

FIAT focus

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

The Story of Graham Bates Fiat 850 Coupe



Fiat Club of New South Wales events to return in July!

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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, Graham Bates and Warren Smith for their contributions to this edition of Fiat Focus.

Cover Photo; *Graham Bates supercharged Fiat 850 Sport Hillclimb car competing at the Huntley Hillclimb in Dapto. Read Graham's story about his intriguing little race car.*

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:

Kirstan Cox - 2018 Abarth 595 Competizione

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
July 2020			
Sun 12th	Pizza Break - Patio @ Putney (see page 7 for details)	CE027021	Yes
Sat 25th	Coffee Break - The Lobby (Formerly General & Co.), Frazer Street Lilyfield (see page 7 for details)	CE027052	Yes
Sun 26th	Fiat Club NSW 2019/20 Motorkhana Championship Rd 2	CE027062	Yes
August 2020			
Sun 9th	Coffee Break - Benzin Café, 1/242 New Line Road, Dural (see page 7)	CE028090	Yes
Tues 11th	Social Meeting, Bankstown Sports Club (TBC)	CE028011	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 for details)	CE028003	Yes
September 2020			
Tues 8th	Social Meeting, Bankstown Sports Club (TBC)	CE029080	Yes
Sun 13th	Coffee Break - Armory Wharf Café, Jameson Street, Newington (see page 7 for details)	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 of NSW Concorso D'Eleganza TBC	CE029072	Yes
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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- 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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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;

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Covid-19 has certainly turned our world and our lives upside down in the last few months and even though some types of activity are being allowed, the way we do things may be forever changed. In NSW, restrictions have been eased, but elsewhere (notably Victoria), a resurgence seems to be happening. So, although some club activities will be able to be run, others will not.

Bankstown Sports Club have advised us that they are not hiring out meeting rooms just yet. This means that we will NOT be having a July Social Meeting, but at the end of July we will again find out if one is possible in August.

At least we are planning some coffee / pizza / burger breaks where we can gather in controlled spaces for a meal and a good old chin wag. The first is on July 12th at Patio Cafe, Putney and the next is on July 25th at Cafe Lobby, Lilyfield. I'm looking forward to attending and catching up, mainly because I want an excuse to drive my new purchase, a 2017 Abarth 124 Spider. It has 40k on the odometer, but has been well cared for. I will probably still have to take the 500X most places as the boot on the 124 is not especially large!

////

This year's Concorso d'Eleganza has been pencilled in for September 27th and I am hoping that the pandemic will be under control enough for that event to take place. Keep a lookout for updates.

////

I told you a couple of months ago that Ansell Park had a few items vandalised, plus we had a bit of flood damage. Well, I'd like to thank Wayne McGeorge and Kevin Halliburton for going up and replacing the toilet in the Gents and for putting a new top on the big table in the shed. It's much appreciated guys (I wasn't able to join them as I am having 2 bathrooms renovated at home and tradies seem to be in and out all the time lately!)

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Thanks also to our Secretary, Lorenzo, for again producing this magazine.

////

Take care everyone,
Warren Smith



Competition

Hello all,

Well I have had to dust off the keyboard as it has been a while since I have had to do a report but the great news is that we are soon looking to hold our first motorkhana since the shut down. We are still working out how it will be run but I can confirm the date will be 26th July.

It will be Fiat Club members only at this stage and as we get closer I will have more details on what will happen on the day regarding the junior clinic and lunch facilities, etc,

Watch this space for more exciting news for this year from the competition side with super sprints starting to be planned and hill climbs hoping to return as well.

The motorkhana dates for the rest of the year are:

Round 3 - Sunday 23rd August.

Rounds 4 & 5 - Saturday 19th (Day/night motorkhana) and Sunday 20th September for our annual double header.

Round 6 - Sunday 1st November.

Hopefully I will have a big announcement for you in next month's mag. Stay tuned

Cheers, Mic Mac.



Pizza break!

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

the location

When: Sunday 12th July 2020

Where: **Patio @ Putney**

83 Charles Street,
Putney NSW 2112

Time: 5:00pm - 8:00pm



Coffee Break!

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

this month's location

When: Saturday 25th July 2020

Where: **The LOBBY Cafe**

38 Frazer Street
Lilyfield NSW 2040

Time: 9:00am - 11:00am



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

**SUPERIOR
BURGER
+ BAR**



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

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 FiatFocus, the lads had travelled through Italy and arrived in the city of Garlenda to be part of the mass gathering that is the International Fiat 500 Festival. They now continue their travels ...

Come the Monday morning we packed up and prepared to leave Garlenda and head to the Cinque Terra. Responding to Steve and Cynthia's invitation, we walked to their beautiful house for a drink and to say our goodbyes. Imagine my surprise when I discovered that their Aussie made outdoor barbecue unit sported labelling which the company I work for produces! It was a small touch of home.

We found Alessandro at the Club headquarters where he was entertaining some Dutch Fiat 500 owners, whom I discovered were mutual friends of Margo Hoogendoorn who had visited our Club in Sydney several years ago. After thanking Alessandro for his hospitality and a great weekend, we were once again on the road.



Portofino

Taking Steve's advice, we decided to check out *Portofino* because it was a Monday and the crowds are apparently smaller then. He was right! We drove all the way in and even parked at the end of the road (in a parking station, but what the heck – it is normally impossible to do it on any other day!). We walked freely about the town, paddled in the water, had our daily ritual gelato and departed without any trouble at all!

Arriving in *Levanto*, we checked into the *agritourismo Villanova* (literally a B&B on a working 17th century farm). We walked the town, ate pizza for dinner (along with a few more beers) then sweltered through a hot night without air conditioning, waking up literally dripping with perspiration!

We left before breakfast to beat the crowds to the *Cinque Terra*, grabbing some fruit to see us through the morning. We had heard that some sections of the walk were closed but information was thin and contradictory. The plan was to catch the train to *Riomaggiore* and walk back to *Monterosso*

(a 5 hour journey supposedly). We asked at the tourist information office in *Riomaggiore* about which paths were open, to be told that the only path safe enough to walk was between *Vernazza* and *Corniglia*. Such a disappointment, but what the heck, we'd catch the train back to *Vernazza* and walk to *Corniglia* before it became too hot. We waited for over an hour for a train to come (who said that Mussolini got the trains to run on time?) so we boarded it only to find that it was a "through" – all the way back to *Monterosso*. We tried to walk to *Vernazza* but naturally our way was blocked. What to do – the morning was disappearing and we hadn't achieved anything! Desperately we decided to catch a ferry to *Vernazza*.

The place was packed with tourists but amazingly was almost fully recovered from the horrific mudslide, which had engulfed it a year or two ago. We grabbed a bit of lunch and caught the train

back to *Levanto* – with our plans of conquering the *Cinque Terra* now in tatters. On the advice of Alberto who ran the B&B we opted for the walk north west along the coast to *Bonassola* via a disused railway path. The day was extremely hot but the old tunnels were delightfully cool!

Back at the *agritourismo*, we grabbed a nanna nap after an exhausting and disappointing day. I wonder if the *Cinque Terra* will ever recover?

Florence

The following day I drove the van via the autostrada to *Florence*, where we booked in to the *Nilhotel*, which is on a par with *The Hotel Lingotto*. After settling in we caught a bus into the city using return tickets purchased at the *Hotel*. *Florence* is such a beautiful city, full of shops selling so much wonderful stuff - IF only we'd had the money! After endless hot days, a hail storm hit the city which dispersed the crowds and cooled the temperature dramatically! It was amazing to see things that I'd only recently read about in "The Agony and the Ecstasy" such as the site of the Bonfire of the Vanities and *Savonarola's* demise. The place was teeming with history!

On the Thursday (July 11th) we'd booked tours of the *Accademia* and the *Uffizzi Gallery*. *Michelangelo's* statue of *David* is still magnificent despite the deterioration it is suffering. Our tour guide recommended the *Bargello* museum for further works by *Michelangelo* and others such as *Donatello* as we had several hours to kill before the

Uffizzi Gallery tour. The place is off the tourist trail so there is no need to book.

We arrived with time to spare at the *Uffizzi Gallery*, but just as our tour was about to begin, there

was a medical emergency in the place and we had to wait quite some time. This left us with less time than normal before the gallery closed for the evening so it was all



a bit rushed – but SO worth it! Our guide was a real character, I loved his wicked sense of humour such as when he pointed out "delicate" details on some of the ceiling decoration that made me laugh out loud (embarrassingly, I was the only one!).

The artworks in the *Gallery* are just stunning and are a "must see" for anyone travelling to *Florence*. We should have allocated an extra day here – there is so much to see and do, if only we'd had the time.

Up early on Friday morning, we feasted at the *Nill Hotel's* breakfast

spread and hit the road to *Rome*, via *San Gimignano* - an Etruscan/medieval fortified hilltop town, dating back 3,000 years! The fashion - in the town's hey day was to build a taller tower than your neighbour(!). Many have since disappeared but the view from the top of the clock tower revealed a set of outdoor furniture in the top of one of the remaining ones!



Leaving *San Gimignano*, we drove past *Lake Bolsena* then on to *Orvieto* – another 3,000 year old fortified hilltop town with Etruscan origins. They must have been dangerous times to be alive! This time we were staying at the nearby *Hotel Villa Ciccona* not far from the foot of the hill.

Continued next page ...

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

The view of the town from the roadside across the valley was amazing! We had a brief look around the place and feeling peckish, decided to search for a restaurant. Avoiding the larger premises in the piazzas, we wandered down a side alley and came upon the *Restaurante dell Ancora* which had a pizza menu beside the front door. It was a unanimous decision to eat here, so in our best Italian we inquired if they did indeed have pizzas on the menu(?) and would they have a table for three. The waitress replied with a smiling "si!", so we knew we had nailed it.



Orvieto

As we entered the restaurant there was just one customer feeding on a plate of pasta. He enthusiastically told us in excellent English that this premises did indeed sell the BEST pizzas and that we wouldn't regret our choice. We never did find out if he was the owner, but how did he pick that we weren't Italian despite our enquiry in such "fluent" Italian? We'll never know. Anyhow, the waitress led us outside to a beautiful vine covered patio and showed us to our table. There had been a shower of rain apparently that day and the furniture was still a bit wet, but being wicker chairs, they were OK to sit on and soon dried.

We ordered our pizzas and as it always seemed to happen, people started to arrive at the restaurant. It was as though the message went out: "those Australians are eating in this restaurant so it must be great!" It seemed to happen at every place we went. The place would be empty when we arrived but within a few minutes (or so it seemed) the restaurant would be filled (?). The pizzas WERE delicious (now that we had learnt the Italian for "anchovies"), and were accompanied naturally, by beers and vino. Straight after breakfast the following day

we were back in Orvieto, descending the 250 helical steps to the bottom of the St Patrick's well. It is an amazing construction as the steps down are a different set to those that lead back up. It is a spiral within a spiral – so clever, no – so brilliant – so hard to explain!

To get a better picture of the town, I climbed the 250 steps of the *Torre del Moro* or "The Moor's Tower". While I was up there, the bell rang – which scared the !!!! out of me! My profanity bringing giggles from a couple who were up there with me. I think swearing must be a universal language! But the view was magnificent with the Tuscan countryside all around and the ancient town far below.



Il Duomo

The Duomo was reported to hold frescoes which were the inspiration for



Michelangelo's Sistine Chapel and I could see what they were getting at. The paintings appear as fresh as the day they were finished and are just full of clever tricks by the artist. There was also a beautiful *Pieta* statue in the cathedral which was very similar to Michelangelo's in St Peter's in Rome, except for extra figures and the skill

of the sculptor, Ippolito Scalza, was exceptional. I'm not sure which *Pieta* was created first, but my money is on Michelangelo.

We booked in to visit the "underground" where people lived and sheltered during times of trouble even up to an including the Second World War! There was an Etruscan-dug well, less than a metre wide and some 60 metres deep as well as pigeon roosts where the birds were trapped as



The helical steps to St Patrick's well at Orvieto



a source of food during times of siege. Apparently "pigeon" is still on the menu in some of the restaurants in the town! Ah no thanks!

The next place on our itinerary was Bagnoregio – another hilltop fortified town, but this one with its own tragic story. Due to the geological instability in the area the



town is collapsing, with several of its more famous dwellings just a pile of rubble at the bottom of the cliff. Imagine the town depicted in Disney's *Pinocchio* and you get the idea of how lovely the place is. The locals

are optimistic that their home can be saved and are pumping everything into stabilising the ground and propping up the damaged buildings that have not yet collapsed. I hope for their sake that they succeed!

Rome

We rolled into Rome later that afternoon staying at the *Tibur Metro* hotel in Ribibbia on the NE outskirts. It is the last stop on the *linea B* Metro line, making it difficult, if not impossible, to catch the wrong train.



The Pantheon, Rome.

On day 1 we were free to wander around, so we caught the "hop on-hop off" bus and toured the city so as to get a feel for the place. Unfortunately I ran out of battery power in my camera and my spare was still charging back at the hotel. BUMMER!

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

My hopes of visiting St Peters to see the Pieta were dashed by the length of the queue – it looked as if it would take an entire day for those at the end of the line to gain admittance! So we walked from the Castel St Angelo, over the Ponte St Angelo to try to find the Bartolucci wooden toy store and buy unique presents for the grand kids, but no luck. I'd need to do more research in the evening and find the place tomorrow! So we visited the Piazza Navona (where the ancient Romans held their "sea battles" for the populace), the Pantheon, Area Sacra, the Trevi Fountain (so different from how I remembered it in 1974, but I was assured it



The Colosseum

was absolutely fascinated with all the history. I didn't know that Christians actually weren't martyred in the Colosseum itself, but at other, smaller venues around the place. People come on pilgrimages from all around the world to pray for the souls of the early Christians, but they have the wrong address! The workings below the arena were so sophisticated and from the remaining stonework, it was possible see how wild animals and scenery were lifted up from below as required. One grim depiction by our guide described how, if the



The Arch of Constantine

hasn't changed – maybe it was just the massive amount of people!), Piazza del Popolo (the scene of outrageous behaviour by Contiki girls on my last visit, for which I publicly apologised to anyone in earshot – basically Tony and Warren), the Spanish Steps and then eventually back to the Colosseum Metro station. By the way, the drinking water in Rome (in fact in many of the places we visited) is excellent. There are drinking fountains all over the place where you can simply refill your bottle with cold, fresh water and it's free, unlike in some shops where you can pay EU2.50 (almost 4 bucks Australian) for a bottle!

I had the misfortune to order the worst pizza for dinner in Rome that evening – I couldn't eat it. I swore that it would be a while before I'd risk another! Strolling along the Via del Corso, I ventured into one of many tourist shops and bought the grand kids a 'T' shirt each and myself a rather nice FIAT mug, which I promised myself, would be USED once back home and not just be left to sit idle in a cabinet gathering dust.

Come day 2 of our Rome adventure and we are booked in for a guided tour of the Colosseum, Roman Forum and Palatino Hill. I

was absolutely fascinated with all the history. I didn't know that Christians actually weren't martyred in the Colosseum itself, but at other, smaller venues around the place. People come on pilgrimages from all around the world to pray for the souls of the early Christians, but they have the wrong address!

The workings below the arena were so sophisticated and from the remaining stonework, it was possible see how wild animals and scenery were lifted up from below as required. One grim depiction by our guide described how, if the



The Colosseum

gladiatorial battle was a little slow, suddenly a lion, tiger or whatever would appear to make things a little more interesting! The fights were usually between an expensively trained gladiator and a prisoner who had been sentenced to death.

Subsequently the victim was only very lightly armed as they didn't want to lose their gladiatorial investment and it was a "laydown misere" that the poor fellow would die a gruesome death, either by gladiator or wild animal. Just horrible.

We finally found Bartolucci's wooden toy shop, but the range wasn't nearly as extensive as I'd hoped. It was either wooden motor

bikes, rocking horses (both too large to post home) or small items like Pinocchio dolls, aeroplanes or wall plaques. I had hoped to

buy a marionette, but they were not available. So I asked at the counter if they could post to Australia anything I might buy and after consulting another saleswoman was assured that it would be possible. So I made my purchases and asked to have the items shipped back for me. Suddenly no one spoke English so I was doomed to drag a box of toys around with me for the remainder of the trip. Exhausted, we returned to the hotel for a bit of R&R! Arriverderci Roma!



Next stop was Hadrian's Villa at Tivoli.

A massive ruin that was once known as the centre of the Roman Empire during Hadrian's reign in the 2nd century AD. The

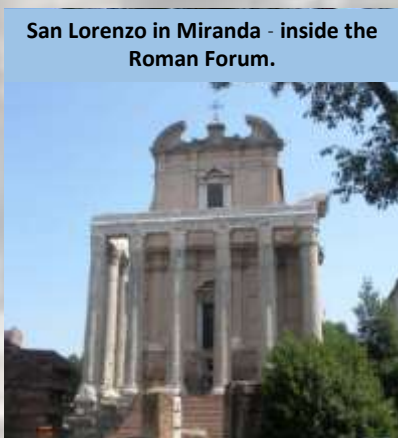
boys preferred to sit it out under the shade of the trees, but I climbed all over the place, finding ornate mosaic floors, fish ponds, baths, temples and pools plus all manner of mysterious structures. Mischievously, I jumped a fence to lay, Caesar-like just like Monty Don had in his "Italian Gardens" series.

Back on the road, by early evening we arrived at another fortified hilltop town called Gradara, although this one didn't have 3,000 years of history, but was interesting enough in itself. Actually a castle, its history dates from the 1200s.

We found our accommodation called Al Castello B&B, down the hillside from the castle after a bit of mucking around and were delighted to learn that it was a self contained unit, comprising the entire downstairs half of a house! Once settled in we climbed the hill up to the castle for dinner.

Summoning up my courage after the experience in Rome, I ordered a pizza for dinner (mainly because I couldn't fathom anything else in the Italian-only menu) and was pleasantly surprised by the quality. Having promised those back home to have a Vino Rosso for them, and having actually drunk more beer than wine, I ordered ½ a carafe of house red for myself and Tony whilst Warren stuck with the Coke. It was quite a pleasant drop, so we ordered another carafe, which similarly went down well. I was now in the mood for some more, so we ventured off to find a bar (the only one in town as it turned out) whilst Warren wisely went back to the B&B.

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San Lorenzo in Miranda - inside the Roman Forum.

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

Back at the bar, Tony had ordered a round of grappa. Now I haven't had much experience with grappa so I downed the first one. I remember selecting the second, but after that I have no recollection whatsoever as to what occurred for the remainder of the evening - but I had a great time apparently - I have seen the photos, but we won't go there.

The next morning I awoke fully clothed on the double bed, still quite intoxicated, but miraculously without a hangover. In fact I never suffered a hangover for the entire trip - heaven knows I deserved to!

I was incapable of driving for the entire day, so I was ostracised to the back seat of the van.

By lunch time we had made it to San Marino and the Maranello Red Collection. There are two museums within the one - the Ferrari and the Abarth museums. With an entry fee of EU12.00 to each museum plus only 1 hour before closing, we chose the Abarth side; after all there were more Ferrari museums to visit (I hoped!). Once again it was a case of "NO FOTO" as the museum apparently hasn't been officially opened yet (?).

There was a great collection of cars, but my pick was the Boano spider with its asymmetrical bodywork (so hard to pick in photos but quite obvious "in the metal"). I was keen to look at the engine cross member in the 1300/124, so I dropped down onto my hands and knees. This bought a swift reaction from the caretaker - I wonder what he thought I was up to? The Abarth Simcas were amazing. The engines are so large - no wonder they were so difficult to drive hard!

It was late in the afternoon by the time we arrived at Maranello and checked into the Planet Hotel.

Our room overlooked the entrance to the Ferrari factory - the actual one walked through by James Garner in the 60s movie epic "Grand Prix". It looked so much smaller in real life, but I was assured that it has never changed (except for a boom gate and

more of those ubiquitous "NO FOTO" signs). To kill time before the "happy hour" (in reality a free feed) we wandered about the town looking in the shop windows and enjoying a gelato. There was amazing stuff for sale, both in the items themselves and the outrageous prices they were asking! We did find a toy shop though in a side street with 1/43rd scale models with very tempting prices - we'd be back tomorrow.

We were up bright and early to visit the Ferrari Museum which featured some of the most amazing cars, especially the Ferrari 500 F2/F1 car and a couple of 250 GTOs (both 1962 & 1963 versions) - the first ones I have ever seen in the metal. The Drogo Breadvan

flared in one of the LanciaFerrari. After the disappointment of the museum in Turin, I believed that it would be the closest I'd ever get to see to real one, so I grabbed it. "Damn the torpedoes - full speed ahead!". Before I knew it I had picked up an Abarth 2 litre America, an Abarth Alemano spider and a Lancia D24 sports (I'd seen the original in the Turin museum). I'm hopeless! Luckily I was able to fit the models into the same box as the wooden toys.

After dinner that night, Tony and I decided to go for a walk as the sun was setting. Just past the Ferrari factory gates and on the opposite side of the road was a bar with several Ferrari workers engaged in



Exhibits inside the Ferrari Museum.

and 250LM were the icing on the cake!

The factory tour was a bit disappointing, but it is all you can get at the moment. Just a bus tour through the grounds with a commentary describing what happens in each building. Hopefully they will provide proper tours some time in the years to come.

So it was off to do a bit of shopping. The Ferrari shops lived up to their expensive promises, so we weren't tempted, but Tony managed to find a couple of Abarth caps buried on a counter beneath some Ferrari ones. The price was a bit rich, but Tony said "leave it with me" and he returned with a negotiated price that was most acceptable - nice work Mate!

We returned to the little toy shop in the side street and found it just opening after the afternoon "siesta" break. I was determined not to buy any more models as I have run out of room back home. So I idled my time just browsing. Suddenly I spied a Lancia D50 model with the separate pontoons, not the

conversation at the outdoor tables, so we decided to enter the premises for a vino or two. The lady behind the bar was marvellous. For some reason she took a liking to us and although she couldn't speak English, she proceeded to have a conversation with us. It turned out that she was a friend of ex chief Ferrari engineer Luca Baldisserri who was responsible for the likes of Gerhard Berger, Eddie Irvine and Michael

Schumacher. She toddled off at one point and came back with a signed copy of his biography as written by Baldisserri's wife. Searching through the book she pointed to photos of Luca in Adelaide, Melbourne, Sydney and in the outback. Her eyes gleamed!

Then she produced another signed copy and with the aid of a friend, who had popped in, explained that she wished us to have the books. When we produced a small kangaroo badge (which we carried for such "emergencies") for her, she was over the moon! It was a great evening and typical of what can happen when you make the opportunity happen. Go out and look for it - it won't come looking for you!

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!

...continued next month.

Jottings and Gossip (Fiat Club of NSW news)

A few club members have become active again now that restrictions are being eased bit by bit and opportunities to go for a drive to meet up with like minded enthusiasts are now happening. It is noted that everyone still needs to be careful as anyone who is carrying the virus can unwittingly infect any number of people as we have seen happen in other parts of the country. Make no mistake, even though we have



done well to contain the virus it is still highly infectious and can spread rapidly if we don't continue to be careful.



While this wasn't an official club event it was good to see members visit the new location for **Kollector Cars and Coffee** which **reopened** a couple of weekends ago in Rhodes. Even though it rained in the morning, spirits were not dampened as the chance to driver your Fiat somewhere was too tempting to pass up. From the



Earlier in May, a few members braved cold conditions to finally go for a run to the **Pie in the Sky Café** in Cowan. The frosty conditions kept many people from venturing out, however, after being immobile for a while, a few die-hards could not resist the easing of restrictions and the reopening of restaurants and cafes to get out and about. A warm pie and a hot coffee would certainly be welcomed on a morning such as this one.

The club is looking forward to **some official drive days and coffee runs in the near future**. Please check the magazine for the upcoming events over the next two months that will allow you to catch up with some of you old friends and even meet some new members. Remember that **social distancing measures are still to be adhered to** but these should not detract much from the events that have been scheduled.

In the meantime, **keep a look out on the**



Club's Facebook page for any unofficial drives that may be happening.

Auction news!

Shannons online "timed" auction concluded on June 3rd with a few results that are of interest to Italian car buffs. A white 1971 Fiat 500 (Left Hand Drive) sold for \$17,500. A Ferrari 400 V12 Coupe sold for \$75,000 and a Maserati Merak V6 sold for \$98,000. Go to <https://www.shannons.com.au/auctions/2020-shannons-autumn-timed-online-auction/> to check out the results for the other auction items.

Donnington Auctioneers are still hosting the Binnalong Car Museum auction which includes a 1967 Fiat 500 and a couple of Ferraris as

well as a host of vehicles, books, workshop equipment and other motoring ephemera. You can check the items available for sale at <https://online.doningtonauctions.com.au/m/view-auctions/catalog/id/36>.

Fiat Focus included an article on the Binnalong Motor Museum in the April 2020 edition, however, the museum has announced that it has now closed so that the owner can continue the restoration of some vintage cars. The museums contents will be included for sale in the auction.

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

Graham Bates Supercharged 850 Sports Race Car.

I have always been a fan of Fiats and I had a thing for the mark one 1500's when they first appeared. It was not until 1969 when I was stationed at the navy base, HMAS Leeuwin that I first had a good look at the 850 Sport Coupe. The large speedo and tachometer really appealed to me. Strange how the 124 coupe had tiny instruments in comparison!

Early in 1970 I was posted to the navy air station HMAS Albatross at Nowra for aircrew training. I decided that if I passed the course I would buy myself a new 850 Coupe. A couple of months later I had my new car. This is still the only car I ever bought new, and I have owned lots of cars! Nowra in 1970 was a big country town with a Fiat dealership that was selling a lot of cars. There were at least a dozen other series two 850 coupes getting about.



This is the first weekend I owned the Fiat. The car was built when Fiat was having a lot of industrial problems and my car suffered from poor paint. The front quarter had to be repainted under warranty after 3 months. The Pirelli Cinturato's wore out rapidly, however, mechanically, it was faultless.

In the photo below, this is 1970 with a Moth sailing dinghy on the roof about to depart Tumbly Bay on the West coast of South Australia for Nowra NSW. I did this when I was young and single. The 850 did this trip regularly over a 4 year period.



I Married Gayle in 1972 and we continued driving the 850 to South Australia twice a year. In one trip we had two red setters on the back seat. Then kids came along and we had to have a bigger car. The Fiat was sold off locally and we bought a Falcon Fairmont XY. Nice car but was shocking to drive after experiencing the Fiat. There after came a string of cars including a manual XJ6 Jaguar, Renault 16TS, Fiat 124 BC coupe [no where near as much fun as an 850!], Alfa GTV 2000 Alfetta [red and both of us got plenty of speeding tickets], Holdens including a Commodore 5.0 litre SLE and other stuff.

About 30 years ago I was towing a trailer with a Mazda on it for my

son to fix as a first car. As we were driving through Bomaderry and there it was parked on the side of the road for sale. My old Fiat 850. Plenty of rust but with spare doors and panels and glass and a spare engine and gearbox, all for \$250. I bought it on the spot from a mechanic who had owned it for a few years. The car sat in my garage for a while virtually untouched. I did a few rust repairs with oxygen acetylene and removed the engine and gearbox but that was it.



In 1972 I married Gayle. Here I'm wearing a silk suit and a paisley tie. We drove the Fiat to Queensland for the honeymoon.

Then a few years ago it was announced that a motor racing circuit was to be built to the West of Nowra. I went out and bought a track ready MX5 as an interim car and a mig welder and got stuck into the Fiat full time. I used the MX5 at Huntley Hill climb, Marulan and Wakefield Park. MX5's are a delightful car to drive and my aim was to get the 850 to handle as well as, and, have a similar power to weight ratio.

I built a simple rotisserie to mount the 850 on so I could repair the rust in all the usual places. The front boot lid, engine cover and rear panel were floc moulded in epoxy and fibreglass cloth with a bit of carbon fibre just for looks!



In primer here getting ready for finishing in the original acrylic red.

The car was always going to be a hillclimb car and the aim was to reduce the weight as much as possible and also supercharge the engine. Front brakes are Tokico Suzuki 750 motorbike callipers. A 10 litre alloy fuel tank is fitted in the front and an alloy Mini Cooper radiator low mounted low in the front. Front suspension was converted to wishbones with Bilstein coilovers, Hyundai I30 roll bar with Abarth style linkages.

Continued next page...

Graham Bates Supercharged 850 Sports Race Car.

... From the previous page.



First set up was a suck through AMR500 supercharger with a 1.5 in SU carburettor and Pertronic electronic ignition. I was aiming for 10 psi of boost but in actual fact had 19 psi. This ran but was no where near successful. The distributor timing was never going to be good enough! Fuel was always E85. The aluminium welding in the above photo is "splatter" mig welding in case your curious.

I took the car to Queensland for the Nationals, but, after dragging it all the way there the SU cause problems and the car stayed on the trailer all weekend. I decided the answer was fiat a full EFI system.

Converting a 1950's engine to EFI took many hours of research. Going straight to fuel injection and full electronic timing management of a boosted engine on E85 was interesting. I decided on a Microsquirt ECU which is part of the Megasquirt family and I use the Tunerstudio on my laptop for engine tuning. There is an excellent online forum for Megasquirt and even a quite active Facebook page for Australian enthusiasts.

After getting a rough fuel map the car was driven around Marulan track and the auto analyse function adjusted the fuel. Interestingly when I did go to a dyno the operator used auto analyse as well for the fuel map. The ignition maps have to be done manually.



Laptop lashed to a frame for on track auto fuel mapping.

The current engine configuration (see photo, top right). - Engine is the

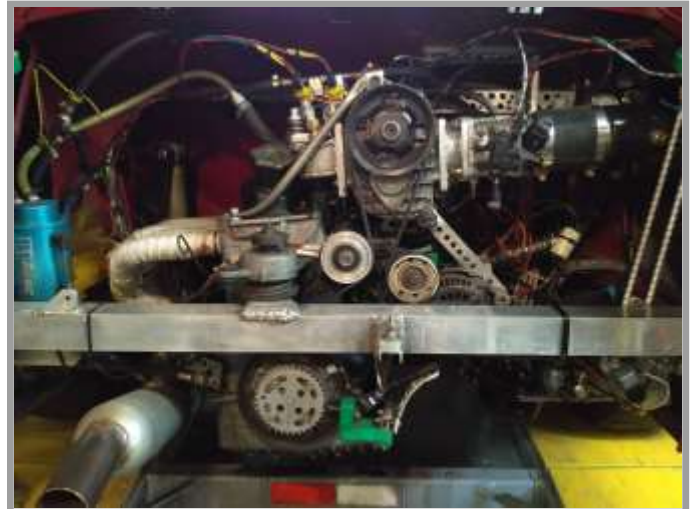
original 903cc Coupe unit. Internals are stock except for the pistons in which I machined shallow bowls to lower the compression ratio. Head has stock valves but I opened up the ports and match ported the manifolds. Stock camshaft. Lightened flywheel. Suzuki alternator. Light weight starter motor.

- Two 550cc fuel injectors firing down where the Weber used to be. Batch fire. Holden Barina throttle body delivers air to the AMR 500 supercharger [10 psi boost]. Commodore air cleaner and air box. Bosch 044 fuel pump. Water/methanol injection driven by an espresso coffee machine pump switched by a Hobbs switch at over 3psi of boost.

- Ford EDIS-4 ignition with a Ford coil pack [4 coils]. 36:1 timing

wheel with a Ford induction pickup. Wasted spark.

The car has not always run faultlessly. During one particularly fast run up the Huntly Hillclimb I blew the tops off two pistons (see cover photo). At the time it had 19psi of boost.



This is the current configuration

The First Nationals I attended was at Brisbane as mentioned earlier. I had SU problems. The following year at Goulburn the Chinese rising rate fuel regulator failed as I was driving it off the trailer!

Then at the Winton Nationals and Eastern Creek and numerous hillclimb runs I had problems with the pickup and the 36:1 timing wheel. A tiny bit of gearbox oil would drop down and close up the air gap giving me a momentary engine failure, sometimes for a split second and other times a full stop - always in a right turn! I stopped the oil leak by changing the gearbox oil to a non friction modified type! I rotated the 36:1 timing wheel and pick up 180 degrees so any oil now gets thrown clear. It's a problem you only get with a rear-engined car.



I built a simple rotisserie repair the rust in all the usual places. This is a very useful tool for working on a car body for repairs, modifications and restorations.

Continued next page...

Graham Bates Supercharged 850 Sports Race Car.



South Australian Nationals. Pit crew getting some gammas.

Before the Nationals at Taillem bend I had a Dyno run at the local shop. The operator set the all in timing at 17 degrees to be safe. This is a lot lower than what I had calculated and the car just felt retarded. I did two sessions at the Bend with 52 RWHP. During the warm up lap I had a moment of stupidity and an off where I think the electric water pump hit the dirt on the in-field. As soon as I got back on the track the engine overheated but I had not noticed until it was too late and I blew another headgasket!

In the last hillclimb of the year before Christmas I bumped the timing up to 24 degrees and the car came alive! I had been discussing the timing problem with Wayne Penrose and in preparation for this year's Nationals at Goulburn I took the car up to Dapto and had Wayne work out what the best minimum

timing was. Even he was shocked at the results. We kept bumping up the timing between pulls and settled on 30 degrees! RWHP now 77.5. Then Covid-19 happened!!!!!!!!!!

By the way, Here is a free plug for Wayne Penrose.

<https://www.youtube.com/watch?v=HEoWfZKkHZw>

Also. this is how to blow a headgasket!

<https://www.youtube.com/watch?v=TA0DkQljm6c>

There are a few other videos of the Fiat in my channel as well.

Naturally there are constant upgrades to the car. I have made a cover for the front to tidy up the air flow under the front suspension. I was looking forward to seeing how it went on the main straight at Wakefield Park at the nationals this year!

Graham Bates.



Tailend—Huntley Hillclimb.

Fiat Club Archive - Motorsport Photographs from the 1970s

Club level motorsport has been part of the Fiat Club since it's inception. Many of the founders of the Fiat 500 Club were active motorsport enthusiasts and competitors with some of them competing in races at the state and national level, something that continued throughout the decades of the club's existence right until the present.

Warren Smith was able locate the following 1970s motorsport pics from the club's archives. As usual, some of wish we still had some of these machines to use now?

Leonie Steele, Warren Smith, Tony Metcalf and Alan Steele at Amaroo Park in 1979 with their Fiat 850.



Motorkhana action at Pacific Park in 1972 with a 128 Coupe, 125, an early Nuova 500 and a red 600.



Alan Steele lining up on the Oran park Grid, 1973

**More Club
Motorsport
Photographs
from the 1970s**



In a hurry to get on the track—Alan Steele,
Fiat 600, Oran Park 1973



Gerry Gotch, Fiat 850 Coupe, Oran Park, 1973



Alan in his Fiat 124 Special at Oran park



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Oran Park Pits, 1973

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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**
- GREAT MARQUES ALFA ROMEO BY DAVID OWEN & JOHN BLUNSDEN **\$30.00**
- 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**

KELSO OVAL PANANIA

EAST HILLS CHARITY

CAR SHOW

SUNDAY 30TH AUGUST 2020



The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. A great family day out with the goal of the event to support a different charity each year.



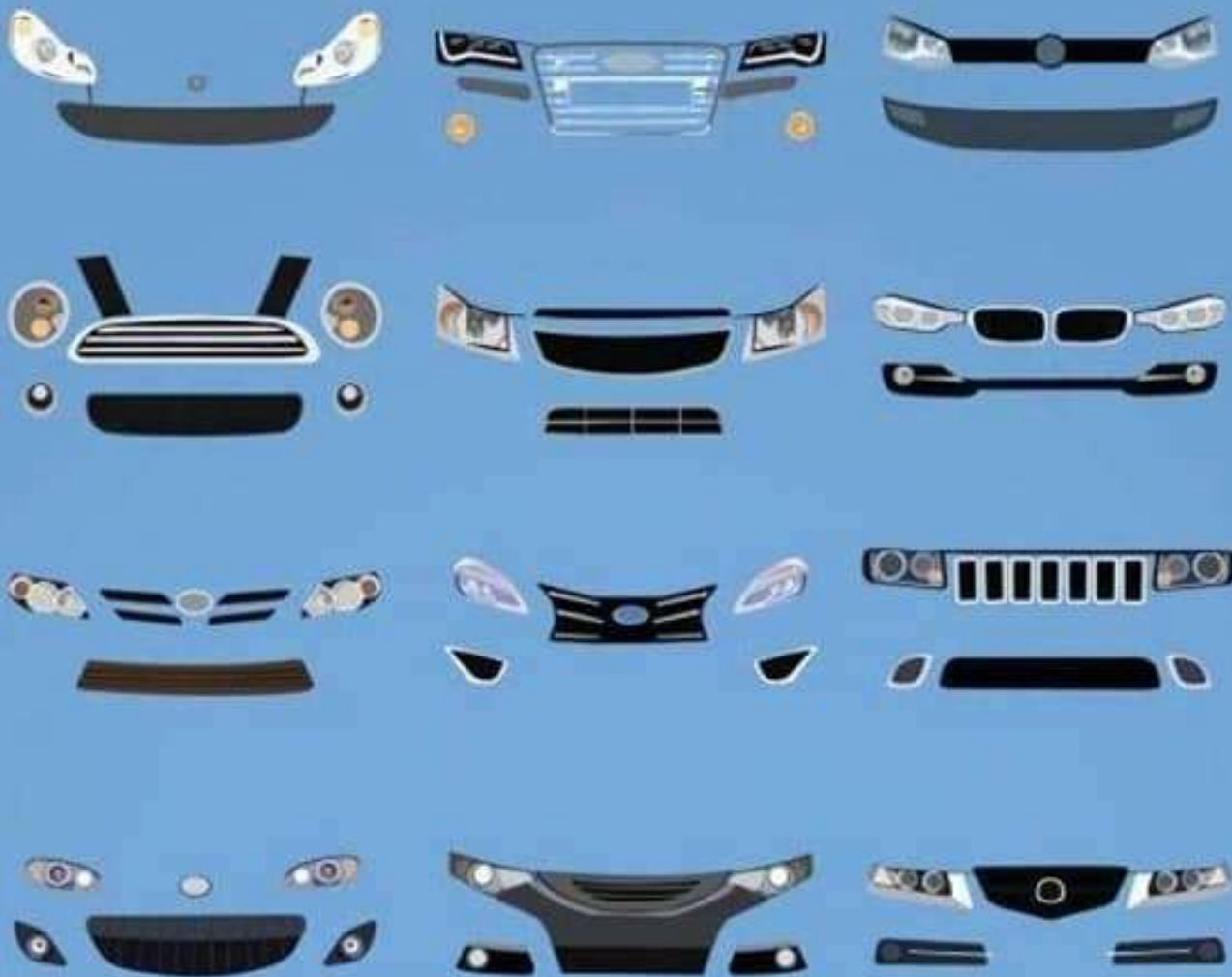
This year the East hills Charity Car Show is extremely proud to be supporting the **Crohn's & Colitis Australia**

www.crohnsandcolitis.com.au



www.easthillscarshow.com.au

The Back End ...



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