

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**



Shannons Sydney Classic

Social Meetings sponsored by the Bankstown Sports Club



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 FIAT's (of all models road or race) to this years 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: CE919022





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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Fiat Dino Coupe

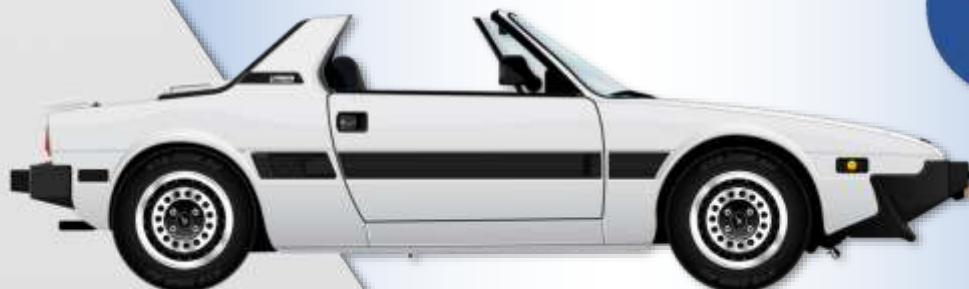
*Back Cover; Club Merchandise, Club Details, Event Notices;
Travel days for FCNSW Regional & Interstate Club Events; Chatswood Street Fair;
Motorclassica Melbourne; Two Oceans Tour 2020 W.A*

X1/9

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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.

DATE	EVENT AND LOCATION	HVS code	Pointscore
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 (see page 11 for details)	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	CE919022	Yes
Sun 29th	Fiat Club Run to Superior Burger, 6.00pm to 10.00pm (details page 25)	CE919092	Yes
October 2019			
Tues 1st	Oasis run - (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, 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			
Tues 14th	Social Meeting, Bankstown Sports Club	CE021041	Yes
Sun 26th	Australia Day Carnivale - Parramatta Park	CE021062	Yes
February 2020			
Tues 11th	Fiat Club NSW AGM, Bankstown Sports Club	CE022011	Yes
Sat 15 th- 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 3rd September, 2019

Meeting at Hungry Jack's Dural we will visit a private collection & display of cars at Wisemans Ferry

Meet: From 9.15am Hungry Jacks, 236 New Line Rd. Cnr Sebastian Dr. Dural.

Depart: 10.00am to a private property & display at Wisemans Ferry. *Please make use of toilets before departing*. Route instruction at the start. Lunch: 12.30pm Wisemans Ferry Bowling Club.

DETAILS: Karen & Ken. Ph: 9804 1823 M: 0418 477 223

OASIS RUN 1st October, 2019

Studebaker Museum Of N.S.W—POSTPONED New venue and times 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, Kiosk & Café access from car park.

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.

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 January 2020 Venue & Lunch T.B.A

OASIS RUN TUESDAY 4th February 2020

Short run & lunch to Lynwood Country Club. Pitt Town. Details. Murray Irwin

OASIS RUN TUESDAY 3rd March 2020

Picnic Day, Bobbin Head & Apple Tree Bay.

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

INVITATIONS

15.09.2019 Sunday. All British Day. Kings School, North Parramatta. Details 0403 000 976

22.09.2019 Sunday. Camden Park House Open Day. Details. Les. M:0418 973 866

29.09.2019 Western Sydney Truck, Bikes & Car Club Display Day.

Good Shepherd Parish Hall, Plumpton Details from Oasis Club member Jim Farrugia. M:0416 090 420

13.10.2019 Burwood Classic Car Club Show & Shine Burwood Park.

Details from Oasis Club member George Fahd. M:0412 207 419

10.11.2019 Linwood House Open Day & Car Display, Guildford. Details. Les

Les H:9838 8063 M:0418 973 866

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FCNSW membership card - to confirm your financial status.

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

Susan Halliburton 0413 184 148
treasurer@fiatclub.com.au

◆ COMPETITION SECRETARY

Michael McGeorge 0414 965 425
competition@fiatclub.com.au

◆ ASSISTANT COMP SECRETARY

Paul Pana
assistcompetition@fiatclub.com.au

◆ EDITOR

Lorenzo Aventi 0425 374 014
editor@fiatclub.com.au

◆ WEBMASTER technical

Mark Weinberger
webtech@fiatclub.com.au

◆ WEBMASTER Content

Lex Bongers
webmaster@fiatclub.com.au

◆ MERCHANDISING

Kevin Halliburton 0413 992 369
merchandise@fiatclub.com.au

◆ PUBLIC OFFICER

Warren Smith 02 9605 2301 / 0419 754 515

◆ HISTORIC PLATE REGISTRAR

Richard Dalziel 02 9489 3553 / 0412 709 228
histrego@fiatclub.com.au
Historic Plates form postal address details are:
12 Page Ave, Wahroonga, NSW 2076

◆ 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 Vince Bruzzese, Mark Weinberger, Sarah Ryan, Warren Smith, Domenic Squadrito, Martin Gallard, Tony Studans, Sue Porter, Nick Puglisi, and David Barbour for their contributions to this edition of Fiat Focus.

Cover Photo; Dean Ryan's 500 Abarth flying the tri-colore at the Shannons Sydney Classic last month.

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.



Regarding the Concorso on September 22nd, can I please get some volunteers **now** who are willing to do some judging on the day? It is important that names of judges are known before the day so that the organizer doesn't have to chase all over the park asking (cajoling) individuals to do the task. I will be overseas between 10/9 and 20/10 **so please contact Domenic Squadrito ASAP if you are able to volunteer** (vicepresident@fiatclub.com.au). If you haven't done it before, he will pair you with someone who has.

ALSO..... members who currently hold perpetual Concorso d'Eleganza trophies, can you please return them either at the next Social Meeting or bring them along to the Concorso on September 22nd? BTW, we have an extra perpetual trophy this year for the Moderns Class.

The CMC Display Day at Sydney Motorsport Park on August 8th was a great day; weather wise as well as the number and quality of our club's cars. Thanks everyone for your enthusiasm and a special thanks to Tony Studans for



his efforts in designing and printing all the signs used in our garage. His "tower" of story boards about club activities was especially good. The only disappointing thing for me was that a couple of our members did the wrong thing when out on the track run, by overtaking and by slowing down to create a big gap in front so they could then go fast for a while. It is specifically stated by the CMC that cars are to proceed at a sedate pace so that cars are evenly spaced and that there is to be NO overtaking. The CMC have their insurance to think about. Next year I will make sure that each of our cars has a printed sheet of the rules placed on the driver's seat and if individuals do not comply, they will not be sold a ticket the following year.

Last month I thanked a few people for their donations of trophy bases and car models to be used by the club as new tro-

phies. Well, at the August Social, Alan Steele again donated a boxful of pre-loved trophy bases and model Fiats. Thanks Alan, there are some really desirable models there!

Late in August I was invited along to a meeting with Patrick O'Reilly, the organizer of the October Norton Street AUTO FESTA. He also invited representatives of the other clubs involved in the show – i.e. Alfa Club, Lancia Club and IMSMC. The bike clubs couldn't make it. We discussed a few issues and Patrick told us of a couple of new initiatives this year, one of them being an open-air theatre where Italian themed movies will be shown. Basically, he was saying that we'd be in the same areas as last year. So keep October 27th open and keep

a lookout for more news as we get closer to the date. Patrick is supposed to be going to send a map of the park layout so that might be a good thing to put in Fiat Focus. He was also asking if members who had interesting stories about their cars or club life could send them to him as he wants to use them in

promotional material. Please send anything of this nature direct to Patrick at patrick@impactexhibitions.com.au

I will be forwarding info pertaining to our club's 70th Anniversary to him.

I'm hoping that club Competition Secretary Michael McGeorge is able to release details about the 2020 Fiat Nationals elsewhere in this issue. The delay is being caused by indecision by possible accommodation venues.

Ciao for now, see you in late October,

Warren Smith

2019 President

Secretary's Report

Fiat Club NSW – Social Meeting – 13 August

Welcome: Warren Smith opened the meeting at 7:35pm and welcomed members to BSC.

Apologies:

Robert Todarello.

New Members & Visitors: Nil.

Secretary's Report: Received Shannon's auction catalogue, plus the Pugilist magazine.

Previous minutes published in Fiat Focus – no business arising.

Treasurer's Report: The club has received two generous member donations of \$500 each from Justin Mathews & Tim Mallyon in support of the Junior Clinic at Ansell Park.

Ansell Park Report:

The grass is still patchy in places – needs more rain.

Wayne McGeorge & Kevin Halliburton have been mowing, clearing fallen trees & branches.

The tiles have been delivered for tiling the toilet block walls.

Competition Report:

Recent Events:

FCNSW MK R4 at AP was well attended.

Glenn Smith competed in the State MK at SMP, but had a suspension failure in the rail.

Next Events:

Sat 14 & Sun 15 Sep – day/Night MK R5 & R6 at AP.

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

Social Events:

Recent Events: Lunch at Cavallinos at Terrey Hills was well attended. Coffee at Kollector Cars was cancelled unfortunately, as the building had been flooded.

Next Events: Various activities planned, including Shannon's Sydney Classic, a coffee breakfast at Maggios, a drive to the Australian Motorlife Museum (Kembla Grange), the annual Concorso, monthly Oasis runs, and another Superior Burger run.

There is a meeting scheduled for the AutoFesta to discuss issues and improvements.

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

Communications:

Editor – Photos of SSC would be appreciated.

Website – Minor corrections and contact updates done.

Facebook & Instagram going well, with over 500 members.

President's Report / 2020 Nationals Update:

2020 Nationals – The event will be held from 3-5 April 2020. Final details being confirmed,

with tentative bookings for the MK at Sutton Rd, and the supersprint at Wakefield Park.

Show & Shine venue tbc.

There was a general discussion regarding increasing the number of MK events from 6 to 8. The membership was in general support.

Fiat Fixations & ClassiFiat:

Richard Dalziel discussed the improvement in night time dash instrument visibility achieved by removing and cleaning all nine dash globes & contacts.

Adrian Sandrin discussed the adjustment of idle jet mixture screws – one was not doing anything.

Tony Studans discussed poor dealer servicing – owners being charged for work not done.

CMC Report: No report – next meeting July.

General Business: Historic update - we have 123 members with 173 cars on HVS / CVS.

AGI won the Aust F4 championship again this year.

Meeting Closed / Next meeting: Social meeting closed at 9:05 pm for a FiatChat or Coffee & Gelato downstairs.

The next social meeting will be 10 Sep 2019 – 7:30pm at the Bankstown Sports Club.

CMC General meeting, Tuesday 30th July 2019

HVS scheme

RMS happy with focus groups, 600 survey responses analysed by KPMG. Log book will continue. New Facebook page for CMC received over 3000 hits.

Correspondence: 80 Club magazines received. 188 clubs financial.

National Heritage Motoring day – 17th May, 2020

Shannons Sydney Classic, 18 August 2019.

The start of track runs had been brought forward to 9.30 am because of the greater number of cars involve this year. Club run positions had been randomised from last year to give clubs equity.

Over 1,850 vehicles have booked from 116 clubs (area A – 450, area B – 479, area C – 289, area D – 399, area E – 135).

AHMF & RSF

Small States get equal status on voting. Luxury Car Tax discussed at length, but no effective progress had been made in having an exemption for historic vehicles. A show of hands indicated that few CMC members were interested in the issue.

AGM for 2020 will be held in the ACT 5/6 September. Teleconferences were planned to improve administration.

The number of personal imported cars has dropped from about 6,000 in 2016 to 2,000 in 2018 – possibly due to the effect of asbestos bans which doesn't look like being changed.

No valid applications this year for the Robert Shannon Foundation.

ACMC & VSWG & Road Safety Advisory Council

D plates now likely to be downsized to H plate size. The last meeting discussed problems with registration of replicas, kit cars and DIY cars.

CVS now has over 3,300 vehicles registered compared to HVS which is about 70,000 – however only 30% transfers from HVS, when hundreds might be expected.

The Whitmore Car Club has been removed from the RMS Register – also NSW Custom Cars. A Club Member with 8 HVS plates had been interviewed and his cars inspected at his home by 2 RMS officials.

Events @ Tours

39 cars were booked for Coast Alps/River Tour leaving from Wollongong on 22nd March 2020. This tour will be visiting Tumberumba. Expression of interest forms are on the website. The Albury 2020 Event organised by the AHMF needs to be registered separately.

Cooma Motorfest on 2nd November 2019.

Europe 2021 is taking shape and expressions of interest can be lodged with Lynelle. Pricing for the 30 day component is \$9,000; the add-on 10 day UK component is \$4,000. Air Fares are additional. See the August Preserve on the Europe 2021 Event.

Affiliation

Three clubs have been interviewed recently:

Aust Historic Rally Group, Mazda MX5 Club and Back to the Classics Inc.

The Mazda MX5 Club Inc. Club founded in 1989, now with about 1100 Members, some 600 Club cars models ranging from 1989 to 2019. They publish a Club Magazine quarterly. They would use 60 day HVS and CVS (for many turbo modified vehicles) and the Judging Pool. Carried unanimously.

Back to the Classics Car Club Inc; Based at Pitt Town, NSW, 1 year old, 10 Members, a social club, meet at President's workshop regularly for administration. 14 vehicles, 10 on HVS, will use CVS and SSC. Carried unanimously.

Australian Historic Rally Group Inc: 28 years old at incorporation, 210 Members, 100 vehicles HVS, logbook, will use CVs for many vehicles, meet at Wallsend Diggers Club bimonthly, website, quarterly magazine, insurance on CAMS permit, a touring not rally Assoc. interest in Judging pool and SSC. Carried unanimously.

General Business

National Heavy Vehicle Transport Museum in Alice Springs is in Receivership. Linnwood House at Guildford; The Friends of Linnwood run four events each year. They would like Car Clubs to attend on these dates. (next is Sept 8).

Street parking for H plate cars was mentioned – parking outside your house is OK if the 60 day log book is not used up. Trailers only allowed 3 weeks before the council will remove them.

Meeting closed 9.15 pm.

The Next Meeting will be at 7:30 pm on Tuesday 24th September 2019 at Arena Sports Club, 140 Rookwood Road, Yagoona.

Competition - Motorkhana Results, Photos, Calendar

Hello all. It has been a quiet month sport wise but our next event will be a double header. On the Saturday 14th September we have our annual day-night motorkhana where we socialise and compete with other Fiat Club members. We run 4 tests in the afternoon, stop for dinner (and a bit of a chat while waiting for the sun to go down) then we get back out there with some LED lights on the poles and motorkhana in the dark doing another 4 events.

On Sunday we have another motorkhana round with some invited clubs as joining in. A few of us camp at Ansell Park on Saturday night and some stay at a local hotel after we've sat around the fire after the events for the day are over and enjoy a bit of a chat and some tall stories.

All club members and friends are welcome even if just to have a look. Why not Take your historic rego car for a drive. We have 'come and try' licences now available on the day if you feel like competing. Saturday there will not have a junior clinic but juniors are encouraged to join in the main field action as it is a more relaxed social event. The junior clinic will operate on Sunday as normal.

Time table for the weekend is as follows;

Saturday

15.00 Registration Opens
 15:00 Scrutiny Commences
 15:15 Officials Briefing
 15:30 Drivers Briefing & Sign-on
 15.45 Commencement of PM events
 18:00 Dinner break
 20:00 Drivers Briefing
 20:15 Commencement of PM events
 22:00 Close of event.

Sunday

9:00 Scrutiny Commences
 9:30 Officials Briefing
 9:45 Drivers Briefing & Sign-on
 10:00 Commencement of AM Events
 12:30 Lunch break
 13:15 Drivers Briefing
 13:30 Commencement of PM Events
 16:00 Close of Event.



Cheers Mic Mac.

Competition Calendar

DATE	EVENT	LOCATION	HVS code	FCC Points
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.



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





Coffee break (write up)

25th August 2019

Maggio's Cafe - Cammeray



Maggio's on the Northside saw a small group of club members gather on a cold sunny Sunday morning to enjoy coffee and breakfast alfresco style!

Thank you to Sarah Ryan for taking photos and posting on our clubs Facebook page. Great to see everyone enjoying themselves.

See you at the next social event!

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





Coffee break (write up)

10th August 2019

~~Kollector Cars & Coffee~~



This coffee break was cancelled at the last minute due to water damage inside the Kollector Cars & Coffee building. Some smart thinking by our club members saw those who turned up re-route themselves to the Mastertouch Workshop around the corner in Leichhardt. A very big thank you must go out to Maurizio Puglisi and his son Nick for their generous hospitality hosting our club members turning up to their workshop at a minutes notice!

All club members that morning enjoyed walking around the workshop facilities talking all things automotive...THANKS AGAIN 'Mastertouch' and thank you for your continued support of our club!

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



Shannons Sydney Classic, August 18, 2019

FIAT

The annual Shannons Sydney Classic organised by the Council of Motor Clubs (the CMC) was held on Sunday August 18 at Sydney Motorsport Park and was well attended by the Fiat Club of New South Wales members. This year's event included the Fiat Club's 70th anniversary as one of the milestones to be commemorated with a write up of the Club's history in the programme.

Over 30 cars from the club and some 45 members attended the event making what could be the largest number of members visiting the 'Classic'. As well as having most of our vehicles on display at the skid pan site the Club hired one of the pit garages for people to come along for a chat and have a look at the extensive display of the Club's history and memorabilia. A special thanks goes to Tony Studans for putting together the story boards of the Fiat Club's history and activities, along with Warren Smith and other helpers, setting up the various items for everyone to see. Opposite the garage in pit lane was a display of four very fine X/19s while Jodie King's immaculate Fiat Multipla had pride of place in the garage.



The CMC arranges for parade laps of the circuit to be conducted throughout the day by the participants displaying their vehicles. This year all Italian cars were to take to the circuit in one very large group rather than by car club. The number of entrants continue to increase each year and to ensure everyone is

able to have a lap of the circuit the organisers had combined car clubs for the parades so that they could be done by the end of a long day but enjoyable day. There were over 1800 cars entered for the day.

Many thanks to the following Fiat Club of New South Wales members who attended the event; Richard Dalziel, Lorenzo Aventi, David Barzan, Lex Bongers, Rene Bongers, Enrico Bruni, Vince Bruzzese, Brian Carr, Joe Catena, Gavin Daines, Brian Dapcevic, Ross Di Bartolo, Derrick Di Silva, Martin Gallard, Steve Gorman, Kevin & Susan Halliburton, Murray Irwin, Peter Jakrot, Mark Joris, Jodie King, Christo Kitsos, Roger & Karen Machin, Roger Malcolm, Stephen Manieri, Anthony Metcalf, Glenn Miller, Norm Mitchell, Graham

Mumby, Nicholas Puglisi, Sammy Russo, Dean & Sarah Ryan, Adrian & Cheryl Sandrin, Simon Scholtens, Iain Shannon, Warren Smith, Domenic Squadrito, Tony Studans & Susan Porter, Jenny Eade & Anthony Suttor, Nick Tozzi and Mark Weinberger.

By Lorenzo Aventi



Shannons Sydney Classic



Shannons Sydney Classic



Photos, clockwise from top left - entrance to the pit garage; table displaying club memorabilia and photographs; club story board; Jodie King's Multipla on display; Lex Bongers and his family, most of them visiting from Holland and taking in the event; the large fiat sign is an imposing backdrop for Roger Malcolm, Kevin Halliburton, Jodie King, Sarah Ryan and Susan Halliburton; A few cheerful club members, Glenn Miller, Richard Dalziel, Anthony Suttor and Jenny Eade; there were many spectators at the Fiat Display.



Shannons Sydney Classic



Above; cars lining up and participating in the parade lap. The assembly grid even looked like normal traffic in a Rome street! Below, some of our members cars. Many thanks to those who provided these quality photographs.



Fiat Dino - Coupe and Spider

Last week in Sydney a restored Fiat Dino sold for near \$300,000 (see Jottings & Gossip). For those in the know the Fiat Dino Coupe and Spider are very special indeed but they are quite rare. The following recent article from Classic & Sports Car (UK) provides a bit of a background on this model and the collaboration between Ferrari and Fiat, before the Turin firm took over Enzo's beloved marque, to make use of a small capacity V6 engine destined for the Formula 2 category at that time. I think you will find it quite interesting. *Lorenzo Aventi, Editor.*

Standing on the shoulders of giants

The Fiat and Ferrari collaboration that gave birth to the Dino V6 produced some exquisite machinery, says Ross Alkureishi as he samples the oft-forgotten Turin variants.

(By Ross Alkureishi, Photography Malcolm Griffiths from Classic & Sports Car (UK) April 2016.)

The Fiat and Ferrari collaboration that gave birth to the Dino V6 produced some exquisite machinery, says Ross Alkureishi as he samples the oft-forgotten Turin variants.

Breaking news: in addition to the 124 Spider's 2015 LA Motor Show debut, and despite initiating the great Ferrari sell-off, Fiat-Chrysler Automobiles has just announced a deal to build and use the legendary manufacturer's all-new V6. The power unit behind Maranello's upcoming mid-engined model, this quad-cam jewel is now destined for Spider and Coupe variants bearing the Fiat Badge. The combined production effort will ensure that the necessary homologation numbers are constructed quickly enough to allow the V6 to go racing. Quick, check the date: is it 1 April?

Of course it could never happen now. And yet in 1967 three quite different cars, all called Dino – a Ferrari and two Fiats – were launched with the same F2-derived 1987cc V6. True, Abarth have long been producing fire-breathing Fiats of various four-pot flavours, and

was still just an independent entity, but this was different. Having a little of the Scuderia's magic dust sprinkled down from above must have been manna from petroleum heaven if you were a Fiat aficionado. Quite what it was from a Ferrari perspective, we can only surmise

The benefit of hindsight obviously allows an educated guess. Maranello's Dino appeared to be an clandestine effort, lacking the appropriate number of cylinders even to bear the Ferrari name. Never mind that its Pininfarina styling positively dripped with sensuality or that the driving experience offered handling accessibility and raw performance to send even the hardest-nosed *Tifosi* into raptures. Indeed, it wouldn't be accepted into the Ferrari road

car fold until well into its dotage – although it's a rare example that wears only Dino badges today.

So what of the Fiat variants? Well, for a number of decades they had an even harder time, and the toxic combination of low values combined with being 'a Fiat with Ferrari running costs' meant that the attrition rate was damnably high. During those lean years, to all but a few hardened *cognoscenti*, the cars may have been easy to dismiss. The ascent of the Cavallino-badged Dino to iconic status, however, means that these little known, left-hand-drive beauties

This marriage of convenience suited both parties, with the Turin giant able to replace its somewhat aged prestige model, the 2300S. To do so, in addition to the planned Spider, a full four-seater fixed-head entered the company's strategy. Pininfarina, however, would be at full tilt supplying bodies for the open car – alongside Alfa Romeos and Peugeots, to name a couple – so rival Bertone sealed the deal for Coupe construction. In both cases, the Dino name would be retained as a memorial to Enzo Ferrari's son, Alfredo, who had worked on the original engine with Jano but tragically passed away in 1956 at the age of 24.



Making its debut at the '66 Turin Salon, the Spider featured stunningly elegant Farina styling but the undoubted star of the show was its 2-litre all-alloy 65 degree V6. With twin-overhead camshafts per bank, a compression ratio of 9:1 and triple Weber carbs, it was good for 160bhp at a lofty 7200rpm. A five-speed gearbox came

as standard and the front suspension was independent by coil springs, wishbones and an anti-roll bar. Surprisingly for such a pedigree, the rear had a relatively unsophisticated live axle, with semi-elliptic leaf springs, radius arms and twin dampers per side.

Not that the latter mattered, because the car was greeted with great enthusiasm, *Autosport* calling it both a 'driver's car *par excellence*' and a 'high spirited animal'. The magazine did cite the rear suspension as 'unusual' (though found no fault with it), but singled out the engine for praise, describing it as 'smooth beyond belief' and with a song 'too sweet for words'.

are now emerging to be judged on their own merits.

Back in the '60s, Ferrari's *raison d'être* was racing, with a few road cars thrown in to fund matters. Pre-Dino, total production for many of its models remained in three figures, with even its best-selling 330GT taking four years to – only just – pass the 1000 mark. Desperate to homologate its 1.6-litre Formula 2 engine for 1966, but aware that it didn't have the capacity to hit the necessary 500 units, the Scuderia enlisted the help of Fiat. The latter would build the engine – a Franco Rocchi adaption of Vittorio Jano's 1957 Type 196 unit – for the use in the new Dino 206, while also producing a model of its own that would utilise the same powerplant.

Continued next page

Standing on the shoulders of giants

Unveiled at the '67 Geneva Salon, the Coupe was the antithesis of its open-topped sibling. The lines – penned by Giorgetto Giugiaro – provided a sober contrast, and prompted *Car*, rather unfairly, to deem the new model 'not particularly exciting to look at'. What was appreciated was the interior space – thanks to a 10in longer wheelbase – and higher level of finish. Underneath the mechanicals were identical, save for a switch to double leaf springs at the rear'.

Up close, the coupe does indeed suffer in comparison, but that's only because the Spider is so alluring – further enhanced here by 'our' example's colour. "it really does photograph itself," enthuses snapper Griffiths.

To my eyes, it works beautifully from every angle; the rear end is clean and uncluttered, while the sweeping front wheelarches mimic those of its 206 cousin, lending it a graceful femininity. Offsetting this is the masculinity of that brooding nose. It's a design with real depth and undoubted presence.

If you prefer your classic aesthetics to be of a less extrovert bent, those of the Coupe work equally well. In darker hues it has an almost sinister presence – fuelled, no doubt, by its role in *The Italian Job* – but this car's lighter colour accentuates the uncluttered lines. It's both handsome and stylish, if understated.

Step inside and it's the Coupe that impresses. The bucket seats offer first-class support and are the perfect foil for long-distance cruising. The jaeger instrumentation has a look of quality, and all of the controls are conveniently placed. There's a state-of-the-art (for its day) ventilation system, featuring speed-sensitive regulation of fresh air volume. This uses a combination of vents and rear pillar-located extractor ducts – the latter closing on deceleration to stop the ingress of exhaust gasses. Accentuating the luxury is the fact that vendor Cheshire Classic Cars has recently fitted a leather interior to this example, replacing the original vinyl. It's a fine space to spend time.

Over in the spider, there's a less sophisticated (but more effective) method of ventilation; dropping the top. There's also a stunning aftermarket Nardi steering wheel – enough to lift any cabin, whether Ferrari, Maserati or Fiat, but the seats are nowhere near as good as those of the Coupe, and the wood veneer lends a feeling of the car being

a tier down the food chain. It's a little uninspiring considering the exterior clothing. What isn't, though, is the view over those curvaceous wings; like the Dino 206, it's a visual triumph, to be savoured each time you sit behind the wheel.

Sparking up the V6 is all drama - more so here because the Spider has a custom exhaust that dispense with four of the original over-silenced system's six boxes.

The result is a note much closer to that of its Ferrari cousin. The triple Webers make their collective displeasures known at low revs, fluffing, huffing and puffing in protest, but get above 4000rpm and power is

delivered in a continuous and wondrously smooth hit. The low-speed mechanical chunterings are replaced with a soul-inspiring howl that continues to harden as the needle spins towards 7500rpm. The gearbox - a 2300S casing with custom internals – offers shifts that are precise and always notchy, but engaging reverse isn't something that can be done in a hurry.



With an extra 130kg, the Coupe feels a touch more ponderous under hard acceleration and its steering heavier. It will still despatch 0-60mph in 8.5 secs – just 0.4 secs slower than the Spider – and, despite the closed roof, there's plenty of aural pleasure to be had from the engine. It's just that the experience is all cosseted-luxury GT rather than nimble hair-in-the-air sports car. The Coupe feels well planted on the road and, unlike the Spider, it doesn't involve repeated muscular contractions to maintain your driving position.

Surprisingly, given its limitations, the rear axle set-up doesn't affect either model

too much; the combination of twin dampers per side and a limited-slip diff combine to give them relatively neutral handling characteristics. Only an excessively heavy foot or rash braking through corners will highlight any shortcomings. Despite its short wheelbase, the Spider tracks very well with little in terms of body roll, and just a hint of scuttle shake. It feels light and nimble yet more on edge, while the weightier Coupe has perhaps a slightly higher feeling of security.

Later variants (released in November 1969) would receive the independent rear from the Fiat 130 Sedan, as well as a new iron-block 2419cc version of the V6. The superior suspension was compromised a little by the extra weight of the engine, so they actually seem a mite less balanced than their predecessors. The new power unit, however, rectified many of the issues suffered by the early (and somewhat under-developed) 2-litre cars – including plug-fouling and overheating – as well as providing an additional 20bhp and 25% improvement in torque. These versions also gained the Fiat 130's five-speed ZF gearbox.

Whether you prefer the 2- or 2.4-litre Dinosaurs is down to personal taste, but one thing is for sure – both are exceedingly rare in the UK. Like many cars with an exotic heart, they were raided to provide engines for their more celebrated relative. To the question of Spider or Coupe, for top-down summer

blasts, a shape that you'll never tire of looking at and, dare I say it, sheer posing value, it has to be the former. CCC proprietor Iain Tyrrell owned one as a thrusting 20 year old and assures me that he's never had a car that generated so much attention. For long-distance cruising accompanied by a glorious soundtrack, go for the much cheaper Coupe.

Fiat sold 1163 2-litre Spiders and 3670 Coupes, plus another 424 open and 2398 closed 2.4-litre cars. In contrast, from 1967-'69 Ferrari sold just 152 Dino 206s, so the Fiats served their purpose, allowing swift homologation of the F2 engine. Interestingly, the latter Dinosaurs would go on to be the firm's best seller, with sales in thousands. But that happened only as a result of a remarkable collaboration – the like of which we're unlikely to see again.



Historic Feature - Fiat Club Concorso d'Eleganza photos

Pages from the Fiat Club album ..

The Fiat Club of New South Wales Concorso D'Eleganza is on this month (Sunday September 22nd, to be exact) and judging from the roll of honour listed on page 22, it has in existed since 1961. This is in addition to the various show and shine events and impromptu inspection of cars that was the basis of the club's "Best Kept Vehicle" competition awarded in years gone by. Over the next couple of pages are some photos from previous concorso events held over the past 30 years (and one from the 1960s). You may well see your vehicle if you are a long time club member.

The current event has been held at Gough Whitlam Park, Earlwood for many years now and the venue provides an excellent site to accommodate the Alfa Romeo Owners Club, The Lancia Motor Club of NSW, Italian Made Social Motoring Club and of course, The Fiat Club of New South Wales. A couple of thousand members, family and visitors can roam around the park and enjoy looking at the classic machinery on show, chat with the owners and old friends and be able to grab a coffee or a snack during the day. Previously, the event has been held at places such as Queen Elizabeth Park, Concord, the Yennora Woolsheds and even Ansell Park.



Having a look at the photos you will notice the array of rare and classic cars as well as much loved family transport. These days, Fiat X1/9s and 124 Spiders make up many of the classic cars on show while modern 500s, Puntos and a few Ritmos have been appearing over the past 8 years. Of course, Norm Mitchell in his vintage 501 and Peter Beckerleg in his immaculate 2300S Coupe are regular and welcomed attendees.

I hope you enjoy this nostalgic reminiscence and feel free to let me know if your cars appears over these pages and whether you still have it.

Lorenzo Aventi, editor.



Historic Feature - Fiat Club Concorso d'Eleganza photos

Pages from the Fiat Club album ..



1949 - 2019

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

Fiat Club roll of Honour - Concorso

To kick off the 70th year of the Fiat Club of New South Wales existence Fiat Focus in its January / February edition this year listed trophy winners of the various awards and championships the Club has recognised over the years. The lists consisted of winners for the various clubman and motorsport awards. As the annual Concorso D'Eleganza will be held this month it would be worthwhile listing the winners of the various trophies awarded.

Concorso d'Eleganza Outright Trophy (The FIAT of AUSTRALIA CUP)

A long running event that showcases members cars at their best is the Club's Concorso d'Eleganza held every year. Below are the winners of this prestigious award that goes back to 1961.

1961	R Ball	1976	E. McDonald	1990	M. Luchhini	2004	Simon Scholtens
1962	L. Jasienski	1977	P. Kelly	1991	Gavin Tory	2005	Paul Pana
1963	J Nash	1978	P. Kelly	1992	Kerry Moroney	2006	Lloyd Jameson
1964	R Goss	1979	E. McDonald	1993	Kerry Moroney	2007	Graeme Towers
1965	W Gading	1980	P. Kelly	1994	Kerry Moroney	2008	Bruno Napoli
1966	W Gading	1981	E. Leembruggen	1995	Kerry Moroney	2009	Geoff Boyd
1967	R. Crampton	1982	P. Kelly	1996	Kerry Moroney	2010	Graeme Towers
1968	W Gading	1983	Gavin Tory	1997	Gary Caller	2011	Luca Bartolomei
1969	W Gading	1984	E. Leembruggen	1998	Kerry Moroney	2012	Graeme Towers
1970	J. Champion	1985	B Leembruggen	1999	Kerry Moroney	2013	Giovanni Ciampa
1971	S. Melville	1986	J. Maude	2000	Michael Canturi	2014	Lido Russo
1972	S. Byrne	1987	M. Luchhini	2001	Graham Smith	2015	Luca Bartolomei
1973	E. McDonald	1988	M. Luchhini	2002	Simon Scholtens	2016	Luca Bartolomei
1974	E. McDonald	1989	M. Luchhini	2003	Norm Mitchell	2017	Mark Weinberger
1975	P. Kelly					2018	Luca Bartolomei

Concorso d'Eleganza - Sports Class Trophy

1986	Gavin Tory	1994	Gavin Tory	2002	David McAlpine	2010	Adrian Sandrin
1987	John Maude	1995	Robin Zanardo	2003	John DiRocco	2011	Paul Pana
1988	Diane Luke	1996	Donald McDonald	2004	Warren Smith	2012	Giovanni Ciampa
1989	Arthur Goldsby	1997	Stuart Turner	2005	Paul Isherwood	2013	Nick Vasile
1990	Wal Glading	1998	Ellen & Daniel Westall	2006	Warren Smith	2014	Peter Hale
1991	Doug Tory	1999	Stuart Turner	2007	Paul Pana	2015	Mark Weinberger
1992	Doug Tory	2000	David McAlpine	2008	Paul Pana	2016	Con Catena
1993	Doug Tory	2001	David McAlpine	2009	Paul Pana	2017	Mark Weinberger

2018 Steve & Chris Gorman

Concorso d'Eleganza – Coupé Class Trophy

2004	Peter Beckerleg	2009	Graeme Towers	2014	Peter Beckerleg
2005	Marco Corrent	2010	Peter Beckerleg	2015	Peter Beckerleg
2006	Luca Bartolomei	2011	Graeme Towers	2016	Peter Beckerleg
2007	Joe Auciello	2012	Doug Tory	2017	Peter Beckerleg
2008	Graeme Towers	2013	Peter Beckerleg	2018	Peter Beckerleg

Concorso d'Eleganza - Sports Class Trophy

1994	Peter Beckerleg	2000	Brian Carr	2006	Peter Beckerleg	2012	n/a
1995	Peter Beckerleg	2001	Adrian Walmsley	2007	Peter Beckerleg	2013	Luca Bartolomei
1996	Peter Beckerleg	2002	Dick Willis	2008	Paddy Martin	2014	Norm Mitchell
1997	Peter Beckerleg	2003	Warren Buckingham	2009	Alan Rodd	2015	Norm Mitchell
1998	Norm Mitchell	2004	Warren Buckingham	2010	Alan Baker	2016	Norm Mitchell
1999	Peter Beckerleg	2005	Peter Beckerleg	2011	Ross Tizzone	2017	Jodie King

2018 Jonathan Sher



The Fiat Club Facebook pages have received some welcome postings from members doing a bit of Fiat spotting while they have been overseas (isn't that half the fun of travelling). Young Robert Polito has been



a rare but extraordinary Fiat being appreciated.

Also at the auction was a Fiat 500 that had been modified as an Abarth 'Tribute' and sold for \$37,000, a lot of money for any 500..



While many of the lots sold for more than Shannons estimate the 1986 Ferrari Testarossa went for only \$152,000, well down on expectation and prices for similar Ferraris on sale in Australia.

To see the results from the auction go to

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

Restored Cars magazine earlier this year published an article on a 1947 Fiat 1500 that existed in Perth. The article quotes some interesting sales figures for the Fiat marque from many years ago.

Fiat has had a presence in Australia since the early 1900s. Garratt's were a noted Fiat dealer in Elizabeth Street Sydney over 100 years ago and it seems that there was a steady import of Fiat chassis from these early times. It is noted in the article that Fiat had sold well in the 1920s with **1,247 units in 1927**, which is a rather good sales figure in the very small Australian market at that time.

Depression woes severely affected sales in the 1930s with a mere **63 vehicles sold in 1933**. Forward to the post war period, there appears to be no listings for Fiat, however, **1948 posted sales of 304** units, many of these likely to be the 500. Subsequent years recorded sales of 920 in 1949, 114 in 1950, 1092 for 1952 where-after Fiat seems to have managed sales of 1,000 per year. **1960 looks to have been a good year where over 3,200 Fiats were sold**, this being about the time the four cylinder 1500 was introduced.

I would expect that good sales were achieved with the 1500 as well as models introduced after 1963 such as the 124 sedan and coupe, 125, 128, 127 and so on. Remember, however, that the Australian import tax applied to foreign cars had a severe impact on Fiat sales throughout the 1970s.

The article referred to above was written by A John Parker and appeared in issue 253 (March-April 2019 edition) of Restored Cars Australia).



missing from some recent motorkhanas as he has been travelling taking some wonderful shots of Fiat life. Not only has he managed to capture Fiats roaming around the streets, he has also been able to photograph them in

natural European settings and you almost feel that you are there (well I do..). Aside from the odd photo here, the back end has a few more of Robert's Euro photos for you to enjoy.

Last month we mentioned that **Shannons had a few very interesting cars up for sale in Sydney last week**. There were quite a few exotic Italian cars on offer and I have to say that I was dumfounded



to see what some of the vehicles sold for. Of interest to club members was the **\$280,000** hammer price for a **1971 Fiat Dino 2400 Spider**. The car on offer was in very good order, however this did seem to be quite a sum to pay for what may be



considered an obscure Fiat in this country (although it may have gone to an overseas buyer). If anything it is great to see

New and Returning Members

A warm welcome to the following enthusiasts:

Ilario (Larry) Musolino - 1965 Fiat 2300 S Coupe

Matthew Anderson - 1979 Fiat 124 Spider

Renault Fiat Chrysler merger back on.

Changes of heart and compromises put €33 billion deal to make the world's biggest car-maker back on the table.

By Michael Taylor, Carsales.com

The Italian media is reporting that the truncated €33 billion Renault-Fiat Chrysler Automobiles merger could be back on.

Cut short two months ago amid objections by Renault's alliance partner, Nissan, the deal could have been given new impetus following a surprise move by the French government.

A merged Renault-FCA would control brands from Renault and Dacia to Fiat, Jeep, Alfa Romeo, RAM, Chrysler, Maserati and Lancia plus Nissan, Mitsubishi and Infiniti through Renault's existing alliances, creating comfortably the world's largest car-maker with about 15 million sales a year.

The French government has been public in its support of the merger and Italian business newspaper Il Sole 24 ore insists Renault could halve its shareholding in Nissan in order to gain the Japanese company's support.

In reality, the merger negotiations never truly stopped, sources insist, though Renault said two months ago that restoring some clarity in its messy alliance with Nissan was its main priority.

Reports from Il Sole 24 ore suggest Renault has been asked by Nissan to halve its shareholding in the Japanese car-maker, which would then approve the FCA merger.

For its part, FCA has been for sale for years now, and a transalpine deal with Renault may be one of its last great hopes. It is, as they say, a motivated seller.

The original merger proposal fell through when Nissan's representatives on the Renault board indicated they would abstain from voting on it, effectively killing it, and then the French government suggested a five-day delay. This wavering led to FCA withdrawing the merger offer.

"It was the first time there was a chance to create a European champion at a time when people keep complaining that it doesn't exist," Senard said at the company's annual general meeting.

"With the exception of one vote against, all members of the board enthusiastically approved that opportunity. It just turned out that representative of the French government did not see eye to eye with us."

The Renault-Nissan alliance has been on shaky ground since the arrest of former CEO Carlos Ghosn in a move most people attribute to current Nissan CEO, Hiroto Saikawa.

Renault owns 43 per cent of Nissan and has full voting rights, while Nissan only holds 15 per cent of Renault and no voting rights – and so no control – in the French car-maker at all.

And that has long irked the Japanese car-maker that provides most of the Alliance's cashflow.

What irked it even more was a proposed full merger with Renault – which was to have been voted on in a scheduled board meeting just days after Ghosn was arrested.

Insiders suggest that Nissan has used Renault's desire to merge with FCA as leverage to reduce the French car-maker's influence in Japan, despite Alliance Chairman Jean-Dominique Senard insisting repairing the Alliance was his main priority.

Fiat Chrysler Australia appoints new managing director

Kevin Flynn is faced with falling sales across the FCA portfolio in Australia, and succeeds Steve Zanlungi in the role.

By Scott Collie caradvice.com



Kevin Flynn

Fiat Chrysler Australia has appointed Kevin Flynn its new managing director amid falling sales.

Alfa Romeo, Jeep, and Fiat have all seen their sales decline throughout 2019, with registrations dropping 31.8 per

cent, 28.0 per cent and 9.8 per cent year-to-date respectively. Chrysler is bucking the trend, up 20.7 per cent on the back of a New South Wales police contract.

Jeep and Fiat have both seen dramatic sales declines since Flynn's predecessor arrived in April 2016, with Jeep sales plummeting from 12,620 in 2016 to just 7326 last year.

Fiat has suffered an even more precipitous drop since 2016, with registrations falling by more than 50 per cent since the brand shifted 2414 cars in 2016.

Although new product helped Alfa Romeo grow from 711 sales (2016) to 1279 (2018), the storied Italian marque has struggled in 2019.

The new boss joined Fiat Chrysler as managing director of India in 2015, and developed the marketing and export strategy for the current Jeep Compass. He's also held 'senior executive positions' at a number of brands in South Africa.

"I am delighted to appoint Kevin to his new role. He is a strong leader, motivated by dealer relationships and consumer insights," said Cesar Michelutti, chief financial officer for FCA Asia Pacific.

"With his extensive international automotive industry experience and broad skillset, Kevin will bring a new perspective to the Australian market."

Outgoing managing director Steve Zanlungi will move into an as-yet unannounced role.

Fiat outlines its model plans beyond the 500

Derek Fung, caradvice.com.au

In the 2020s, the Fiat range will consist of the Panda, a Golf-class crossover, and a clutch of 500 derivatives.

Fiat has revealed its plans for a range centred around the premium-compact 500, which will sit alongside value-focused larger models in its line-up going forward.

"We will be present in the C-segment [Volkswagen Golf class] but not much more. All models will sit within 3.5 metres and 4.5m [long]. This is where Fiat will play," Olivier François, the CEO of Fiat, told Autocar in an interview.

The Fiat brand's latest plan centres around two key pillars: the 500 family of models, and "family transportation".

(continued next page..)

FIAT NEWS

Fiat outlines its model plans beyond the 500 *(continued from previous page..)*

The Fiat brand's latest plan centres around two key pillars: the 500 family of models, and "family transportation".

As we've detailed in an earlier piece, the next-generation 500 range will include a hatch, wagon, all-electric model, and the 500X crossover

Panda

According to François, the Centoventi concept (above), unveiled at this year's



Geneva motor show, has "looks [which] are very faithful to the next-generation Panda".

Due in 2021 and powered by internal-combustion engines, the regular Panda range will be followed by a pure-electric variant scheduled to appear in 2023.

Like the next-generation electric 500, the electric Panda will feature a modular battery system allowing drivers to purchase or rent extra driving range as required.

Tipo replacement

The largest model in Fiat's lineup (excluding its van-based models) is the Tipo. The sedan, hatch and wagon range is made in Turkey as part of a joint venture, and targets economy-minded buyers in the Golf and Focus class.



François reportedly wants the Tipo replaced by a new crossover to sit above the next-generation 500X.

Should the new crossover come to fruition, it will likely be Tipo-like with its

sharp pricing and a strong focus on value.

124 Spider and others

The Fiat boss's statement the brand will have "no big cars, no premium cars, no sporty cars" in its future seems to cast the future of the 124 Spider into some doubt. The 124 Spider shares its platform, interior and production line with the fourth-generation Mazda MX-5. While the company may

keep the current car around until Mazda decides to build a next-generation model, a follow up to the 124 Spider looks to be receding into the distance.

For enthusiasts, the sales figures for both the 124 Spider and MX-5 make for painful reading.

In 2018 Fiat sold 7698 124 Spider convertibles in Europe, along with 3515 in the US and 153 in Australia. During the same period Mazda found 13,703 homes for the MX-5s on the Continent, as well as a further 8917 sales in the States and 835 Down Under.

With buyers abandoning large cars from non-premium brands, such as the Ford Mondeo and Opel Insignia, in droves, Fiat seems keen to leave this part of the market to its Alfa Romeo and Maserati marques.



When: Sunday 29th September 2019

Where: Superior Burger

Shop 5, 30 Bulls Road,
Wakeley NSW 2176

Time: 6:00pm - 10:00pm

**SUPERIOR
BURGER
+ BAR**



FOR SALE.

1925 Fiat 501c. Restored 1970/74 and rallied all over east coast of Australia and Tasmania. Last big rally was the 1988 Bi-Centenary Rally, retired 1995 and has always been garaged. Engine has had a full professional rebuild in 2011 only being started and has done 0 road miles, the car being unregistered. This car has full weather equipment together with hood bag and separate rear and front Tourneau covers. Upholstery is vinyl and is in good serviceable condition. The body is by Garratt's Ltd of Sydney and Camperdown N.S.W and features a "double cowl" across the rear of the front seat which strengthens up the whole body.



As this vehicle has been off the road for some years it will need new tyres. There will be some minor cosmetic body work to be done. Serious offers around \$21,000 will be considered. Vehicle can be inspected in Warwick Queensland, contact Peter Harris 0746617559 or 0428617559. (08/19)

Email peterharris750@bigpond.com More photos provided on request.



MASTERTOUCH
AUTOMOTIVE

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

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. (8/19) Contact [Adrian Walmsley](mailto:Adrian.Walmsley@fewwordsphotography.com.au) adrian@fewwordsphotography.com.au

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).**



**Specialising in Fiat, Lancia, Niki, Alfa Romeo.
Maintenance, Repairs, Performance Enhancements.**

Road, Race & Rally. Since 1965

Phone : 02 4636 6477

Email : ross@fiatorque.com.au or continental@fiatorque.com.au

135 Donalds Range Rd, Razorback NSW 2571

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 davidcurrow@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



The Back End ... Fiat Spotting in Europe! (Photographs courtesy of Robert Polito)



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



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

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.

EMERGE | FESTIVAL
2019



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.