

FIAT focus

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



Social Meetings sponsored by the Bankstown Sports Club

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Fiat Focus is now available from the Fiat Club of New South Wales website. If you are after any of the issues from 2019 to the present just go to www.fiatclub.com.au, click on the 'Magazine' tab and download the magazine you are after.

Many thanks to Alan Steele, Giovanni Ciampa and Warren Smith for their contributions to this edition of Fiat Focus.

Cover Photo; *An admirer passes one of our club members cars at the coffee break at the Lobby café in Rozelle. Photo Mark Weinberger.*

Advertising rates for Classifiats;

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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.

New Members

A warm welcome to the following enthusiast:

Bob Lipa - 2017 Abarth 124 Spider

William Moffat - 2018 Abarth 124 Spider

Salvatore Moraitis - 1975 Fiat 124 Sport CC coupe

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
August 2020			
Sun 9th	Coffee Break - Benzin Café, 1/242 New Line Road, Dural (see page 7)	CE028090	Yes
Sun 23rd	Fiat Club NSW 2019/20 Motorkhana Championship Rd 3	CE028032	Yes
Sun 30th	Burger Break - Superior Burger - Bulls Road, Wakeley (see page 7)	CE028003	Yes
September 2020			
Tues 8th	Social Meeting, Bankstown Sports Club (TBC)	CE029080	Yes
Sun 13th	Coffee Break - Armory Wharf Café, Jameson Street, Newington	CE029031	Yes
Sat 19th	Fiat Club NSW 2019/20 Motorkhana Championship R4 - day/night	CE029091	Yes
Sun 20th	Fiat Club NSW 2019/20 Motorkhana Championship, Rd 5	CE029002	Yes
Sun 27th	FIAT Club Coffee Break (TBC)	CE029072	Yes
Sun 27th	Fiat Club of NSW Concorso D'Eleganza (TBC)	TBA	TBA
October 2020			
Thur 8th - Sun 11th	Bathurst 1000	CE020111	No
Sat 10th	Pie Break - Pie in the Sky	CE020101	Yes
Tues 13th	Social Meeting, Bankstown Sports Club	CE020131	Yes
November 2020			
Sun 1st	Fiat Club NSW 2019/20 Motorkhana Championship, Rd 6	CE021110	Yes
Tues 10th	Social Meeting, Bankstown Sports Club	CE020101	Yes

SOCIAL MEETINGS are normally 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.

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, software and support supplied. Contact the committee to express your interest.

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.

Please note that due to the current coronavirus pandemic Oasis runs have been cancelled or suspended until further notice. We expect to be informed the Oasis group when activities will resume..

OASIS NEWS

Hello Oasis Club Members, Many thanks to the members who have been in contact with us. We hope you are all well & keeping fit during this Covid 19 crisis. This lock down has given us all a chance to do all those 5 minute & rainy day jobs that have been waiting to be done for so long.

We all enjoyed our last outing together which was way back in March to Bobbin Head. Sydney Olympic Park Authority have cancelled Riding The Rails at Newington Armory until further notice but we **still have Nepean Rowing Club booked and paid for on Tuesday 1st December 2020 for our Christmas Party.**

Looking forward to when all the restrictions are lifted & we can resume our normal outings.

FOR YOUR DIARY

Nepean Rowing Club is booked & paid for. Let's hope our Christmas Party can go ahead on Tuesday 1st December 2020

All other Oasis Events are cancelled until further notice. STAY SAFE

Regards, Les ph: 9838 8063

Message from the Council Of Motor Clubs

Please note also that events organized by the Council of Motor Clubs (the CMC) have also been impacted and please note that many activities for this year's National Motoring Heritage Day have been cancelled. General meetings have also been cancelled for now.

The following is a message from the CMC;

The CMC and our Member Clubs are aware of Covid-19. We are monitoring the advice from Government and Health Authorities. Many activities and events are being canceled or postponed, so check with the various event organisers.

The CMC will continue to communicate with Affiliated Clubs via:- our Facebook Page, The Preserve Magazine and Emails.

Please keep yourselves safe and follow the official guidelines.



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CLUB COMMITTEE AND OFFICIALS

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◆ CMC DELEGATE

Domenic Squadrito

◆ HONORARY AUDITOR

Rebecca Gallard

◆ ANSELL PARK CO-ORDINATOR

Michael McGeorge 0414 965 425,
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◆ FIAT CLUB LIBRARIAN

Lorenzo Aventi 0425 374 014

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- Steve Gotch
- Pauline Gotch
- Doug Tory
- 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

Please direct all correspondence to:

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PO Box 3034 Bangor NSW 2234 Australia

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

members@fiatclub.com.au

BANKING DETAILS: BSB 082-067

Account 03 665 7020

Name - Fiat Club of NSW Inc.

Bank - National Bank of Australia.

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

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

HVS Postal address and contact details for the FCNSW - Historic Plates Registrar;

Richard Dalziel

12 Page Ave Wahroonga NSW 2076

P: 02 9489 3553

M: 0412 709 228

E: histrego@fiatclub.com.au



Bankstown Sports Club have again advised us that they are not hiring out meeting rooms yet so the August Social Meeting is cancelled.

We also had to cancel the Motorkhana set down for July 26th due to a combination of factors – Covid 19 outbreaks and zero entries being among them. Please note that the new normal with Motorkhana entries is going to be online entries before the event. To minimize person to person contact we have to insist on this and entries will not be accepted on the day.

The only way we have been able to have a (careful) face to face get-together is by café meetings. The first of these during the pandemic was on July 12th at Patio Cafe, Putney and the second was on July 25th at Cafe Lobby, Lilyfield. I was able to attend both of these, but I must admit to being a bit concerned with the pizza night as the government mandated social distancing did not appear ideal and the attitude of some people is still a bit carefree. Mostly by the younger brigade I think. Please take pandemic precautions seriously for the sake of all members (especially the old codgers like me!)

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I haven't heard from the Alfa Club about the viability or otherwise of this year's Concorso d'Eleganza. September 27th is the date they told me back in May, but with the worsening Covid 19 situation I have a feeling it may be out of the question to hold an event which normally attracts hundreds of people. I'll keep you posted.

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As you know, the 2020 Fiat Nationals had to be postponed until next year and the date chosen was the weekend of the 16th to 18th of April, 2021.

We have just had communication with those responsible for planning next year's Auto Italia in Canberra and in their wisdom, they have chosen the same date, that is, Sunday 18th April, for that event to be held.

Therefore it puts us in the position of deciding whether to have our Fiat Nationals Show'n'Shine at the Goulburn venue or to change our plans and try to work out something with the Auto Italia organisers to hold our Show'n'Shine in Canberra instead. This would mean having to travel to Canberra two days in a row for most Nationals competitors, a trip of an hour each way. The only advantage to my mind in this situation is for our interstate entrants who may want to come to Auto Italia as well, but with both events being usually at least a week apart, it would normally not be workable for them. Thoughts from members on this would be appreciated.

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Fiat Car Club of Victoria President Roger Beattie is trying to create a Fiat 1400/1900 Register. He calls it a "survivor list" so if you know of any of these cars that are still around, please contact him with any details you know plus owner's contact information. He would also love a picture or two of each car. His email is... roger_beattie@hotmail.com

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Thanks again Lorenzo, for producing this magazine.

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Take care everyone,
Warren Smith



Competition

Last month's motorkhana did not go ahead as we had not received any entries, possibly due to the uncertainty and concern created by the recent spike in coronavirus cases. We are, however, still looking forward to the **scheduled motorkhana for Sunday 23rd of August** should conditions allow it...

In order to plan for this event, the Club Competition Secretary is looking for expressions of interest from those competitor wishing to attend. If you are interested could you please contact the Comp Secretary at competition@fiatclub.com.au and let him know whether you are going to, or are interested in attend in attending the motorkhana.



Coffee Break!

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



this month's location

When: Sunday 9th August 2020

Where: Benzin Cafe
1/242 New Line Road
Dural NSW 2158

Time: 8:00am - 10:00am



Burger break!

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



the location

When: Sunday 30th August 2020

Where: Superior Burger
Shop 5, 30 Bulls Road,
Wakeley NSW 2178

Time: 6:00pm - 10:00pm

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coffee break (write up)

25th July 2020

The LOBBY Cafe



This months coffee break was held at The LOBBY Cafe. A familiar place with a new name...this place was once known as The General & Co. This venue is great for parking but due to COVID restrictions the private carpark was closed off to prevent large gatherings from meeting.

The few FIATfanaticos who wanted to take their FIAT's for a drive meet up in the public carpark and enjoyed our coffee's respecting each others personal space while wearing face masks.

It was great to see a nice variety of FIAT models both old and new. Of particular interest was seeing members turn up in their alternative hobby cars of interest. We had a Lotus wearing an Alfa badge (you'll need to ask the owner why?), a Porsche 944 and even a BMW JPS tripute.

Thanks again for those who turned up and behaved during these uncertain times.

Keep safe.

Ciao

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



FIAT fanatico

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pizza break (write up)

12th July 2020

Patio @ Putney



Our first social catch up since the COVID-19 restrictions...and it rained!

That didn't dampen our club members spirits. A fantastic turn out of 26 people, comprising of club members and their family/friends.

Due to the rain many of the older classic cars were kept home and the modern machines were let loose in the rain.

It was great to see some of the alternative cars our members drive. Gavin Danes cruised in his old school cool Kingswood!

Thank you to all who came out and please keep safe during these uncertain times.

See you at the next event.

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



FIAT fanatico

www.fiatclub.com.au

TRE AMICI IN GIRO PER L'ITALIA (Three friends around Italy-part 3)

by Alan Steele

..continued from last month.

Seven years ago a few Fiat Club members, Alan Steele, Warren Smith and Tony Metcalf, arranged a trip to Europe that sought to take in the sights, the food and the motoring culture that Western Europe had to offer.

In last month's installment the lads had departed Garlenda and the annual Fiat 500 Festival to travel through Italy and visit Porto Fino, Florence and Rome. They visited many museums and places of interest including some motor museums.

They now continue the final leg of their journey ...

Away early the next morning it was on to the Panini private Maserati museum where I hoped to see at least a Sebring coupe and hopefully a 250F. We arrived just before opening time and wandered about looking at the row of tractors and three rather sad little Fiat 500s parked along the side of the museum. Once the museum's doors opened, I was in like a flash. Before me in the centre of the room was a row of old race cars, to my left a row of beautiful road cars (mostly sport coupes) and on my right a mixed assortment of various brands of automobiles, including a lovely little Fiat Ballila roadster and a couple of Stanguellini race cars.

Bits and pieces such as engines, trophy cases and race car suspensions were scattered about. There was no 250F, instead a Birdcage, which more than made up for it! Upstairs, the display continued with bikes, Formula 2/3 racers and a Birdcage chassis – a real work of art! The streamlined Lambretta on display is a 125cc record holder from 1949-1951, which achieved a top speed of 200kph!

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Above - The Panini Maserati museum which included a Fiat Ballila roadster, some Fiat 500s, an example of the extraordinary Maserati Birdcage chassis and some classic Maserati racers and production cars.

Below; Lambretta record bike, Maserati race cars lined up nose to tail!



TRE AMICI IN GIRO PER L'ITALIA (Three friends around Italy)

From the Panini collection, it was on to the **Stanguellini museum** in Modena. If it wasn't for the GPS we would never have found it – just a non-descript office building with a

single Stanguellini sign, amongst car dealerships. The building was closed up and appeared empty from the street, so Warren went searching for anyone who could help us. He returned with a little elderly gentleman by the name of Arturo. He had no English skills, but was fluent in German – which helped (or not). We eventually got the message across that we would like to visit the Stanguellini museum and Arturo produced a set of keys, which opened a massive sliding door in the side of the building.

Inside, parked nose-to-tail were a line of classic Fiats in absolutely perfect condition. Fine, but no cigar, what about the Stanguellinis?

Arturo then opened a glass door at the far end of the room and we entered an Aladdin's Cave. There before us were some of the most amazing, beautiful little cars I

have ever seen plus display cases holding all manner of Stanguellini automobilia.

Arturo in his Italian/German described the history of the company and the success the little cars had attained during their competitive years and we struggled to understand, but were able to get the gist of what he was saying. He was SO enthusiastic that you couldn't help but be impressed. Another set of doors opened, then another, revealing road cars which had received the "Stanguellini Touch", including a Fiat 2300S race car, various Porsches, Alfas, an Austin Healy 3000, Jaguars, even a Lotus! Being an excellent salesman, before we knew it Arturo had sold us caps, badges, a sports bag and DVDs. Then it was downstairs to the workshops to see vintage engines and gearboxes in the process of being rebuilt, plus racks of spare parts, manufactured, I suppose, to supply all the cars competing around the world in historic events.

Leaving Maranello the next day we were off to the **Enzo Ferrari Museum**, which is a new venture in Modena, having just opened during the past 12 months or so. I was expecting a collection of road cars, so

imagine my surprise when the car in the foyer was **the** Alfa Romeo 158/159 Grand Prix car. Maybe, just maybe, this place could be a little better than I had expected.

Ferraris, the Ligiers of Rene Arnoux and Jacques Laffite, an ex-Dan Gurney Porsche, an ex-Senna McLaren Honda, a Cooper Maserati, Carlos Reuteman's Brabham, Mario Andretti's



The Stanguellini Museum

We purchased our tickets and entered the museum proper. Imagine my surprise when the first car I laid eyes on was the Lancia D50! The sound of my jaw hitting the ground must've been heard throughout the museum! I had wandered straight past the chap collecting the tickets and he came running after me. But he took it light heartedly and

laughed – he could obviously see the incredulous look on my face!

So this is where the D50 had gone after the National Car Museum - if this was indeed the same car - as 2 examples still survive – but what the heck either one would

do. It was still in "as last raced" condition, but whose bum last warmed the seat, I do not know.

It had heaps of patina – this was the "real deal"! I just stood and looked at it for ages, then took so many photos that I wondered if I'd have enough batteries for the rest of the museum. I would cross that bridge when I came to it. The other guys had finished the entire display and I had only looked at one car!



Alfa 158/159



Maserati 250F



Ferrari Formula One cars - Above Niki Lauda's T2, below a Ferrari T5.



Lancia D50



The next stop was the **Mille Miglia Museum** in Brescia. Another collection of amazing, rare cars! At the end of the museum was a room dedicated to the Beatles featuring photos, posters and a display of original(?) instruments. It was nice to hear music again!

(continued next page)...

Eventually tearing myself away from the D50, I discovered one of the two V12 Maserati 250Fs in existence, the Niki Lauda T2 & T5

TRE AMICI IN GIRO PER L'ITALIA (Three friends around Italy)

Then into the shop – always strategically positioned at the exit. Not much tempted me until I found a copy of “Abarth, The Man, The Machines”. But it was in Italian, thanks, but no thanks. Then Tony noticed an English version, so I enquired at the counter as to how much it cost – EU 60.00. That’s less than ½ the price in Australia! I had bought it before I realised! But the thing was so heavy that it would prove a headache to carry with us (it even ripped the bottom out of my backpack!) and was a worry when it came to excess baggage costs!

Then we were off to **Lago de Garda** to stay the night at the **Il Fiore Del Garda Apartments in Manerba**. The place is very popular with the Swiss, Germans and Dutch, so the camp sites and accommodation were all pretty well fully booked. We even had to make a booking for dinner in the town – that was a first! Our host tried very hard to encourage us to stay longer (as one night bookings are quite



Vehicles from the Mille Miglia Museum

off to **Sondalo via the Stelvio Pass**. Along the way, we wondered if our plan to take this route was, in fact, a good idea after all, but as we reached the foothills of the Alps, the mountain scenery simply became beautiful and the Tyrolean styled buildings just charming.

Eventually we reached the famous **Stelvio Pass**, a series of 60 blind hairpin corners

Sunday – so what else is there to do?), but the most outrageous vehicle was a bus – without any passengers! I still can’t figure out how it made it around the corners!

Well if a full-sized bus could make it, so could the Peugeot!

The technique to get the wide Peugeot around the right hand bends was to cross to the wrong side of the road (!) and hope no one was coming downhill as there was no way to see back and up the hill. Left hand bends weren’t as bad, as you could see up the hill and if nothing

was coming down, you could use all of the road. At one point we were passed by a motorcyclist, wearing white leathers, MONO-WHEELING up the Pass! He either knew the road like the back of his hand – or else....!

Once we were at the top, we knew the effort had been worth it. Above the tree line at 2,750 odd metres there were snow drifts – in the middle of summer – and the air temperature was cool, but not cold and so



unusual), and we were very tempted, but we had to be on the road the next morning. It was quite a hike up to the actual town of Manerba, which is another ancient village set high on a hill with narrow, virtually one-way streets and no footpaths, making walking around a bit risky, especially when the likes of an old Chevy El Camino came chugging down the street!

Leaving Manerba the next morning, we were



The Stelvio Pass



(according to Wikipedia – I didn’t even think of trying to count them) and steep climbs with at least one section that had no wall to keep you from falling hundreds of metres, should the unimaginable happen! Dozens of motorbikes - some with pillion passengers (!) and even pushbikes reliving the Giro de Italia were making the run (it was after all a

much more preferable than the heat back down on the plain. The only buildings were a couple of hotels and several small tourist shops, but the place was packed with motorbikes and bicycles – their owners all with a satisfied smirk on their faces – and deservedly so! We grabbed a German sausage with sauerkraut roll and a coffee for lunch, bought some trashy souvenirs from the tourist shops and began the descent down the other side.

(continued next page)...

TRE AMICI IN GIRO PER L'ITALIA (Three friends around Italy)

Descending down The other side of the Stelvio Pass



Not too far from the top on the way down we encountered a flatbed truck loaded with a little Citroen which had failed to make the climb. It got interesting in the narrow tunnels when vehicles coming the other way weren't prepared to give way to the truck, resulting in a temporary road block until common sense prevailed and the downhill vehicle backed up. The whole time though we had to be aware of motorbikes and even pushbikes flying down the hill behind and past us – crazy, just CRAZY!

Finally, we reached the bottom of the Pass and it was on to Bormio and then to our stop for the night – the Hotel Rezia in Sondalo. Our hotel, high on the side of the hill above the town had magnificent views of the valley and mountains and as we sat in the bar (having a few beers – again – nothing wrong with that!) we just couldn't believe the scenery. This was one place that we really had trouble leaving!



But leave we must, so the next morning we were off the Lake Como. The GPS took us on a meandering course through the north Italian countryside through countless towns until we arrived at Cadenabbia on the lake. Leaving the van at the water's edge, we paid for a couple of hours parking and caught the ferry for a short trip across to Bellagio, which is on the tip of the peninsula which juts into the centre of the lake.

The town of Bellagio is a pretty place but the number of tourist shops is a little overwhelming. There are narrow cobbled streets with quaint shops up the hill but these streets are in constant use by even large motor vehicles which means that you have to find the sanctuary of a doorway to

clear a passage for them.

Back in Cadenabbia, we collected the van and set the GPS for Stresa on Lake Maggiore.

Our accommodation in Stresa would be the Albergo Sempione on the main drag opposite the lake. A quaint, but a little run-down hotel, which had such features as padded wallpaper (desperately in need of replacing), a single ceiling fan (no aircon) and a loose

lavatory pan that meant any ablutions were a bit of a balancing act! We wandered about before dinner, but the shops were starting to close for the night so we chose a table at the restaurant in the middle of the Piazza Cadorna, ordered a round of beers (so?) and our meal. The place quickly filled after we took our seats (another example of our ability to draw a crowd!) with Dutch and Germans, whom, I must say are easily entertained. Suddenly this fool, a one-man-band, entered the piazza and commenced to murder a small repertoire of songs to the delight of the crowd. He was WOEFUL, but the audience couldn't get

enough of him, so he'd proceed to start his limited number of songs all over again! We finished our meal as quickly as possible and beat a hasty retreat to some back streets out of earshot of the "boom boom boom" of his drum.

Tony and I eventually made our way to a bar just down the street from our hotel and were enjoying a second glass of vino, when a massive storm (which had been threatening for some time) hit in all its fury. We were forced from the outdoor tables into the restaurant section where the proprietor and myself struggled to close the large concertina doors against the driving rain. Then there was nothing else to do but to have....another wine? Eventually the storm eased and we made our way back to the hotel where the staff were mopping and squeegeeing out the entrance foyer. Phew, what a night!

We had a whole day in Stresa to fill so we walked a kilometre or so along the edge of the lake to the cable car which would take us,

in three stages, to the top of Monte Mottarone – a winter ski field at an elevation of 1491 metres. The trip up the mountain consisted of two cable cars and a chair lift but when we finally reached the summit, the pollution haze was so bad that we had to almost guess what the scenery would be like. The lake from the very top was almost invisible, but I have read that on a clear day you can see the Matterhorn in Switzerland from this vantage point!

At the top of the lower cable car we took a table at the café and ordered coffees all round. Amazingly on the wall of the café were some of those tacky miniature Aussie roadside signs of "kangaroos/wombats next 5km" – another reminder that we'd be home in a matter of days.

Once back down in Stresa, we bought tickets for the boat ride out to the Borromean



Scenes from the centre of Bellagio



islands of Isola Bela and Isola Superiore. Unfortunately, the islands were mainly a tourist trap and I was rather underwhelmed, although I did complete my gift purchases with some caps and 'fridge magnets' for the family. On Isola Superiore you can visit the palace and its gardens, but at an additional cost of EU13.00, I thought it better value in the "guitar bar" as I named it,to have a round of drinks. We spent the rest of the day back in the town sampling fermented beverages in various establishments (otherwise known as a pub crawl) and had a great meal in a little restaurant in one of the back streets. The fish I ordered just melted in my mouth – yummm!

(continued next page)...

TRE AMICI IN GIRO PER L'ITALIA (Three friends around Italy)



The hazy view from Monte Mottarone

Despite the threat of another storm that evening, nothing eventuated and the next morning we were heading for our final destination, Nice, France where we were to stay at Les Bastides(?) Saint Paul B&B. On our way to dinner, Tony popped into the local Renault dealer for some brochures and we headed for the historic village. Without the GPS, we managed to get nicely lost and ended up at another historic village by the name of Vence. We chose a little restaurant in a shady location, ordered a round of ales and watched the world go by. We were opposite a rather tricky intersection, and

although there must be road rules in France (one would imagine), none seemed to apply here – it was first-in-best-dressed. One fellow who managed to momentarily block the road was deliberately run into by another motorist, but no one got upset – and the two cars went

their own ways - many of the cars had accident damage! We ordered a meal in our best French (even worse than our best Italian) and afterwards wandered the streets to discover a Latin-American band playing in the main square and the locals dancing the Samba. It was quite an unexpected sight in France, but entertaining to watch

nonetheless!

Then suddenly it was all over. The next morning we drove the van back to the lease company's car park at Nice airport, finalised the paperwork and checked in for our flight home. Within 24 hours we'd be back in Australia and the previous 4 weeks would just become a memory.



My worries about excess baggage proved unnecessary and the fact that I now had 2 pieces of carry on luggage didn't raise an eyebrow with the airline staff. What a relief, as it would've been such a shame to have to leave the toys (including my models) after having dragged them around half of Italy!

I must congratulate Warren for his fastidious planning of the trip. Everything went off without a hitch – all the bookings ran like clockwork and the places we visited were amazing – even more so when I look back at the pictures. And thanks to Tony for his good humour and support for the times when the going got a little tough.

Alan Steele



Repairer and Restorer of all Italian makes and models
Tel. (02) 9736 2612 Web: mastertouchautomotive.com.au
1-3 Chalder Street, Marrickville NSW 2204

HVS – an interesting development

Have you changed your Primary Club since taking up your HVS registration?

If so, please check your Certificate of Approved Operations (CoAO), to check it states the FCNSW as your current club, as it may still show your original or previous club.

The RMS / Service NSW officers do not always pick up that the primary club has changed at registration renewal time – apparently you need to fill out a Change of Records form – see club website.

The issue is that the police have access the RMS database to check which club you are authorised to use the car with for “club” runs. The RMS database information, the club on your Certificate of Approved Operations and the calendar you present to justify your club trip should all match. If not, you may have some explaining to do.

What should you do?

Get your CoAO updated at the RMS, at least next time you renew your registration, and in the meantime, or anyway, carry a copy of the current HVD form (the one I sign & stamp), because it will at least show the FCNSW as your primary club for the current registration year.

The HVD also lists any secondary clubs you may belong to, which are not always listed on your CoAO by the RMS officers, because they usually claim there is not enough room to type multiple clubs. Best advice is to keep a copy of the current HVD in the car.

Another issue is that occasionally the RMS officers do not specify “any” primary club name on the CoAO. In which case, you should ask them to issue a new, updated CoAO at registration renewal time.

At this stage I am only aware of four FCNSW members who have changed their primary clubs, where the RMS database (and obviously their CoAO form) still show their old club, and I can identify another four member vehicles which have no specific primary club shown.

This is for general and future information, as I will notify the members I have identified individually.

If anyone needs a current copy of their HVD, I can always scan one to you from the club’s records.

Note: The CoAO is the pale purple, A5 size sheet the RMS provide when you first register your car on HVS, they don’t usually issue a replacement at renewal time. This is not the standard purple registration renewal form they post out each year.

Richard Dalziel, Historic Registrar, May 2020

FIAT CLUB of NSW Inc CHECKLIST FOR MEMBERS REGISTERING HISTORIC VEHICLES ON CONDITIONAL REGISTRATION

The following information is designed to assist FCNSW members register their vehicle under the NSW Historic Vehicle Scheme (HVS).

For new vehicles to the scheme, complete the Application for Conditional Registration (RMS form 1246), and ensure that the AIS (pink slip) provider completes and signs the “vehicle identified by” section on page 3. Also, Q8 = Car, Q9 = NSW.

2. Complete and sign the FCNSW Member Declaration and Vehicle Eligibility form and send it to the Historic Plates Registrar (HPR) to sign, and file with club records. Use address below.

Arrange for your vehicle to be inspected for age and originality by the HPR, or provide photos.

For new and renewing vehicles, complete two copies (or photocopy) the Historic Vehicle Declaration (RMS HVD form 1259). Include any recognised secondary car clubs where you are a financial member. Both copies will be stamped and signed by the HPR, the original will be returned to you to take to the RMS, the second copy will be retained by the HPR.

Please ensure you are a financial member of the FCNSW, and remain a financial member of the FCNSW, and any secondary clubs.

Obtain a Safety Inspection Report (or pink slip) from an inspection station prior to registration becoming due. Please note you need a manual pink slip for HVS registrations.

Once you have the signed and stamped HVD form you can go to the RMS for the renewal of an existing registration, or the issue of a new historic registration and plates.

8. If you are a new registration and wish to opt in to the 60 day log book trial, you need to advise the RMS at the time of making your application. Opting in is optional.

9. If your vehicle is already on historic registration, and you wish to opt in to the 60 day log book trial for personal use, then you will need to complete the Change of Records form (RMS form 1012).

Please note that the HVS is a privilege extended to the classic car movement, and that the operation of the system is under regular review by the RMS and the CMC & CHMC.

FCNSW members taking part in the scheme are reminded to comply with the spirit of the scheme at all times, to ensure that it remains available to all members into the future.

Postal address and contact details for the FCNSW - Historic Plates Registrar.

Richard Dalziel
12 Page Ave Wahroonga NSW 2076
P: 02 9489 3553
M: 0412 709 228
E: histrego@fiatclub.com.au

BEHIND THE WHEEL with DAVID McKAY (Published in 1974)

Much has been written in the pages of Fiat Focus over many years about Ted Ansell, one of the founding members of the Fiat 500 Club which became the Fiat Club of NSW. Ted's life was a fascinating one which virtually began with the birth of the automobile, an invention that was to become a major part of his life.

Over the next few issues FiatFocus will publish some articles on Ted including extracts from his own memoirs. This month we have the recollections of Ted's time as a marshal at Warwick farm by respected journalist, David McKay followed up by long time club member Tony Bray's profile of Ted's achievements with the Fiat Club. (editor, L Aventi).

There's a grand old man, 85 on Tuesday who is affectionately known by people like Stirling Moss, Jack Brabham, Graham Hill and most other great drivers of the past decade.

He is Ted Ansell, who has waved to all these greats from his special vantage point from the first to the last meeting held at Warwick Farm.

Ted was the flag marshal at Paddock Bend, that vital corner after the start-finish line where drivers placed their safety in his hands as they swept up to overtake a slower car and get the run through the sweeper leading into the straight.

I can't help thinking that, with the closing of the Farm, a "touch of class" has gone out of our motor racing.

Is it too much to hope that new Oran Park promoter Russell Lanyon, formerly the driving spirit behind Phillip Island, will be able to recapture some of the graciousness that set the Farm apart from the general run of our circuits?

But back to Ted. Twenty-five years ago, he, with his friend the late George Simmonds, founded the Fiat Club of NSW and proceeded to wallop the socks off the youngsters in his specially tweaked "millecento".

Now, to mark the Fiat Club's 25th Anniversary, Ted has come up with about a dozen beautifully made miniature scale models of vintage and veteran Fiats, had a superb mirror-backed cabinet built and presented the collection to the club.

More spritely than men 20 years younger, Ted has been a keen competitor and a staunch supporter of motor sport, adding more than a little "touch of class" to the scene.

David McKay.



Above; Ted Ansell with David McKay at Club's 30th Anniversary Dinner 1979

Below; The model cars donated by Ted and cabinet made by Life Member Graham Mumby



PROFILE OF TED ANSELL (1889-1979)

Written by Tony Bray, (1979) and edited for clarity by W. Smith (2020).

Ted wrote quite a comprehensive article on his life, which he titled "Looking Back to 1896 and Onwards". This story was printed in the Fiat Club of NSW's magazine in 1966 and again in 1979.

Ted acquired his driving licence in 1906 in England, but first rode motor bikes in 1904. He tried his hand at hill-climbing in Sunderland on a 1908 3.5HP Triumph, which Ted said cost \$97.00 and was the best bike in the world. The first car Ted drove was his father's Singer which had a

10/12 HP 4 cylinder White and Poppe motor. The special wood body took several months to build by a local coachbuilder and had about 50 coats of paint and varnish.

The following is a summary of his time and achievements in his 30 years of club membership.

Ted Ansell, after whom Ansell Park was named, was the co-founder of the Fiat Club of NSW and its Foundation Vice President and second President. In the club's foundation year, Ted was awarded first place in the Concorso d'Eleganza. In

1950, he won 3rd place in the Club's Sprints driving his Fiat 500B and was FTD in his 500C (the club is in possession of this trophy!). In 1953 in his 500C, Ted took out first place at Foley's Hill Climb and the club's sprints in his Fiat 1100TV.

For the next few years Ted took out many impressive placings in his 1100TV. Some of these include: 1953 & 1954, first placing and class record in the Southport (QLD) Sedan Scratch Race which was a distance of 28.75 miles in the 1100cc class.

(continued next page)...

PROFILE OF TED ANSELL (1889-1979) ...continued from page 16.

In 1953 his time was 28.20 mins, in 1954 it was 27.5 mins. First and class record in the 1100cc sedan class at the Leura Hill Climb (61.96 secs). First in class ¼ mile sprint and flying 1/8th. First in under 1100cc class at Foley's Hill Climb. First in sedan class at the VSCC Concorso d' Eleganza and first in class at Collingrove Hill Climb in the South Australian Championships.

In 1956, having acquired a 747 Abarth, Ted continued to blaze the trophy trail with a first placing at the Orange LCC Hill Climb 0-1100cc class.

In 1957-58 he was placed third in the 0-1100cc class standing ¼ mile with a 20.1 second time at the Mount Druitt NSW Sprint Championships, which was a record time for a car under 750cc. He also achieved a record time for a car under 750cc with another 3rd placing in the NSW Hill Climb Championships at Silverdale 0-1400cc class with a 55.90 secs. At the North Coast Hill Climb Championships, Ted won first place in the 0-1100cc class and broke the record for the "to 1200cc" class, and was the only sedan to break 50 seconds with a time of 49.8 secs. He won the Fiat Club of NSW Concorso d' Eleganza as well as the MG Car Club Concours Sedan Class. In the South Pacific Championships at Orange he achieved 6th place in the sedan race flying ¼ mile with an 86.6 mph run.

In 1958 Ted added a Fiat 500 Abarth to his list of cars and in doing so added further to his list of trophies. In this car he was second in the MG Car Club Sedan Class 0-1100cc at Foley's Hill Climb and second in the 0-1100cc class at Western Districts Hill Climb Championships with a 64.6 sec run. The class winner was an Austin A30 889cc and beat Ted by only 0.01 secs! The 1958 Easter Bathurst meeting saw Ted awarded first outright place in the much coveted Concorso d' Eleganza for the best dressed pit crew and driver award against 63 other competitors. At the Vintage Sports Car Club Hill Climb at Silverdale, Ted set a new class record in the under 750cc class with 55.59 secs. He also set a new class

record in the under 750cc class and was first in the 0-1500cc class at the Waterfall Hill Climb, which was on gravel. He also took out FTD for the sedan cars.

At the Fiat Club's Concorso, Ted was once again awarded first place. Another first was won at the Mount Druitt ARDC Sprint Championships 0-750cc class ¼ mile with a 21.06 sec. time.

In the Fiat Club of NSW monthly news bulletin of May 1958, it was reported that Ted was "packing up a formidable array of fast times at the various Hill

competitors eventually resulted in the oil being uncovered.

Into this trap hurtled Ted Ansell and his 500 Abarth. In the parlance of TV advertising – one Flick and they're gone – and that is about the only way of describing what actually followed. Ted hit the oil, twisted twice, bashed the bank at the side of the track, turned over and rested ungainly against the hillside with his right leg through the door, and his head protruding through the shattered windscreen." (He walked away though).

In December 1958 Ted won the Best Kept Car award and in February 1959 Ted competed on the Gnoo Blas Orange Circuit and although he did not take out a place, he did capture the imagination of the spectators in his 500 Abarth.

In 1961 Ted was awarded Life Membership of the Fiat Club of NSW and in 1966 was awarded membership to the Veteran Motorists Organisation of Australia for 60 years of driving completed. This organisation required of its members a clean sheet driving record, i.e. no accidents and no convictions.

Until its closure in 1973, Ted's favourite hobby was as a flag marshall at Warwick Farm racetrack. It was in this year that Ted handed in his licences (aged about 84). Ted never missed a club Social Evening,

Concorso judging or an interstate motorkhana until ill health overtook him (in the mid 1970s). From then onwards it was only occasionally that Ted was able to honour us with his presence, and I am sure that I speak for all club members when I say that it is indeed an honour to have known a gentleman of Ted's calibre and to be associated with an organisation that he helped form and continually supported for 30 years.

Tony Bray, (1979)

PS: After reading the above, readers will now be able to understand why the Club's motorkhana ground is named Ansell Park.



*Ted's accident. Note the skidmarks.
Photo by Tony Bray*

Climbs – so much so that he is now breaking his own previous records". In July 1958 it was reported that Ted "ran up to Orange for the June races and averaged 66.7 mph over the circuit in his 600 Abarth and in the flying ¼ mile he clocked 88.2 mph".

The club's monthly bulletin in November 1958 reported on the October Bathurst Racing ".....Ted Ansell had his two entries in the 500 and 600 Abarth Fiats, and it was during the running of the 500 that I really had cause for concern. Earlier, oil had been spilled on the circuit at Forrest's Elbow, and although precautions had been taken by the organisers to cover the road surface affected, the constant wear by



FOR SALE - 2013 ABARTH 695 ASSETTO CORSE RACE CAR

Genuine factory race car. Literally nothing needed to do, just add fuel! Open to reasonable offers and can sell you a suitable trailer with it – for an extra cost. I'd rather see it go to a fellow fiat enthusiast.

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. See the full ad in carsales at

<https://www.carsales.com.au/cars/details/2013-abarth-695-edizione-maserati-auto/SSE-AD-6407187/>

Please don't ask about buying the trailer separately, I'll offer it to the club first if it doesn't sell with the car. (08/20)

Vehicle is located in Ryde.

Contact **Iain Shannon** on **0414 241 345**

Wanted:

A pair for RHD headlights for a 1972 500F

Phone David 0401 710 240

(08/20)

Free

1989 Fiat Regata 100Sie

Not running but complete

Spares included (08/20)

Contact Lorenzo 0425 374 014

A green rectangular sign with rounded corners and a white border. At the top, it says "A proud supporter of" followed by the "RURAL aid" logo and "Helping Aussie farmers". The main text in large white letters reads "GREENSLIP REWARDS". Below that, it says "Need a CTP Comparison Quote? Call Sarah 1300 1400 11". At the bottom, in smaller white text, it says "No obligation Quotation on Business or Private Registrations + Fleet Assessments".

FOR SALE

Abarth 595, 2017

21000km

Auto

\$26500 ono (07/20)

David Virgona

0421 658 895



FOR SALE

For sale, a set of 4 matching valance grills (kickplates/running boards) for a 1920's FIAT 501.

The items are located in the lower Hunter Valley. Items can be shipped at cost.

Further information available should it be required, please contact; (07/20)

Robert

McDonald

Millers Forest NSW 2324

Email: robannmcd@yahoo.com



VINTAGE FIAT 501 PARTS FOR SALE

We have vintage Fiat 501 parts that are excess to our needs now our 501 is cruising.

In the back of our shed are multiple gear boxes, a full engine, front and back wheel hubs, head, bonnet, front mud guards, engine cover (underneath), front axle, rear axle and differential plus other bits and pieces. but not restored. If anyone is interested I can send photo's, I am not the best photographer but Liz will answer questions if a member chooses to ring **0435847584**. The price is "make a reasonable offer". (07/20)

We have a price in order we receive some compensation to our purchase price. They are in excess to my needs and maybe useful to others. Any purchaser will need to arrange their own pick up from **Nicholson Victoria**.

Contact Don and Liz - **Phone 0435 847 584**

FOR SALE

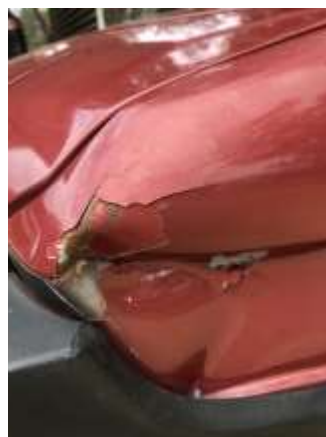
Bertone fiat X1/9/5 Italian sports car. Some history/background information - this car was styled and designed by Bertone in Italy, and for that reason is often called a "baby Ferrari" or a "baby Lamborghini".

it's in very good condition and has been warehoused for 25 years. It runs but brakes and clutch need to be bled.

it's a convertible so roof comes on and off Made in Italy and is a sports car, runs well, takes unleaded fuel and has had a brand new battery installed. Manual transmission. Not registered. Paint in good condition. (06/20)

Not a lot of work at all needs to be done!!

Contact crichardson398@gmail.com.



For Sale:

FIAT 131 Panorama Factory Wheels, Caps and Bolts

Set of 4 - 13 x 5" factory steel wheels complete with caps in good to very good condition, also includes a full set of the illusive black bolts. Fiat standard 4x98mm stud pattern.

The tyres are evenly worn to about 50-60%, they still hold air however they are old. These wheels are all matching and were removed from a low mileage one owner 131. \$250 ono. (04/20)

Contact Con Catena 0410 459 954 email - ccatena@hotmail.com.au

Books for Sale

PLEASE FIND ATTACHED A LIST OF SOME OF THE BOOKS THAT I HAVE FOR SALE FROM JOHN'S COLLECTION. THIS LIST IS APPROXIMATELY ONE THIRD OF THE BOOKS THAT I HAVE ON HAND.

WHILST I HAVE ONLY INCLUDED THE TITLE AND AUTHOR OF THE BOOKS SHOULD YOU WISH TO SEE A PICTURE, PLEASE DO NOT HESITATE TO CONTACT ME VIA MY EMAIL AND I WILL FORWARD YOU PICTURE OF YOUR REQUESTED BOOK. (03/20)

johnandlorrainedoel@gmail.com

THANK YOU TO THE MEMBERS THAT HAVE PURCHASED SOME OF THE BOOKS OFF THE FACEBOOK PAGE AND MEMBERS EMAIL, I AM EXTREMELY GRATEFUL FOR THE SUPPORT THAT HAS BEEN AFFORDED ME BY THE FIAT CAR CLUB.

LORRAINE DOEL

BOOKS FOR SALE FROM THE LATE JOHN GILBERT DOEL'S ESTATE 1ST MARCH, 2020

- FIAT 1100 BY GIORGIO NADA **\$70.00**
- FIAT 500 TOPOLINO BY GIORGIO NADA **\$70.00**
- FIAT SPORTS CARS 1945-X19 BY GRAHAM ROBSON **\$70.00**
- BABY FIATS BY DAVE RUNDLE **\$50.00**
- FIAT f-2 BY ROD SHIMWELL **\$70.00**
- FIAT 124 APIDER-COUPE-ABARTH BY GIORGIO NADA **\$50.00**
- FIAT 508 BALILLA BY GIORGIO NADA **\$70.00**
- FIAT 500 BY GIORGIO NADA **\$70.00**
- FIAT 500 BY ALESSANDRO SANNIA **\$50.00**
- ZAGATO 1919-1989,
- ZAGATO 1990-2000 BOXED SET
- BY MICHELE MARCHIANO & JOANNE MARSHALL **\$250.00**
- AUTOMOBILI FIAT BOXED SET BY ANGELO TITO ANSELMINI **\$350.00**
- FOR PRACTICE ONLY (1959 BOOK) BY LOUIS KLEMANTASKI **\$70.00**
- MOTOR RACING THE EARLY YEARS BY BRIAN LABAN **\$50.00**
- LINEA FIAT X 2 **\$60.00**
- MILLE MIGLIA RACE (THE POSTWAR YEARS) BY GIORGIO NADA **\$80.00**
- La FIAT va alla MILLE MIGLIA **\$70.00**
- LANCIA STRATOS THIRTY YEARS LATER BY ANDREA CURAMI **\$150.00**
- RACING LANCIA'S TRACK, ROAD AND SPECIAL STAGE BY GIANCARLO REGGIANI **\$250.00**
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- DREAM MACHINES FERRARI BY GODFREY EATON **\$30.00**
- CLASSIC FERRARI BY GODFREY EATON **\$30.00**
- GREAT MARQUES FERRARI BY GODFREY EATON & JODY SCHECKTER & JOHN BLUNSDEN **\$30.00**
- I LOVE GTO FERRARI BY FABRIZIO & FRANCO VARISCO **\$60.00**
- FANTASTIC FERRARIS BY ANTIONE PRUNET & PETER VANN **\$40.00**
- EMOTION FERRARI (EUROPE 1947-1972)
- EXEMPLAIRE NO 1511 BY MAURICE LOUCHE **\$350.00**
- AUTOMOBILE YEAR BOOKS NO 1 (1954/5 - 2018/19) THROUGH TO NO 66 **\$8,200.00**

FIAT focus



THE NEWSLETTER OF THE FIAT CLUB OF NSW Inc.

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Sticker \$ 2.00

