sydney for most of the major events on the club calendar and always manage to bring one of Turin's classics that have not been seen for a while.

The sedan and modern classes displayed some excellent vehicles on the day with



many being judged for honours. All the vehicles in the sedan class were a joy to see as the condition of the cars and their originality had many onlookers in awe and appreciated that these vehicles are here for us to enjoy. The convertible class was very close (so were the moderns) as they had to be rejudged to break the points deadlock. There is some pressure in the judging, but it is also interesting to be part of the

process and there are some things you can learn from the experience.

Many thanks to those who organised and helped on the day to made the Concorso the success it was. Thanks also to those who attended on the day; Ian Allison, Joe Auciello, Lorenzo & Carolyn Aventi, Luca Bartolomei, Luigi Bartolomei, David Barzan, Peter Beckerleg, Sylvia Brown, Tony Castiglione, Joe Catena, Graham Chegwiddden, Maxine, Adam, Evie and Ruby Chivers, Giovanni Ciampa, Gavin Daines, Bruno Dapcevic, Ross Di Bartolo, Lorraine Doel, Anthony Suttor and Jenny Eade,



Nick Filippetto, Dave Filippetto, Martin Gallard, Steve and Chris Gorman, Steve and Pauline Gotch, Kevin and Susan Halliburton, Greg Haywood, Murray Irwin, Jodie King, Paul Magagnino, Dean Martin, Wayne McGeorge, Tony Metcalf, Kerry Maroney, John Murn, Bruno Napoli, Paul and Kerri O'Neill, Paul and Nicholas Pana, Vince, Maria and Robert Polito,

Gerry Ricco, Tony Rinaldo, Sammy Russo, Dean, Sarah and Charles Ryan, Saul Sher, Ian Sinden, Warren Smith, Asato Tanaka, Doug Tory, Gavin Tory, Joseph Tringali, Mark Weinberger, Nick and Ben Vasile and Robert Petrone.

By Lorenzo Aventi, editor. Photographs by Lorenzo Aventi, Mark Weinberger and Martin Gallard.



2019 CONCORSO D'ELEGANZA RESULTS

Outright Concorso Winner - Jodie King – Fiat 600 Multipla

Best Fiat 128 (2019 Featured Model) - **Anthony Suttor – Fiat 128 Sedan**

CLASS WINNERS

CATEGORY	PLACE	NAME	VEHICLE	POINTS
Sedans	1 st	Luca Bartolomei	Fiat 600D	147
	2 nd	Bruno Napoli	Fiat 131	144
	3 rd	Gerry Ricco	Fiat 500	137
	4 th	Gavin Daines	Fiat 131 wagon	130
	5 th	Ross DiBartolo	Fiat 600	119
	6 th	David Barzan	Fiat 850 Sedan	117
	7 th	Nick Filippetto	Fiat 131	113
	8 th	Anthony Suttor	Fiat 128 Sedan	108
Convertibles	1 st	Mark Weinberger	Fiat X1/9	150
	2 nd	Murray Irwin	Fiat X1/9	149
	3 rd	Ian Sinden	Fiat X1/9	130
Coupes	1 st	Peter Beckerleg	Fiat 2300S Coupe	164
	2 nd	Kerry Moroney	Fiat 850 Sport	162
	3 rd	Doug Tory	Fiat 124 CC	152
Historic	1 st	Jodie King	Fiat 600 Multipla	169
	2 nd	Saul Sher	Fiat 600	161
	3 rd	Paul & Kerrie O'Neill	Fiat 500 Transformabile	149
Moderns	1 st	Sylvia Brown	Abarth 124 Spider	156
	2 nd	Warren Smith	Fiat 500X Cross Plus	155
	3 rd	Paul Magagnino	Abarth 500	154
	4 th	Robert Polito	Fiat Punto	129
Modified	1 st	Joe Catena	Fiat 131	154
	2 nd	Joe Auciello	Fiat 124 CC	151
	3 rd	Asato Tanaka	Fiat 500F	149
	4 th	Luca Bartolomei	Fiat 695	137
	5 th	Brian Dapcevic	Fiat X1/9	113
	6 th	Joseph Tringali	Fiat 124 Sport	111
Competition	1 st	Martin Gallard	Fiat 127	138



Jodie King, outright winner



Saul Sher - President's Trophy winner



Anthony Suttor - Fiat 128

A big **thank you** to this year's judges... *Lorenzo Aventi, Giovanni Ciampa, Brian Dapcevic, Murray Irwin, Dean Martin, Ian Sinden and Mark Weinberger.*

The President's Trophy was this year won by a Fiat Club of NSW member, Saul Sher, whose Fiat 600 was judged by all four club Presidents to be worthy of the 2019 trophy. The way this works is that all club Presidents choose a car from their own display and then one winner is "elected". Not an easy task among so many fine cars I can assure you!

Thank you to all other helpers and even just for turning up on a day with rain definitely forecast. We had 49 cars in the park and our area was constantly filled with owners and spectators. I hope everyone made it home before the rain. W.S.

2019 CONCORSO D'ELEGANZA



Above left to right; Jodie King's Multipla, this year's concorso winner; Doug Tory's 124; Gerry Ricco's 500



Above; The ever smiling Peter Beckerleg and his 2300S Coupe



Luca Bartolomei - Fiat 600 and 500



Paul O'Neill - Fiat 500 N



Bruno Napoli - Fiat 131 Superbrava Mk3



Kerry Maroney - Fiat 850 Sport



2019 CONCORSO D'ELEGANZA



Above left to right; Saul Sher - 600, President's Trophy winner; Anthony Suttor - Fiat 127; Warren Smith - 500X



Murray Irwin - X1/9



Ian Sinden - X1/9



Martin Gallard - 127 race car



Asato Tanaka - 500



Joe Catena - 131



Paul Magagnino - Abarth 695 Maserati



Mark Weinberger - X1/9



2019 CONCORSO



Above, L to R; Sammy Russo - 128; Ben Vasile - 500; Brian Dapcevic- X1/9.
Below, L to R; Steve Gotch - Fiat Coupe race car; Paul Pana's 127 and Paul O'Neill's 500N; Charles Ryan - X1/9.



Above, L to R; David Barzan - 850 sedan; Diran Fabricatorian - 500 Abarth; Sarah Ryan - X1/9.
Below, L to R; Luca Bartolomei - 500; David Filippetto - 124 Sport; Nick Filippetto - 131 Superbrava Mk 2.



Above, L to R; ; Robert Polito's Punto Sport; Lorenzo Aventi's Ritmo; Fiat Ritmo Sport.

2019 CONCORSO D'ELEGANZA



Above, L to R; Dean Martin – X1/9; Ross Di Bartolo - 600; Robert Petrone - Abarth 500
Below, L to R; Giovanni Ciampa—X1/9; Gavin Daines - 131 Wagon; Garry Oliver - X1/9.



Above, L to R; Greg Haywood – X1/9; The X1/9s of Ian Sinden, Brian Dapcevic, Sarah Ryan and Charles Ryan; Joe Tringali 124.
Below, clockwise; Joe Auciello 124; a different view of the Multipla; John Murn’s Iso Lele ; Mark Weinberger X1/9s.



Pizza break!

come join like minded **FIAT** enthusiasts enjoy pizza and pasta...



the location

When: Sunday 12th January 2020

Where: **Patio @ Putney**
83 Charles Street,
Putney NSW 2112

Time: 5:00pm - 8:00pm



CARNIVALE break!

come and visit CARNIVALE 2020 to celebrate Australia Day with other car enthusiasts and enjoy all things automotive...



the location

When: Sunday 26th January 2020

Where: **Parramatta Park**
Corner Pitt St & Macquarie St,
Parramatta NSW 2150

Time: 9:00am - 3:00pm



CARNIVALE



Coffee Break!

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



this month's location

When: Sunday 9th February 2020

Where: **The General & Co. Bayside Cafe**
38 Frazer Street
Lilyfield NSW 2040

Time: 9:00am - 11:00am



Burger break!

come join like minded **FIAT** enthusiasts enjoy a burger at sunset...



the location

When: Saturday 22nd February 2020

Where: **Superior Burger**
Shop 5, 30 Bulls Road,
Wakeley NSW 2176

Time: 6:00pm - 10:00pm

**SUPERIOR
BURGER
+ BAR**





Day 1.

When: Friday April 3rd

What: Supersprint

Where: Wakefield Park Raceway

Cost: \$210 entry

Woodfire Oven Pizza Welcome Dinner

Mercure Hotel

Adults \$10 / Kids 5-12 \$5 / Under 5 Free

Day 2.

When: Saturday April 4th

What: Fiat of Italy Cup Motorkhana

Where: Sutton Road driver Centre

Cost: \$50 entry

Saturday Night Roast Buffet & Mega Raffle

Mercure Grand Regent Room

Adults \$20 / Kids 2-12 \$10

Day 3.

When: Sunday April 5th

What: Show & Shine

Where: Montague Street Goulburn

Cost: \$20 entry

Presentation Dinner

Mercure Grand Regent Room

Adults \$50 / Kids 2-12 \$10

Our Sponsors.



www.fiatnationals.com



2020 Fiat Nationals Accommodation Packages - Sponsored by Mercure Goulburn

The Mercure Goulburn will be your one stop for all 2020 Fiat Nationals social events. The Mercure Goulburn has supported the 2020 Fiat Nationals with some special room packages from Thursday 2/4/20 night through to Sunday 5/4/20.

Room only rates are as follows;

- Superior Queen rooms (1 x Queen bed) - \$149 per room, per night
- Superior Twin rooms (1 x Queen bed + 1 x single bed) - \$159 per room, per night
- Superior Twin rooms (2 x Queen beds) - \$169 per room, per night
- Privilege King rooms (1 x King bed, Nespresso machine) - \$179 per room, per night
- Privilege King Spa rooms (1 x King bed, Nespresso machine + spa tub) - \$189 per room, per night
- Apartments (1 x Queen bed, 2 x Single beds + sofa bed which can be made into a bed) from \$199 per room based on 1-2 people in room + \$10 per person for every extra person
* additional charge is to cover the cost of linen
- Apartments (1 x Queen bed, 3 x Single beds + sofa bed which can be made into a bed) from \$199 per room based on 1-2 people in room + \$10 per person for every extra person
* additional charge is to cover the cost of linen

These rates apply for bookings made directly with Mercure Goulburn, NOT ONLINE
You can book via the following;

- Call reservations on: (02) 4822-5445
- Email reservations on: reservations@mercuregoulburn.com.au
- Email (Yvonne) on: events@mercuregoulburn.com.au

THE BOOKING CODE IS: G-2007 – FIAT CAR CLUB NSW

A valid credit card will be required at the time of booking. Cancellation fees will apply after 2pm the day prior to arrival date. (This time frame will also apply if anyone needs to reduce their stay).

Fiat Club 70th Anniversary Lunch

The much anticipated 70th anniversary lunch commemorating 70 years of the Fiat Club of New South Wales was held on Sunday November 17 at the Cavalino Restaurant in Terry Hills and was well attended by some 90 members, family and guests.

Some of the long time members came along to share in the celebrations as did our supportive patron Mr Nat Zanardo. An impressive display of club memorabilia was set up in a room of its own and was visited many times during the afternoon. The centrepiece was a display of model vintage Fiat cars that had been donated by Ted Ansell in 1974 for the Club's 25th anniversary.



A monitor was set up in the main room showing a number of old films depicting club activities as well as hundreds of photographs from an extensive archive held by various members.

A very large cake was specially prepared for the day which had the Fiat Club 70th anniversary logo as well as some historic photographs iced onto the cake's topping...

After everyone had eaten, speeches from Warren Smith, Paul Kelly and Nat Zanardo told of the Club's achievement at existing for so long and the people that have been a part of the club over the past 70 years that have contributed to its wonderful success.



The cutting of the impressive cake was done by the past and present club presidents in attendance; John Godfrey, Paul Kelly, Ian Allison, Dave Filippetto, Tony Studans and Warren Smith. Afterwards, there was a couple hours more of mingling, catching up with past friends and going back and looking at the memorabilia and photos again and again.

It seemed that everyone had a good time and thoroughly enjoyed the day. Very special thanks to those who helped organise the event and make it a memorable occasion; Giovanni Ciampa, Cheryl and Adrian Sandrin, Susan and Kevin Halliburton, Tony Studans and Warren Smith. *By Lorenzo Aventi, editor. Photos, Mark Weinberger, LA.*

Fiat Club 70th Anniversary Lunch



Photos above, left to right: Tony Studans takes the mike around to get some thoughts from Tony Metcalf; Warren Smith and Alan Steel sharing their club stories from the past; Nat Zanardo giving his tribute to the club and to those present. Below, left to right: Paul Kelly recounting a Fiat Nationals from a long time ago; Isabella Bruzzese and Vince Bruzzese; Maurizio Puglisi and Domenic Squadrito (*looking rather cheeky*)..



The memorabilia room received a constant stream of visitors all through the day. From left to right, Maurizio Puglisi, Lorenzo Aventi, Domenic Squadrito, Ian Allison, Steve Gorman and Ross Smith.

Fiat Club 70th Anniversary Lunch



Ross Smith reflects while Ian Sinden is listening to the speech by Paul Kelly.



Above: the dining room managed to accommodate our rather large gathering. Below, Tony Studans continues his interviews with long time member, Roger Malcolm. Also in the photograph are Paul & Yvonne Kelly, Norm & Inez Mitchell, Adrian Sandrin, Richard Dalziel, Gary and Gaye Oliver and Dean Martin.



Kevin Haliburton proudly holds the Fiat Club Trials trophy last awarded and won by him in 1972. It is the oldest perpetual trophy the club has in its possession.



Some long time members, Steve and Pauline Gotch, Ross Di Bartolo, Roger and Karen Machin, Vince Bruzzese and Vince Bruzzese, Robert Todarello, Linda Bruzzese, Allan & Dianne Steele and Lorraine Doel.



The celebratory cake flanked by portraits of George Simmonds and Ted Ansell with their race helmets also on show. The cake icing depicts some old photos from the archives.

Fiat Club 70th Anniversary Lunch

Club Memorabilia

The memorabilia room at the 70th anniversary function for our Fiat club showcased some of the articles of historic significance and interest the club has in its possession. For the more recent members the history of the club is there to explore and find some of the interesting stories that have come from 70 years of existence and of passion from many individuals that have passed through the membership. Below are some examples of the historic and interesting items that the club has .



Above: A collection of Fiat Club badges from the original Fiat 500 Club to the 60th anniversary sticker. Below: the first trophy awarded by the club for a hillclimb in 1950; Various memorabilia including photos, newspaper clippings and a list of members that have served on the committee; 1991 Fiat National Rally badge; 20th anniversary placemat from 1969.



Many thanks to the club members, their families and friends who attended the 70th anniversary celebration; Ian Allison & Lindsay Cox, Lorenzo Aventi, Trevor & Pam Boyle, Vince Bruzzese, Isabella Bruzzese, Vince and Linda Bruzzese, Helen Carmichael, Tony Carneval, Tony & Pina Castiglione, Graham Chegwidde, Giovanni and Liz Ciampa, Richard & Judith Dalziel, Ross Di Bartolo and Susan Gay, Lorraine Doel, John and Sandra Down, Dave Filipetto, Nick Filipetto, Martin, Rebecca, Abby & Ella Gallard, John Godfrey, Steve & Chris Gorman, Kevin & Susan Halliburton, Cynthia Hunter, Murray Irwin, Mark Joris, Paul & Yvonne Kelly, Jodie King, Jo Kyle, Roger & Karen Machin, Roger & Sue Malcolm, Dean Martin, Wayne McGeorge, Tony Metcalf, Norm & Inez Mitchell, Gino Molinteno, Joe & Jan Mullaly, Graham & Margaret Mumby, Heather Murray, Gary & Gaye Oliver, Paul & Kerri O'Neill, Steve & Pauline Gotch, Maurizio & Lucy Puglisi, Barbara Ross, Dean, Sarah & Charles Ryan, Adrian & Cheryl Sandrin, Ian & Chris Sinden, Warren & Diane Smith, Ross Smith, Domenic & Bernadette Squadrito, Alan & Diane Steele, Tony Studans & Sue Porter, Robert & Lisa Todarello, Doug Tory, Gavin & Sue Tory, Nick Vasile, Ben Vasile, Mark Weinberger and Nat & Gina Zanardo.

We chose the Rear Engine... *by Dante Giacosa*

In the 1950s, Fiat began production of small rear engine cars that continued in various factories up to the 1970s with 500, 600, 850 and commercial vehicles (though the 126 / Niki lasted until the 1990s). Why did Fiat commence and continue production of this layout when other manufactures remained with the traditional front engine rear drive layout. Renault started with rear engine cars at this time but gradually moved to front wheel drive through the 1960s and BMC introduced the revolutionary Mini with its transverse front wheel drive layout in 1959.

An explanation may be found in an article that Dante Giacosa prepared in 1959. Here, he detailed the reasons he and Fiat decided to go with the rear engine in the 600 and subsequent other small vehicles. This article is reproduced below for your enjoyment. - *editor.*

We chose the Rear Engine- DANTE GIACOSA

Local conditions have produced distinctive features in the Italian small car which differentiate it from other European vehicles. Narrow, tortuous mountain roads call for high qualities of steering, road holding and braking with strong suspension and body work. Marked temperature and altitude differences create engine cooling and car ventilation problems. Diversities in mentality, education and taste in different Italian regions have their effect on style but dimensions must be kept to a minimum to facilitate traffic driving and reduce the space required in garages and parking places.

The designer aims to carry the greatest practicable number of people at the lowest possible cost. Most economy cars are capable of carrying four persons, of which at least two are so comfortably seated that they can embark on a long ride without dreading unreasonable discomfort. A two-seater does not represent the most economical use of materials, as it is practically impossible to design and build a four-wheeled two-seater at half or little over half the cost of a four-seater.

Influence of weight on cost

In Europe, for cars produced at a sufficiently high rate of over 350 a day, cost of materials represents more than

50% of production cost. Simplification of design, reduction in number of components and cuts in manufacturing expenses gave therefore a relatively small effect on cost. Suppose we have a 1,320 lb. [600 kg.] car in which cost of materials including tyres accounts for 65 % of the total cost. If this design were cut down to weigh 1,100 lb. [500 kg] , a 16.7% weight reduction, the saving due to materials alone would be only 11 %. As poorer finish and quality are usually acceptable in lighter and smaller cars, further savings might be made by reducing tooling costs and manufacturing times, but the percentage reduction in cost still does not match the percentage weight reduction. Cost per lb. becomes higher as the car becomes lighter. However, the designer must build the car as light and simple as possible, and weight is an approximate index of cost. How is weight affected by general layout, size, performance, driving comfort and styling?

General layout and weight

The three-wheeler is one way to simplify design and cut costs, but it has poor lateral stability. The track of a three-wheeled car would have to be 1 ½ times the track of a four-wheeler with its centre of gravity the same height to have the same lateral overturning limit. This means higher frontal area, greater

engine power for the same speed and more weight. Tyres must also be larger than those of a four-wheeler and with the same weight. Among four-wheeled cars we have a choice of three engine-drive layouts; front engine-rear drive, front engine-front drive, rear engine-rear drive. Engineers can now obtain the same performance and handling qualities from any of the three. The choice depends solely on economic considerations. Which will give the desired safety, performance, comfort and style with minimum overall dimensions and weight?

Front engine-rear drive is least suitable because of the extra weight and cost of separate drive shaft and differential casing and the intrusion of the drive shaft tunnel into the body space. Engine and drive should be concentrated at the front or rear. Fiat built various prototypes having the same passenger and luggage space and the same engine. The rear-engined model had the smallest overall dimensions, the lightest weight and therefore the lowest cost. The length of the front-drive car could have been reduced if the engine had been mounted transversely but there are fundamental technical factors which make it very difficult to design an engine mounting which will effectively prevent vibrations being transmitted to the body.

Continued next page

DANTE GIACOSA, Chief Engineer of Fiat, reveals the Technical Background to the Design of the Fiat 600.



The constant velocity universal joints required for front-wheel drive shafts are rather costly and it is more difficult to secure a small turning circle, an important requirement on small cars, which are often handled by people who wish to penetrate into the most unlikely places.

The main problems to solve on a rear-engined car concern road holding on curves, engine cooling and engine protection from dust and water. On slippery roads and snow the rear-engined car is at its best, as optimal road "bite" is obtained.

On styling, I prefer a short bonnet as it improves visibility, gives the driver better road "feel" and improves the general proportions. The only serious objection is the impossibility of deriving a station wagon with rear door from the standard saloon, but we can instead have a practical forward-control type like the Multipla, using nearly the same mechanical components.

Size and weight

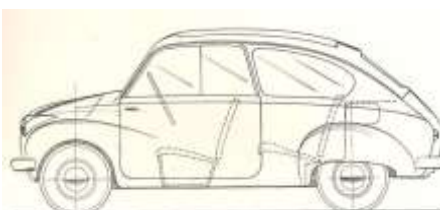
The larger the car the heavier it is, but in what proportions? Taking a car like the Fiat 600, we have found that adding one inch to the width puts up the weight by 8.4 lb. but, if one raises engine power to preserve the same performance, the increase is 10.5 lb. Adding one inch to the length of the passenger space has less effect; about 5.5 lb if seats remain unchained, but if re-styling of front or rear end is included to preserve the harmony of proportion, it may cost 6.7 lb. As the cost of these various weight variations is relatively low, it might be thought that one could well increase interior space after the design has been drawn up, but compactness has practical advantages and examination of the most popular economy cars shows a surprising degree of agreement between designers on the best compromise in interior space.

Assuming equal stresses in the components, higher performance means higher weight and cost. To find out exactly how much, we assumed that weight of body, suspension and wheels remained constant but gearbox, clutch, radiator, battery, exhaust silencer and fuel tank would be scaled up in proportion to engine size. Taking a car with 50 m.p.h. maximum speed as the

basis of comparison, our calculations showed that increasing the top speed to 80 m.p.h. entailed a weight increase of only about 14 per cent. But the lower the maximum speed, the longer the vehicle is driven at or around that speed, so the components must be relatively sturdier; therefore the real weight increase for higher speeds would probably be less than the estimate.



Finally, we considered the effect of performance on running costs. We found that engine capacity changes had a relatively small effect as major items like insurance, amortisation and maintenance remained practically constant. However, these things must be



Above - Preliminary drawing for the coachwork of the future 600, dated 21 July 1951. The final version was to be more bulky and more streamlined. From "forty Years design with Fiat" by Dante Giacosa

taken into account and considering present-day traffic requirements I believe that for European markets a top speed of around 60-65 m.p.h. is most suitable.

I would like to emphasise that for a given weight of engine, gearbox and power train, rear-engined or front-drive layouts allow a bigger engine to be used, as the clutch-gearbox-axle unit is lighter than on conventional cars. Air-cooled and water-cooled engines giving the same power have substantially the same weight because to have the same life and reliability the air-cooled engine must have a larger piston displacement. Design investigations for the Fiat 500 showed that an air-cooled engine can give a small saving in cost, provided an increase in noise is tolerated.

Stability in Curves

Conventional layout with non-independent rear wheels, and approximately equal front-rear weight distribution makes it easy to obtain satisfactory stability entering a curve, in the curve and leaving the it. But rear-engined cars with independent rear wheels pose a difficult problem, especially if production costs restrict the designer's freedom. Even if the behaviour in the curve is satisfactory, the car may be unstable entering and leaving the curve. On the 600 an immense amount of patient experiment and development was required before we arrived at a satisfactory solution. We dropped the roll axis at the rear as low as we could without introducing costly complications into the design and raised it at the front. A special method of clamping the front leaf spring raised the roll centre, thus helping to produce understeer, without the cost of an anti-roll bar. Finally, a great improvement in handling was obtained by careful attention to steering geometry and kingpin angles.

To sum up, one may say that, for equal passenger room, all-front or all-rear power units are lighter and therefore more economical. The rear-engined car appears to be the smallest and the lightest and therefore the cheapest to produce. Its construction is simpler and it has important advantages in safety.

From Automobile Year, 1959.



Coffee break (write up)

10th November 2019

Kollektor Cars & Coffee



The Kollektor Cars + Coffee venue in Leichhardt has always been a great spot to gather for our club coffee breaks. Unfortunately, this one will be the last one as Robert's lease has ended and he is now looking for a better venue with bigger parking facilities. We eagerly look forward to supporting Robert with the rebirth of Kollektor when a new location is found.

Until then the FIAT Club of NSW has been grateful to his hospitality, in allowing our members and their cars to visit and enjoy the relaxed and friendly automotive atmosphere he had created.

Many of our club members came to farewell the old venue, putting on show a great variety of old FIATS!

Ciao

Giovanni Ciampa

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



5TH
ANNIVERSARY

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I recently found an **Australian Automotive yearbook from 1968** and while it contained all manner of interesting statistics I was most interested in the **number of Fiats sold for that year.**

The figures show that **new Fiats of all types registered for 1967 totalled 2276**, which was an increase of 702 over the **1574 vehicles sold in 1966**. These numbers included passenger cars (including coupes and wagons), light commercial vehicles and trucks.

Below is a break up of the 1967 Fiat sales figures for its various models;

Fiat 850 - 753, Fiat 1100D - 17,
Fiat 124 - 792, Fiat 1500 - 461.
Fiat 125 - 30, Fiat 1800 - 11,
Fiat 2300 -149, Light commercial 56,
Trucks - 7, = Total of 2276 cars.
It is interesting to see that the 1100D

and 1500 had sold some units. The 1100 continued kept in production for some time after the 124 was introduced due to the high demand that still existed for this car. It is also obvious that the replacement of the 1500 by the new 125 was happening at this time. Included in these figures were 48 station wagons and the light commercial vehicles were made up of 4 utilities and 52 panel vans.

Compare to other Italian marques sold, there were **563 Alfas, 36 Lancias and 6 Ferraris** newly registered for the year.

The last **Shannon Auction** to be held in Sydney was conducted on Monday November 18. Sales of interest included a 1960 **Autobianchi Bianchina** Trasformable, which is based on the Fiat 500, sold for \$32,000, a 1976 Ferrari

Dino 308 GT4 Coupe sold for \$ 81,000, a 1977 **Ferrari 400 GT** manual for \$ 110,000 and a white 1972 **Ferrari 246 GT** Dino Coupe for a mere \$450,000.



The **NSW Road Racing Club** have scheduled their **6 Hour Regularity Relay** for the weekend of May 16 - 17, 2020 instead of the usual Easter date. Check out their advertising flyer on page 27 of the magazine as you will see there are two of the **Fiat Club team cars** included in the advertisement.

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)
- Autoitalia (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, May 2019.

Historic Vehicle Use - always remember to carry the following 4 items.

Club Run - carry a "paper, not electronic" copy of the club calendar with the event listed.

Personal Use - fill in your RMS log sheet before you leave - as fines & points apply.

Certificate of Approved Operations (purple A5 sheet issued by the RMS).

FCNSW membership card - to confirm your financial status.

Jeep Boss talks up PSA merger;

A lot of synergies' in planned FCA-PSA merger, says Jeep global president

10 Dec 2019 By BYRON MATHIOUDAKIS
From GoAuto (goauto.com.au)

THE head of Jeep worldwide has reiterated the advantages of the pending merger between Fiat Chrysler Automobiles (FCA) and France's PSA Group, saying the individual strengths of each corporation under focused leadership would significantly enhance both entities.

Speaking to Australian journalists at the Jeep Gladiator international launch in Queenstown, New Zealand, this week, Jeep global president Christian Meunier said that while it was too soon to reveal details due to the pending nature of the merger, each brand within the organisation was looking forward to the deal.

"I cannot talk for the (PSA) corporation, and the discussion is obviously ongoing between the two groups, but I can say there a lot of progress has been made between the two corporations," he said.

"The willingness to make it happen is quite significant. We see a lot of synergies, we see a lot of actions we can take."

The proposed merged group – owned 50/50 by FCA and PSA – will create the world's fourth-largest motor manufacturer with annual production of 8.7 million vehicles.

With several years at the Renault-Nissan-Mitsubishi Alliance, including heading up Nissan North America, Nissan Canada, Nissan of Brazil and (briefly) Infiniti globally, Mr Meunier has worked extensively with Groupe

PSA chief executive Carlos Tavares.

"I have worked with Mr Tavares when I was head of Nissan in Brazil and he was my boss of The Americas," he said.

"He's a superb leader, and outstanding leader, and very driven.

"I think it can really be a great combination between him and Mr Manly – we would have a hell of a duo of executives, if it happens, to lead two very strong corporations. But there is a lot of discussions ongoing."

Mr Meunier would not be drawn into any other details of the merger, including when it is likely to be completed and announced.

"It's a complicated issue between the different regions," he said.

"But both companies are trying to make it happen quickly and in the right way."

Meanwhile, FCA Australia president and CEO Kevin Flynn declined to comment on implications the merger would have on the Australian side of the business.

"We're looking forward to it, but I actually do not know anything else beyond what Christian has just said," he said.

"It is far too early in the piece... and everything I know you probably already know too.

Mopar announces Lancia Delta Integrale heritage parts

Tony Markovich - Autoblog
Back in April, 2019, Fiat Chrysler Automobiles (FCA) announced the Heritage HUB, a facility built specifically for classics from FCA's Italian brands. As part of the mission to preserve,

restore, and showcase the best vehicles from past decades, FCA and Mopar are now launching Heritage Parts, a service that will make available reproduced spare parts for old, rare cars. The line's first model is the Lancia Delta Integrale.

FCA is starting with front and rear bumpers, seen in the photos above, for the Delta HF Integrale and the Integrale Evoluzione. The parts are recreated using the original molds and the same original materials, not fiberglass. They will be delivered to the customers unsanded, unprimed, and unpainted. The old equipment was apparently found left for dead at the San Benigno plant outside of Turin, Italy.



To create the parts, plastic granulate made of a polymer thermoplastic called POCAN S1506 is injected into the die cavity at a high temperature. FCA says it has a high heat resistance and staves off stress cracking and moisture absorption. The Evo variant uses Xenoy CL101, a different type of polymer thermoplastic that is solvent-resistant and quite flexible at all temps.

The new parts can be purchased directly from the online Mopar store. The front bumpers for both models are listed for £1,404.00 (\$1,843) before taxes, while the rear bumpers are listed for £1,242.00 (\$1,631) before taxes. More models are sure to be added to the list soon.



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FOR SALE - 2013 ABARTH 695 ASSETTO CORSE RACE CAR IN LEFT HAND DRIVE.

TRAILER IS NOT INCLUDED IN SALE. This car represents good value as the other 3 have recently changed hands for more money. It's a turn-key race car. Nothing needed to be done. Just add fuel. Sister car to the 3 Bathurst Abarth 12hr cars from 2014. Only 4 remaining in the country. Much faster than an Abarth 695 Biposto which is almost twice the price and has a gearbox harder to operate.

Details of the car: 2012/13 Abarth 695 Assetto Corse Evo, 940kg - in largely factory supplied condition. 215hp and 300Nm 1.4 Turbo (can show dyno sheet 147kw @ front wheels with 105RON race fuel). Engine has all original factory security tabs. It's a factory engine with factory turbo. 6 speed Sadev sequential dog-ring transmission with integrated LSD, twin plate ceramic clutch and flat-shift gearbox controller (No clutch needed to shift up gears).

305mm front brakes with 4 spot Brembo callipers, rear 240mm. Has manual front/rear bias adjustment. SHOX Extreme coil over suspension with height and damper adjustments. Fully rebuildable. 17x7.5" Oz Racing wheels unique to the later model Assetto Corse.

AiM MXL Pista dash with datalogging and GPS timing. 6 point Sabelt harness, Sabelt fixed-back seat, Sabelt window net and removable Sabelt alcantara steering wheel. All windows are lexan except the windscreen which is a factory item. FIA approved roll cage with paperwork. Only travelled 2580km. All fluids and filters changed regularly with Motul lubricants. Front hubs and bearings recently changed. Recently performed wheel alignment and corner weighting for 80kg driver.

Car is generally well looked after with no serious damage and has not been in any accidents. Front guards have minor damage on the inside from tyre contact - 2 undamaged guards will be supplied with the car. Will throw in new front bearings, spare pair of front knuckles, fresh injectors on rail and loom, starter motor and alternator. This car has been used for track days, super sprints and regularity events. It's a lot of fun to drive and has taught me a lot. Only wanting to sell to move to a RWD based track car. The numbers are stickers and can easily be removed.



THIS VEHICLE DOES NOT QUALIFY FOR REGISTRATION IN AUSTRALIA EXCEPT FOR RALLY CONDITIONAL REGISTRATION Happy to negotiate on RaceKing trailer with sale of car. Trailer has ramp angle of 3-4 degrees and has a hydraulic lifting/lowering function. No need to remove the splitter from the front of the car for loading and unloading. (12/19)
Price is \$50,000ono for club members. (12/19)

Contact Iain Shannon 61 414 241 345



FOR SALE - FIAT 500.

Unfortunately I need to sell my bambino. I would like sell to a decent club member!!

Club Price is \$18500 neg. (12/19)

Contact **David Virgona**

[0421658895](tel:0421658895)



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) **PRICE \$14,000.00 ono.** Contact Steve Gotch **0408 89 1950 (after hours).**



MASTERTOUCH
AUTOMOTIVE

Repairer and Restorer of all Italian makes and models
Tel: (02) 97362612 Web: mastertouchautomotive.com.au
24 Lords Rd, Leichhardt NSW 2040

FOR SALE

Fiat 124 AC Coupe for sale. Original condition, Sound body. On club plates (not transferrable). (10/19)

Asking \$12,000.

Contact Joe Di Marti **Mob. 0415 038 818**

Email joe.dimarti@telstra.com



FOR SALE

I have my "Polizia" Fiat 500 car trailer I've owned for 21 years that I now wish to sell. it is a handmade trailer with no chassis number, so it needs a blue slip. The brakes rotors were replaced, good 124BC callipers and pads, new master cylinder and flex brake lines.

lights were all working. I have a new jockey wheel I can include. Comes with Alloy ROH 5.5"x 13. 98PCD

looking around \$1000 or \$1100 with the 131 momo's.

Suit 500, Niki, 600. measurements are shown in the photos. Let me know can only sell it once. (11/19)

Regards, Tony Rinaudo @ Fairfield Heights NSW. Mob 0409 188 627



FOR SALE - Fiat 132 GLS

My car is a 1976 Fiat 132 GLS. 1.8 litre manual sedan. Paint-work, tyres and upholstery all very good. Registered and goes well. One owner since new. I read that this car is very rare with only 2 or 3 in the U.K. I don't know how many are in Oz. I am asking \$8500 O.N.O. Regards Allan. (10/19)



Contact Alan; arodjaco@gmail.com

Fiat 124 Parts

I was a proud Fiat 124 Sports AC owner for over 20 years. I ended up selling it but I still have a range of spare parts under my sister's house in the Blue Mountains. I plan to be cleaning these out soon. Rather than just throwing them out, I thought I would see if they are of use to someone. They are free to a good home - just need to pick them up. I am not sure what is there but can check soon. (10/19)

Name: Neil Anderson

Email: neiland1959@outlook.com

Fiat 500 engine; Getting rid of surplus bits collected over the decades. First up is a Fiat 500D engine complete for all bits except the top air filter tin ware. Engine turns over, clutch plate looks new etc As you can guess I cannot post it so its pick up only at Pennant Hills. Sell for \$500.00, feel free to ask any questions or PM me on FACE BOOK. (11/19)

Dean & Sarah Ryan H) 02 9484 2346 email: dean.sarah1@optusnet.com.au.



FOR SALE

I have an Autotecnica 13" polished wooden steering wheel and matching gear lever knob for sale. Both in good condition, but will need an Autotecnica wheel boss kit to fit a Fiat unless you have one already. See autotecnica.com.au, located in Melbourne. (11/19)
\$110 for both. Pickup from Berkeley Vale or I can post them out.

Email Remmert de Vroome at remmdevroome@gmail.com



FOR SALE

124 ac sport for sale -- has some rust as per normal-- has been converted to 132 engine possible 1800 -- the major problem is it was restored at one time and it had been sprayputted , this is lifting in places. I have other projects to do and at my age they are more important to me. It also needs a new windscreen but the rest is pretty well complete-- supplied is a new dash cover to be fitted and some other new bits. All I am after is \$3000 ono. (11/19)

Please contact me by email or phone **0423940791**.

Neil thrift **Email: neil_t51@yahoo.com**

FOR SALE

Fiat 500D bonnet and 500F engine lid. They are over 50 years old.

Not brand new. Not perfect. Expect a few small dings due to storage but no rust. Surface rusted in a few areas as was in a shed for over 30 years.

They are both SOLID. \$100 each. Reasonable offers. (11/19)

Contact Nick. Mob **0432077432**



Fiats For 1959





FIAT 1500 COUPÉ

Pinin Farina

TORINO-ITALIA



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



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 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.

2020**FIAT CLUB OF NEW SOUTH WALES Inc.****MEMBERSHIP
FORM 2020**

Council of Motor Clubs



Confederation of Australian Motor Sport



Existing Membership number (if known) ->

Full Member & Family Member Names (Family member includes dependents over 18)		Annual (12 months) January – December			2 nd Half of Year (6 months) July 2018 to December 2018		M'Ship Number
Your Name Here:	Tick	Ind.	Family	Ind.	Family	Sub-total	
Full Member	<input type="checkbox"/>	\$60	\$80	\$30	\$40		
Joint / Family Member (Partner)	<input type="checkbox"/>	\$10		\$5			
Family/Junior #1	Age	\$10		\$5			
Family/Junior #2	Age	-		-			
Family/Junior #3	Age	-		-			
Total Payable						\$	

Payment Details

				Tick
Direct Deposit	EFT Date of Transfer / /	Bank: NAB BSB: 082-067 (If Paying Via EFT Please Email or Post this form as well)	Account Number: 03 665 7020 Account Name: Fiat Club of NSW Reference: M'SHIP No. + Name (If new member then Surname Only)	<input type="checkbox"/>
Cheque	Cheque Payable To: Fiat Club of NSW Inc.	Post Cheque and Form To:	Membership Registrar Fiat Club of NSW Inc. PO Box 3034 BANGOR NSW 2234	<input type="checkbox"/>

PLEASE – ALWAYS POST OR EMAIL THIS FORM SO WE CAN PROCESS YOUR MEMBERSHIP**TO: membership@fiatclub.com.au****Member Contact Details**

Postal Address:		Suburb	
Street		State	Postcode
		Country	
Phone		Mobile	
Email Address (Please print clearly)		For Club eGroup email updates and to receive the FIATFOCUS magazine	

Member Motor Vehicles

Member Cars	Year	Model	Type	Colour	Rego
Car 1					
Car 2					
Car 3					
Car 4					

 PTO – to continue on back of page for additional cars. (Rego number mandatory for Historic Plated cars)

Member to Sign _____	DATE / /
(Acceptance of the Terms and Conditions of the Constitution of the Fiat Club of NSW Inc. on the Club webpage www.fiatclub.com.au or a copy available on request)	

Form Ver 1FQNov2017

For Junior Membership (12-18 years) when the Parent or Guardian is not a full member, please contact the Membership Registrar for a Junior consent form, available via email at membership@fiatclub.com.au

Office Use : Date rec'd / / , Dbase Upd. / / , Email List Upd. / /