

FIAT focus

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



COVIDCORSO

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 looking for!

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

Cover Photo; David Heyworth's glorious **Fiat 1200 Cabriolet** that appeared in the covidcorso. See the magazine for the many other entrants in the on-line competition.

Advertising rates for Classifiats;

Club Members-free.

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

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

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

Fiat Club of New South Wales
Facebook:
facebook.FiatClubNSW.com.au



Fiat EcoBoost from 1999

All club events have been suspended or cancelled for the next few months or until further notice. Should the threat of the coronavirus pandemic subside over the next month or so, some of the suspended events may be reinstated. In the hope that things return to normality at some time the events below could be looked forward to. In the meantime please take care of yourselves. *Editor.*

DATE	EVENT AND LOCATION	HVS code	Pointscore
Events and meetings for April to June have been postponed or cancelled.			
July 2020			
Sun 12th	FIAT Club Burger Break (Superior Burger - TBC)	CE027021	Yes
Tues 14th	Social Meeting, Bankstown Sports Club (TBC)	CE027041	Yes
Sat 26th	FIAT Club Coffee Break (Benzin Café - TBC)	CE027062	Yes
August 2020			
Sun 2nd	Fiat Club NSW 2019/20 Motorkhana Championship Rd 6 (TBC)	CE028020	Yes
Sun 9th	FIAT Club Coffee Break (General & Co - TBC)	CE028090	Yes
Tues 11th	Social Meeting, Bankstown Sports Club (TBC)	CE028011	Yes
Sun 16th	CANCELLED - CMC Shannons Classic - CANCELLED	CE028061	Yes
Sun 30th	FIAT Club Pie Break (Pie in the Sky - TBC)	CE028003	Yes
September 2020			
Tues 8th	Social Meeting, Bankstown Sports Club	CE029080	Yes
Sun 13th	FIAT Club Coffee Break (TBA)	CE029031	Yes
Sat 19th	Fiat Club NSW 2019/20 Motorkhana Championship R7 - day/night	CE029091	Yes
Sun 20th	Fiat Club NSW 2019/20 Motorkhana Championship, Rd 8	CE029002	Yes
Sun 27th	FIAT Club Coffee Break (TBA)	CE029072	Yes
TBA	Fiat Club of NSW Concorso D'Eleganza	TBA	TBA
October 2020			
Sat 10th	FIAT Club Coffee Break (TBA)	CE020101	Yes
Sat 10th - Sun 11th	Bathurst 1000	CE020111	No
Tues 13th	Social Meeting, Bankstown Sports Club	CE020131	Yes
Sat 17th - Sun 18th	AROCA 12 Hour Regularity - Winton Raceway, Victoria (TBC)	CE020171	No
Sun 25th	FIAT Club Coffee Break (TBA)	CE020152	Yes
November 2020			
Sun 1st	Fiat Club NSW 2020/21 Motorkhana Championship, Rd 1	CE021110	Yes
Sun 8th	FIAT Club Coffee Break (TBA)	CE021180	Yes
Tues 10th	Social Meeting, Bankstown Sports Club	CE020101	Yes
Sun 25th	FIAT Club Coffee Break (TBA)	CE020152	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. **At present these meetings will be suspended until the threat of the coronavirus passes.**

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

OASIS RUN DETAILS

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

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

DISARMED AT THE ARMORY TOUR TUESDAY 2nd JUNE 2020 THIS EVENT IS NOW POSTPONED

At the moment all events at the Armory are postponed until at least the end of June 2020. Brian suggests that he holds the booking money until we meet again or set a new tour date. DETAILS: Brian

Jubb ph: 9602 9591

Email: peugeot505@optusnet.com.au

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

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.

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:-

This site, our Facebook Page, The Preserve Magazine and Emails.

Please keep yourselves safe and follow the official guidelines.

New Members

A warm welcome to the following enthusiasts:

Luke King & Elizabeth Browne – 1975 Red Fiat 128.

CLUB COMMITTEE AND OFFICIALS

◆ PATRON

Mr Nat Zanardo OAM

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◆ CMC DELEGATE

Domenic Squadrito

◆ HONORARY AUDITOR

Rebecca Gallard

◆ ANSELL PARK CO-ORDINATOR

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

◆ FIAT CLUB LIBRARIAN

Lorenzo Aventi 0425 374 014

Life Members

- Tony Bray
- 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:

THE FIAT CLUB OF NSW Inc.

PO Box 3034 Bangor NSW 2234 Australia

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

BANKING DETAILS: BSB 082-067

Account 03 665 7020

Name - Fiat Club of NSW Inc.

Bank - National Australia Bank (NAB)

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

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Come on members, the position of **Editor** has still not been filled. Please don't take it for granted that Lorenzo will keep on doing two jobs. Out of 300+ members we must have someone prepared to take on the role!

Covid-19 isolation rules look like they may start to be reduced, so we may soon be able to meet up in person again for **Club Breakfasts**. Things will still be very different for a while though as I hear that when you enter a venue such as a restaurant or club you will be required to give your name and a contact phone number. Keeping your distance and sanitary practices will still be required. Keep a look out for E-group emails in case an event can be organised at short notice. For instance, a meet-up at Pie In The Sky, Cowan, was organised for May 24th by Dean Ryan at short notice via our Facebook page. This of course was an unofficial event but was well attended with some beautiful Fiats, Abarths and a Lancia.

As for other events like car shows, that is a different matter. **The Council of Motor Clubs have already announced that their annual Display Day in August has been cancelled** as a gathering of 5,000 or more is out of the question. Our own annual Concorso usually held in September has not had a decision made about its viability yet. I have conversed with the Alfa Romeo Club on this as they are the ones who book the grounds, but they don't know yet. Watch this space and cross your fingers.

The club calendar published with Fiat Focus is still not confirmed, even though we have printed events with dates. Social Meetings depend on advice from Bankstown Sports Club as to their viability, so please keep an eye on E-Group emails or ring a Committee person for confirmation before attending.

While in lockdown, I instigated a little **online concorso** via our club Facebook page. Mark Weinberger came up with the name COVIDCORSO and created a beautiful little logo for it and I posted a notification for it in Facebook. The idea was that Club Members post ONE PHOTO of their own Fiat, Abarth or derivative to the Club's Facebook page and after a suitable period had elapsed (2 weeks), I would choose one winner and call it The President's Choice and another

winner would be chosen by FCNSW Facebook Group Members, just by clicking the "Like" button against the posted photos. I called this The People's Choice.

Results are now in and I can announce the winners; and because voting was so close, I have decided to award 2nd and 3rd places as well.

1st place in People's Choice with 23 points is **Joe Catena** with his silver Fiat 131.

2nd place in People's Choice with 22 points is **Giovanni Ciampa** with his white Fiat 850 Sport.

3rd place in People's Choice with 21 points is **Daniel Sullo** with his dark grey Fiat 124 CC

1st place in **President's Choice** is **Maxine Chivers** who submitted a picture of her beautiful Abarth 500 outside of a slot car centre. I thought the idea behind that was very clever.

A couple of other pictures caught my eye too because of the thought put into them; one of them being Ian Sinden's X1/9 with the wine bottle and glasses and the other Giancarlo Nasca's X1/9 ready for anything with a facemask, hand sanitizer and gloves on the mirrors! Most appropriate. Congratulations to the winners and well done everyone else; it was great to see the sheer variety of models owned by club members.



Maxine Chivers mighty Abarth down at the (slot car) track!

Take care everyone,
Warren Smith
2020 President

Jottings and Gossip (Fiat Club of NSW news)

Last month my call out for members to submit articles or photos that they would be happy to see in Fiat Focus netted two quality pieces from the membership. Thank to **Alan Steele** for reminding me of his very entertaining and well written article of three Fiat Club members wandering around Italy some years ago. The article, **TRE AMICI IN GIRO PER L'ITALIA**, is a travelogue of three friends taking in the sites, the food and the refreshments of Italy over a period of 4 weeks. The whole article will be published over the next few editions of Fiat Focus including this month where the trio arrive in Europe and end up at the annual **Fiat 500 Festival in Garlenda Italy**.

Next month we can look forward to **Graham Bates** writing about his **Sports Sedan and Hillclimb car**, his wonderful **Fiat 850 Sports**. I am sure there are many of you who would be interested in what Graham has to say!

A reminder to all members to **feel free and contact me if you have anything of interest to include in the magazine**. Email either the club editor or secretary with your article or photo.

1971 Italian Grand Prix.

Having been in *isolation* for a several weeks could lead one to consult one's extensive collection of motoring books and magazines, look at nostalgic photographs and go through one's video library of motorsport, car videos, etc.. What do you do when you have gone through all of your collection? **You check out what's on YouTube!**

I was looking at some motor racing footage when I found the **1971 Italian Grand Prix**. The Italian Grand Prix is one of the more prestigious races on the world championship schedule and on one of the fastest circuits in the world, especially before chicanes were installed to slow the cars down. As the speeds reached were very high many of the cars were set up for maximum speed and in the case of the race held in 1971, many drivers were able to keep pace and in sight of each other lap after lap. It was a photo **of the finish of the race** that caught my attention and had me looking into the event on the internet.



The remarkable thing about this race was that the first 5 cars finished within 7 tenths of a second of each other (the first 4 cars

were within 2 tenths) making this one of the closest finishes in Formula One history and also a very entertaining race as for lap after lap there is a tight train of cars dicing for the lead. In the early stages of the race I counted the first dozen or so cars all within a few seconds of each other.

There are videos on you tube showing the finish as well as the whole race can be found at the link below, or just type 1971 Italian Grand prix into your web browser and you will also get some edited highlights. it is worth having a looking at.

<https://www.bing.com/videos/search?q=1971+italian+grand+prix>

This is was the fastest Formula 1 race to be run for 32 years until the 2003 Italian Grand Prix with average speeds per lap reaching 242 kph. The final result for the top 5 finishers and the gap between them at the end of the race is listed below;

Pos	No	Driver	Constructor	Laps	Time/gap
1	18	Peter Gethin	Great Britain BRM	55	18:12.6
2	25	Ronnie Peterson	Sweden March-Ford	55	+ 0.01 sec
3	2	François Cevert	France Tyrrell-Ford	55	+ 0.09 sec
4	9	Mike Hailwood	Great Britain Surtees-Ford	55	+ 0.18 sec
5	19	Howden Ganley	New Zealand BRM	55	+ 0.61 sec

Safe arrival in the Netherlands for the Bongers family.



We are pleased to hear that **former club member** and webmaster **Lex Bongers and his family** had arrived in the Netherlands safely. Club President is pleased to reports that all is going well for them. Even better news is that **Lex's much loved, recently restored Fiat 500 has now arrived safely** and with no damage from the long journey. Here's some photos he sent of its arrival.



(Jottings & Gossip by Lorenzo Aventi).

Fiat Club Archive Photographs from the 1950s & 1960s

Club President, Warren Smith, has been sharing some photos from the fiat Club archive on Facebook recently. What is wonderful about these photos are that they show the club running events and getting a good roll up of members participating, very similar to what we are doing many years later. The cars that members drove those back then have now become *Fiat Classics* that some of us now enjoy just as much as those folks did back then.

Many members have commented on the photos, some recognise their parents in the photos, others were actually there!. Below are a selection of photos that Warren posted and have not appeared in the magazine (at leased, not this century). They are a great collection. ..(LA).



1957, Ferrari Farm on the Colo River



Fiat Club members as part of the crew at Bathurst in



1969 Car Club Show, Roselands



Stanwell Tops, overlooking the Tasman Sea



Club gathering at Wallacia with three Fiat 1500s, five 1100s, a 600, an Autobianchi and three 500s



Ted Ansell at Bathurst in the 1950s;



Jack Ryan winning the Economy Run Trophy



Max Cummings in his 1100

Fiat Club Motorsport Photos From the 1980s

Looking at some old photos in an album I had not seen for a while I found some shots taken at motorsport events in the 1980s. One particular event was a club race meeting at **Amaroo Park**. A selection of Fiat Club members competing at these events are included on this page.

In the 1980s, 1990s and early 2000s, there were at times various races conducted at Oran Park and Amaroo Park, and later on at Eastern Creek. The series of races were known as the Italian Challenge or the Fiat Alfa Challenge and provided the opportunity to race for the many Italian cars in Sydney tuned for competition, especially Fiats and Alfas. Standard road cars to improved production and highly modified sports sedans were entered in these events.

The club race meeting where these photos were taken was held at **Amaroo Park on the 21st August, 1988** and included a round of the **Italian Challenge** which consisted of practice, qualifying and two races.

The photos from top to bottom are of the competitors lined up on the dummy grid ready for race 1. **The top photo** is the dummy grid with over a dozen cars lined up. **The middle photo** is Ross Smith - Fiat 132, Bill Dunn driving Brian Wiltshire's 124 AC (car 88) and Bernie Gasser's unforgettable fiat 124 sedan. **Below right** we have Rex Monahan - 124 AC, B McDonald - Alfa, Steve Gotch - 128 SL and in the foreground is Phil Cole's 124 BC coupe.

The following results were noted;

Car 17-Ross Smith; Qual - 4th, Heat 1 - 3rd, Heat 2 - dnf
Car 88-Bill Dunn; Qual - 5th, Heat 1 - 4th, Heat 2 - dnf
Car 71-Bernie Gasser; Qual - 6th, Heat 1 - 5th, Heat 2 - 3rd
Car 72-R Monahan; Qual - 7th, Heat 1 - 6th, Heat 2 - dnf
Car 66-Steve Gotch; Qual - 9th, Heat 1 - 8th, Heat 2 - 4th

I only have these photos of the Italian Challenge cars (but many more of the other categories). If anyone has any other photos of their Fiat competing in a race or Supersprint I would be interested in publishing them in Fiat Focus. Just email the editor or club secretary.
Lorenzo Aventi.



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

by Alan Steele

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

Allan Steele wrote about this overseas adventure some time ago and now, over the next few issues, you will be able to read Alan's entertaining, informative and very enjoyable account of the trio's travels.

This month they arrive in Europe and head off to Turin and then to Garlenda for the annual Fiat 500 club gathering (-ed).

It had been 39 years, but here I was back in Europe, in Nice airport to be exact, after an interminable 24 hour flight from Sydney via Dubai. I was trying desperately to get excited

but the weariness from the flight and the stationary queue at the customs counter was winning. Poor Warren would be the victim of the first corny jokes that we used to try to pass the time and lift our spirits.

Eventually we made it past the military-style attired customs people (trying desperately not to let them think that I may be smuggling in a koala under my jacket). When asked "where are you from" I thought I was in for a systematic body search but the reply of "Australia" resulted in a shrugged indifference. We proceeded as quickly as our weary bodies would travel and sought out the car lease desk.

Once that was all sorted we left the terminal and entered into the heat of the European summer to find our lease car. There it was: a white Peugeot Partner Tepee – about the size of a FIAT Doblo van. My first thoughts were "that's a LOT bigger than I was expecting – how the hell are we going to make it up the Stelvio Pass in THAT?" The Stelvio, as it turned out would not be our only problem!

Once we'd been briefed by the lease company's representative on the basics of driving a car and how to use a safety triangle and vest, we loaded up our gear. The very first necessary task was to find the USB port for our music.

After much agonising, we reached the conclusion that the vehicle did not come equipped with such a state of the art option after all. "FOUR WEEKS WITHOUT MUSIC – HOW WOULD I SURVIVE!"

Bravely, Warren mounted the drivers seat, Tony took the front passenger seat to "ride shotgun" while I sought the sanctuary of the back seat and we drove off into the Nice traffic to find a petrol station – the car came with barely a few litres of diesel! That was our first adventure. At the petrol station

we found that the ground was awash with spilled fuel (one discarded cigarette butt and the whole place would've gone up!) and the attendant wouldn't accept the currency we had wisely bought back in Oz so as to avoid initial financial problems. So we tested our "plastic fantastic" for the first time and set a beeline for Monaco – our first overnight stop.



The hilltop town of Eze.



Arriving in Monaco.

On the way to Monaco, we stopped at an ancient fortified hilltop town on the Riviera called Eze (pronounced "Es-se") which was recommended by our travel agent. It was absolutely fascinating – a complete rabbit warren of narrow streets and stone buildings. There was a lookout on the top that I was keen to gain a view from but there was a 6 Euro charge which didn't seem to appeal to the others, so I didn't bother either. Instead I spent probably ½ an hour trying to gain it by other means, but failed miserably. From then on I was determined to check out fully any such intriguing places we would visit during our trip.



Upon arrival in Monaco, we checked into the Hotel Olympia, which was on the northern (French) side of Boulevard du General Leclerc. The other side of the road was Monaco and we were just a few minutes walk to the Casino – talk about central!

As it was approaching dinner time, we trawled a few restaurants, but the prices were as expected, expensive. But squeezed between 2 such expensive places was the little "cheap and cheerful" Tip Top Bar (recommended), which we decided would do nicely.

Monaco Formula 1 circuit

During the course of the meal, Warren noted that the road outside looked familiarly like a section of the Monaco F1 race track. But how could that be? Large flower tubs lined

the side of the road, making it far too narrow for high speed F1 machinery. But when we emerged from the restaurant, it was obvious that the tubs were indeed removable, and lo and behold, isn't that "Mirabeau" corner just down the hill? Excitedly we hastened downhill and there was Lowes hairpin, complete with red and white track edge markings and tyre marks.

We WERE on the track! Whoohoo! Further investigation revealed that the holes in the edge of the footpath were where the removable Armco fencing would fit. Then it was down to the seafront and the tunnel. It all looked so different with huge pot plants strategically placed to prevent any F1 hopefuls from recreating the exploits of their heroes. I don't know how many photos I took, but

the batteries in the camera died and then night fell, so further shots were out of the question. Along the harbour's edge we were amazed at the size of the "boats" that belonged to the rich and famous. To say they were massive is probably an understatement – they were so big that they were obscene. People flaunting their wealth – how do you acquire THAT much money to have toys like these? And there were dozens of them!

We then moved along past the swimming pool (the area a mess due to the F1 grandstands still being dismantled), "La Rascass" corner and onto the start/finish straight.



Warren and Tony at Lowes hairpin and below, Formula 1 battle scars!



..continued next page

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

By the time we had walked half way along the start straight, poor Tony's feet had called it quits so he and Warren decided to head back to the hotel. Would I be OK making my way back? I have a terrible sense of direction, but I assured the boys that I would be fine and that I'd go for a walk and see them back at the room. After all it was just a straight forward stroll up the hill – couldn't be easier!

The Casino was pumping that Sunday night. Outside there was a multi-million dollar traffic jam of the latest Ferraris, Aston Martins, Maseratis, etc, and I even glimpsed a Bugatti unloading their elegant passengers for a night of gambling and "being seen".

So I set off on my own to explore the streets of Monaco. It was AMAZING! There are no ugly people in Monaco – all the beauty-challenged people must have been arrested and thrown into gaol.

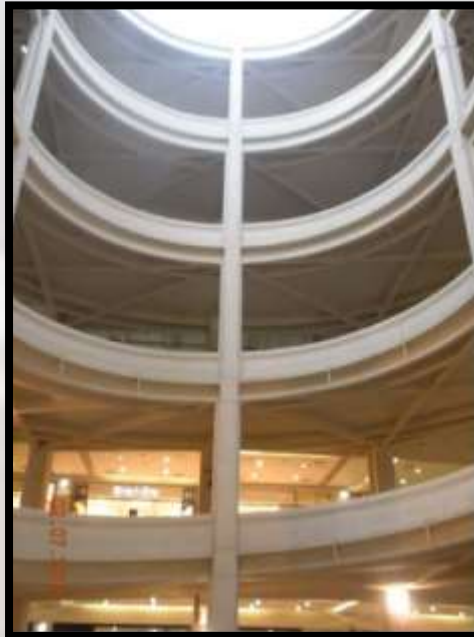
Before long I realised that I was delightfully lost, but no problem, I'd just follow my nose back to our digs and enjoy the surroundings. By 10.30 I was getting tired and the harder I tried, the more lost I got. I had to ask directions, but of course no one spoke English. Eventually after following a series of hand signals, I arrived at the hotel – which actually was just 2 flights of stairs away from where I received the directions!

After a good night's sleep we breakfasted at the hotel, loaded the van (which gratefully we were allowed to keep parked under the hotel) and ventured back into Monaco. I wanted to buy some F1 memorabilia and take the remaining track photos denied to us the night before. The F1 shop had very little in memorabilia to offer, in fact nothing to tempt us, not even a period poster from the pre-war days, so we headed off to the car museum. There was some good stuff in there, but nothing too unusual so we ventured into the shop (which was the exit from the museum – naturally). A friendly lady sales assistant, with limited but adequate English skills was helping me choose a 'T' shirt but they were all very tacky and none appealed to me. Eventually I found the only pre-war poster they had but when I went to the counter to pay for it, I discovered that she suddenly didn't speak any English, – obviously I wasn't spending enough to warrant it(?).

Leaving France and heading to Italy, Turin in fact!

From Monaco we steered north onto the road to Turin via Cuneo and it was my turn to take the helm for the first time. Not too far along, the road started to get narrower and twistier as it started to climb towards a mountain pass. The oncoming traffic seemed to have no regard for centre lines, and with our van being almost as wide as the lane we were using, it was a tight squeeze. Eventually, the hazard of the approaching drivers straddling the centreline, the van's width, acclimatising to the left hand driving

position and right hand gear-changing I managed to clip the kerb. "Bugger!". Apparently I had destroyed the wheels and ruined the tyres so I was frantically instructed to pull over as soon as possible, but that took several kilometres before a layby was found. Inspection of the "damage" revealed 2 scrape marks on the nearside wheel trims – no big deal, but I could do without that sort of stress, so I surrendered all such driving in future to the others. I would stick strictly to driving the autobahn sections only.



The interior of the old Mirafiori factory, now a luxury hotel with many shops and restaurants. This is the spiral driveway that eventually takes you to the roof-top test track.

The scenery along the way was spectacular as we drove in and out of France, through ski resorts and past farmland, eventually arriving in Turin where we booked into the *NH Lingotto (4 star) Hotel*. The place is beautiful and I highly recommend it, even though it's expensive, but to a Fiat tragic the fact that we were staying in the actual old FIAT factory is amazing and we were even granted access to the roof top test track! The staff there must think that we are sad little people (and probably they are right?).

Once settled in, we went straight to the "500A Bar" where a bare metal Topolino body and chassis hang from the ceiling. Several Peronis we set off in search of a feed inside the hotel's mall. Not knowing what to order, the waiter recommended the mussels and spaghetti which seemed unusual but proved scrumptious, accompanied naturally by a few Vino Rossos plus a glass of "something" on the house.

Visiting Mirafiori.

Up bright and early we breakfasted – helping ourselves to an amazing spread – everything from cereals, bacon and eggs, cold meats, boiled eggs, breads, yoghurts,

juices, etc, etc. We just HAD to try everything!

Our booked cab arrived dead on time and we were off to the FIAT Mirafiori plant to meet our guide for the day, one Patrizia from the PR department.

While we waited we were treated to the pantomime that is Italian traffic. The road rules are obviously a guide only and appear to be open to interpretation(?). It's quite literally a case of "the quick and the dead" and sadly the annual death toll from motorbike and motor scooter accidents demonstrates this. Someone even parked across the pedestrian crossing near where we were standing. We thought that the driver would obviously be just a few minutes, but the car was still there when we returned later that afternoon! Oh yeah, and despite flashing lights and signs to the contrary, Italian drivers don't stop at pedestrian crossings ("we're not in Kansas anymore Toto!") – be warned!

About 20 minutes past our due meeting time at the gates, Patrizia emerged from the Mirafiori offices apologising that security hadn't notified her of our arrival. Actually security didn't speak English so our enquiry upon arriving at the entrance gate didn't achieve anything.

We bundled into Patrizia's Fiat Panda and set off into the chaos of the Turin traffic. First stop was the *Centro Storico* – FIAT's private museum where access is attained by special permission only. Thanks to Warren, FIAT Australia had organised it for us. I had fond, if hazy memories of the place from 1974, but it seemed a lot smaller now with fewer cars and no wooden Fiat 500 buck (?). There was however a Fiat 600 buck, but the biggest disappointment was the fact that Mephistopheles was absent AGAIN!!!! No one had any idea where it was – BUMMER! However the most beautiful Fiat 8V coupe (I couldn't recall seeing it last time) almost made up for it.



Inside the 500A Bar.

...continued next page.

Abarth Museum

Then it was off to the *Abarth factory* where several classic examples including some of the record cars from the 1950s were on display. Photography was restricted to the old cars in the foyer as the factory area was strictly "NO FOTO!". Our guide for the remainder of the tour would be Frederico.

FIAT bought us *lunch at the Mirafiori Motor Village* and afterwards we were directed to the shop. "Beauty!" I thought, I can buy my seat covers for my NEW500, but no such items were available. In fact nothing of any interest WAS on sale. In desperation I decided on an Abarth belt, only to be told that it was available in children's sizes only. I left the shop empty handed. I was hopeful that the Abarth shop might be able to help with the seat covers, but apparently the place is now closed.

After lunch we were taken to the new hi-tech Maserati Factory, which has recently been moved from Modena to Turin, to see Quattroportes being assembled. Again it was a case of "NO FOTO" which seemed strange as I have a documentary of the old factory saved on my TV at home – go figure.



Alan and Tony at Mirafiori

At the conclusion of the tour, we were given both FIAT and Maserati "show bags" and then driven back to the Hotel in the huge, specially kitted out long wheelbase FIAT Ducato van which had

taken us to all the venues after the Centro Storico. More beers, food and vino in the mall at the Hotel were the order of the evening, then off to bed after a terrific day.

Other sites in Turin...

We had the following day in Turin to ourselves. First stop was the *National Car Museum*. We'd missed it in 1974 and I was keen to finally get to see the Lancia D50 F1 car from the 1950s – one of the greatest looking race cars of all time in my estimation – such a fascinating and tragic tale.

There was an astounding display of famous cars, from Abarths, to Ferraris, Mercedes F1s, Lancias, Alfas, Cisitalias, you name it. But where was the D50? I had come ½ way around the world on a pilgrimage to see it



Above; Centro Storico, Fiat 1100 coupe and Fiat 8V.
Below; Abarth Factory - Abarth record car, Fiat 124 Abarth Spider rallye car.



and it was gone! Once again, no one could tell me of its fate. I was shattered.

Back into the city centre, we caught the Metro to *Porta Nuova* and then walked to the *Duomo San Giovanni* to see the Shroud of Turin (or at least a copy of it as the original is safely stored away). One sign said that the museum below the church where the Shroud is on display is open 7 days a week, but another said Fridays, Saturdays and Sundays only, and as it was a Wednesday, we were once again, out of luck. An alternative would be a visit to the *Museo Della Sindone* where the story of the Shroud is on display, but I was outvoted and knowing my poor sense of direction, reluctantly gave in.

So it was off to the "*Mole Antonelliana*" (the symbol of Turin) where we took the lift to the viewing platform for a fantastic panorama of the city and then on to the *Egyptian Museum*. We must have been looking particularly geriatric after our tiring day as we were told at the ticket booth that people over 65 could get into the museum for free. Tony took up the offer, whilst Warren and I (both being kids of just

63) gracefully declined – although no ID was asked for! D'oh!

The next day, Thursday July 4th, a date familiar to all Fiat 500 enthusiasts, we tried to leave Turin but it was much harder than anticipated. Apparently affected by the buildings, by the time "Tommy" (the Tom Tom GPS) had given directions we were past the intersections, so we drove around and around until we finally were able to find our way and leave the city and be on our way to *Garlenda via Albegna*.

Garlenda.

The Fiat 500 Club of Italy had cheekily hung banners announcing the coming weekend across the entrances to several tunnels on the autostrada, apparently (we found out later) when the authority's "backs were turned!" *The town of Garlenda* welcomed us with a banner that read "Welcome to Our Australian Friends" (obviously left over from last year, but touching nonetheless!).

We found our accommodation at the *Rosalina B&B*, which was just around the corner from the Fiat 500 Club's headquarters – quite convenient! First item on the agenda was to display our Aussie flag from the vine covered sundeck at the side of our room. Sadly, it hung forlornly due to a lack of breeze!

At the Club's headquarters, we enquired if Alessandro was available and were told that he was down in the *Parco Villa Franco* (the "hub" of the weekend) finalising the preparations. We discovered him in a lather of sweat at the stage venue, but he welcomed us warmly, promising to pick us up when he was finished to take us to his home for dinner.

We had bought some wine at the "Eataly" slow food shop in Turin to give to Alessandro and his wife Wilmy that evening, but not long

after we arrived at their home, we realised that we had left it back at the B&B! "No problem" Alessandro assured us – "I have my own wine cellar – I bottle my own wine!"

...continued next page.



The Mole Antonelliana

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

Alessandro and Wilmy live in a restored farmhouse which is hundreds of years old, situated on a hillside high above Garlenda, with spectacular views of the village and down the valley

all the way to the sea. The house occupies one side of the access road whilst their yard is situated across the road on the edge of the precipice. The single-lane road is only for access to the few houses in the area, so traffic is not a problem. Dinner was a feast of home cooked Italian cuisine and our hosts made us feel very welcome. Alessandro's selection from the cellar went to my head, so it was decided to take us back to Rosalina's in Wilmy's 500C. It's the 1.2 litre version, but performance is quite adequate even with 4 blokes on board!

Tomorrow the fun would begin.

Fiat 500 gathering in Garlenda

The next morning at the Club headquarters we registered our involvement in the event (even though we didn't have a 500) and were issued with a showbag, a 'T' shirt and car number. There were several maps on a wall and we were given a pin to indicate where we lived. On the large map of Australia, there was a pin indicating Melbourne, but unfortunately we didn't come across any other Aussies on the entire weekend – such a shame!

Due to confusion on my part, we missed the dedication of the event and went instead to the parts market. It was so tempting to buy wonderful items, such as alloy wheels, but getting them home would be so difficult that we had to restrain ourselves. I bought some very small parts, such as a dipstick, but then found another that I preferred, so ended up with 2. Other than those, I bought some locking tabs for the camshaft timing gear (always handy to have – or not?) and some brackets to help neatly route the high tension leads on Buzz's engine. Whilst visiting the Axel Gerstl stand we were talking to a couple of fellows when we were joined by a third. With nothing to lose, I



Back at the *Parco Villa Franca* (I love the way that rolls off the tongue!) we found a seat at one of the long tables and waited for dinner, courtesy of the Fiat 500 Club, to be served. I was seated

asked him if he was Axel and he replied that he indeed was – amazing! He assured me that he recognised my name, but I'm confident that he was just being diplomatic. That afternoon we joined Alessandro in the

beside a Dutch born Garlenda resident by the name of Robert Boot who was married to Wilmy's sister, and we were deep in discussion when suddenly I could swear I heard Aussie accents from the other side of the table. The people turned out to be expats from Adelaide, Steve and Cynthia, who are now permanent residents of Garlenda. How amazing is that?

There was so much food to eat and it was all delicious!

For the Saturday morning entertainment, Tony and I chose to join the *walk to Paravenna*, a village 11 kilometres away on a steep track that rose 600 metres. We had to miss breakfast as the restaurant associated with the B&B didn't open in time, so we were famished by the time we reached the village.

The vegetation was very similar to Australia if you squinted your eyes and the birdsong was just beautiful, whilst the views of the valley and all the villages scattered along the hillsides took our breath away (or was that the exercise?!). The leader of our group kept up a constant commentary about the area (or so we assumed), but unfortunately it was all in Italian and we didn't have an interpreter! One of the ladies kindly lent me one of her walking poles, which I accepted graciously but wondered what use it would afford.

Upon reaching the village we were served slices from three different tart platters, each decorated with the number 500. Then it was on to another area where a proper breakfast was awaiting our taste buds. Ravenously I selected a few morsels on a plate but all too soon I got the impression that it was time to go - probably due to the fact that everyone had moved off on their way back down the hill to Garlenda (I guess they'd been fed before our departure).

...continued next page.



Club's Fiat Marea station wagon on a run to *Toirana* (we even had a police escort out of town!) and then on to *Pietra* where the piazzas were filled with *Cinquecentos*. One car in particular grabbed my attention as it



didn't have a sunroof. It was produced by the *Carrozzeria Fissore* and featured as well a full headlining and detailed interior refinement. There were *Gamines*, *Steyr Puchs*, *Bianchinas*, *Jollys*, *Gianninis*, *Abarths* and other examples of variants that I had never seen or heard of before!

...continued next page.

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

That walking pole now came in very handy as a third leg to prevent me from sliding down the hill in the more precipitous sections! Back at the bottom we had a beer to slake our thirst and I dozed off under the shade of a tree for an hour or so (and I think Tony may have as well?).



Another run was planned for that afternoon to a beach resort - *Marina di Andora*, so Robert (the ex pat Dutchman) took Warren and Tony in his kangaroo-decorated Giardiniera whilst he found a ride for me in a Dutch 500R belonging to "Gordon". Gordon and I swapped many tales of the trials and tribulations of Fiat 500 ownership and it seems they are just the same in Europe as they are in Australia. It was odd sitting in the right hand side of the car without a steering wheel and I was constantly checking for mirrors that weren't there.

We were part of a "conga line" of 500s that just seemed to go on forever and which would stop occasionally at which time everyone could get out of their cars for no obvious reason.



Finally we rolled into *Andora* and parked on the beach front. There was a group of Dutchies cheering every 500 that went down the main street. At one point the occupants of a Ferrari which had stopped in traffic right at that point thought that they were the recipients of the cheering until told that it was only for the Fiat 500s - they seemed a little embarrassed - very funny!

For 3 days the village of *Garlenda* constantly echoed to the sounds of 500s puttputting around (just where they were going, though, I have no

idea) and blowing their horns in celebration throughout the day. It was not a place for anyone who was not a Fiat 500 aficionado!

After dinner at the *Parco Villa Franco* that evening, we stayed for the entertainment provided by Club members on the stage. Alessandro found us and excitedly reported that by the following morning there would be 1,100 Fiat 500s attending the event. Eventually sleep beckoned and we dragged our weary bones back up the hill to the B&B.

Sunday was the big day at the Hippodrome. For entertainment, a soccer "penalty shoot-out" between Germany (the "guest" nation for 2013) and Italy was planned. But this one was different. It consisted of Alessandro's car dressed up as a "football boot" and a Giardiniera sporting two huge leather gloves on its side as the "goalie". The idea was for

circuit of the Hippodrome and were filing out of the grounds. We stood at the exit with our Aussie flag flying proudly. If anyone had been unaware of our presence, they certainly weren't now!

Back in *Garlenda* we hit the market again for some last minute purchases (some of the vendors were already packing up!) and then back to the B&B for a well-earned rest before dinner. Arriving at the tennis club for dinner ½ an hour early, I decided that we should try to find the Fiat 500 sculpture that I had seen in magazine articles years ago. We set off in a direction that we hadn't been, but to no avail and returned to the restaurant only to find the sculpture in a small park adjacent!

So, what was my favourite 500 I hear you ask? A Dutch owned car with a trailer made



Penalty shoot out, Fiat 500 style!

teams from both nations to attempt to "kick" an oversized football past the goalie and into the appropriately large goals without crashing into each other. Alessandro was the referee. It was very entertaining and eventually to Alessandro's comical "disdain", Germany had beaten Italy by 2 goals to 1.

The German delegation went to the trouble of decorating their cars as World War One aircraft for the day. There were "biplanes", an "eindecker" and a "Zeppelin" which would have been just wonderful except for the fact that it had sustained some "ground fire" resulting in several holes, which caused it to sag sadly onto the top of the car. Before we knew it, all 1,100 cars had completed their

from a barrel was both mine and many others' choice. But there were so many to choose from: from the sublime to the ridiculous, that in truth, I probably could've chosen several .

...continued next month.



Above; Alan's favourite 500: below left; the beachfront at Andora: below; Fiat 500 sculpture.



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

The Fiat Club Covidcorso!

Welcome to the Fiat Club Covidcorso, the concorso held during lockdown!

Club President, Warren Smith announced early in May that a little diversion from the current lockdown was in order for the club members by arranging an online concorso to be run on Facebook. The Fiat Car Club of Victoria ran something similar and received a good response.

The idea was to post one photo of your Fiat or Abarth on the club Facebook page and people would vote for their favourite car. As Warren mentions in his president's report, the response was terrific and it was great to see the membership participating with some well composed photos that arty and even amusing.

The Winner and placegetters were;

1st. Joe Catena - Fiat 131

2nd. Giovanni Ciampa - Fiat 850 Sport

3rd. Daniel Sullo - Fiat 124 CC

President's Choice is Maxine Chivers.

Thanks to Mark Weinberger for coming up with the name and graphics for Covidcorso. Some of the photos that were submitted are included in the next few pages.



Joe Catena - Fiat 131



Giovanni Ciampa - Fiat 850



Daniel Sullo - Fiat 124 Coupe



Warren Smith - 500X



Ian Sinden - X1/9

The Fiat Club Covidcorso!



Asato Tanaka - Fiat 500



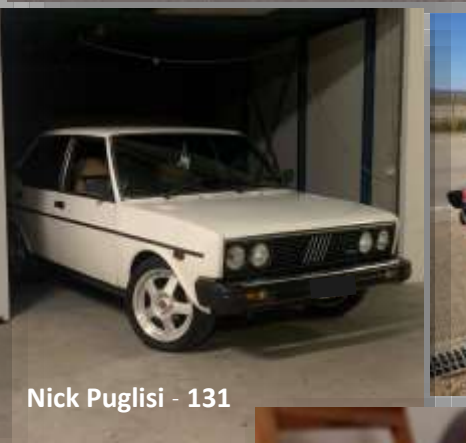
Blake Holden - X1/9



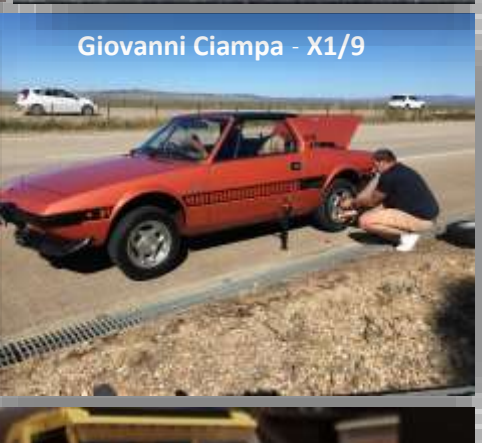
Kurt Jeffree - Abarth 500



Richard DiPietro - Fiat 500



Nick Puglisi - 131



Giovanni Ciampa - X1/9



Eric Young - 132



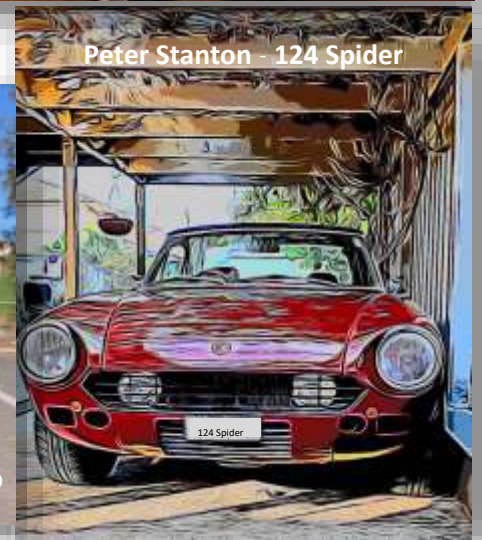
Maxine Chivers - "Lego" Fiat 500



Simon Scholtens - Fiat 500



Robert Polito - Fiat Punto



Peter Stanton - 124 Spider

The Fiat Club Covidcorso!



Glenn Smith - Fiat Ritmo



Graham Bates - Fiat 850



Martin Gallard - Fiat 126



Gavin Tory - Fiat 124



Enrico Bruni - 124 Spider



Joseph Tringali
Fiat 124



Ian Allison - Fiat 124



Adrian Sandrin - Fiat X1/9



David Filippetto
Fiat 124



Ben Vasile
Fiat 500



Richard DiPietro - 850



John Bucciarelli - 600



Murray Irwin
Fiat X1/9



Robert Polito - Fiat 131



Domenic Squadrito—124 Spider



Adrian Zappia - Abarth 500



Giancarlo Nasca - X1/9 (Covid19 Ready)



Dimitrie Marsala - Fiat 124

The Fiat Club Covidcorso!



Nik Prieston - 131 Abarth



Maurizio Puglisi - Fiat Punto



Travis McGeorge - "Lego" 500



Adrian Sandrin - 128



Michael McGeorge - 127

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Fiat 500X and 500L could be combined into 500XL for next generation

Jonathon Ramse (Autoblog.com)

The Fiat 500L, classified as a subcompact minivan, has been on sale since 2012 in Europe, since 2014 in the U.S. Its subcompact crossover platform-mate, the 500X, went on sale in 2014 in Europe, replicating the same two-year delay in getting to the U.S. Neither has managed to make much of an impression in the U.S., but the 500X has done solid business globally, moving more than 455,000 units in Europe alone since going on sale and still putting up strong numbers deep into its first generation. The 500L, far from the prettiest offering in an unloved segment, has seen its European sales numbers decline from 94,114 in 2014 to 36,495 last year, but that's still not a shabby figure. AutoExpress figures the twins will roll out second-generation versions in about 18 months, but word from Fiat boss Olivier Francois suggests they could meld into a single 500XL model combining the best of their individual traits.

What's more, the resulting vehicle is viewed as a prime candidate for electrification, Francois citing the roomy, high-riding 500L as "a particularly good body, high on wheels, to add batteries [to]." The 500X injects appeal into the equation, since Fiat needs to "think of the next generation with the same approach to the consumer that makes a lot of sense in an all-electric version, with a body that is obviously more relevant and in fashion. We're thinking maybe a blend of the X and L is the way ahead, at the end of the day. But it is not for the near future – and when I say near, I mean not by the end of this year, for sure."

Francois' mention of the 500L having a good body for full electrification begs the question of a second-generation platform. The new battery-electric 500e rides on a bespoke EV architecture that's so far only publicly planned to support other electric minicars like an electric Panda and the production version of the Centoventi EV concept. The Renegade has been electrified with a PHEV model, and it would make sense for that tech to cross the aisle into the Fiats — the Jeep is built in the same plant as the Italians, after all — but potentially being so close to a new generation, Fiat could opt to save money and go with one of its mild hybrid solutions for now.

Considering what Fiat has on its to-do list

over the next 18 months, however, from managing its own affairs post-coronavirus to completing the merger with PSA Group, anything is possible. All we can be sure of is that U.S. dealers would love to get some products here that appeal to more buyers than the 500X and 500L do — the duo moving 413 units combined in the first quarter of this year.

Is the Fiat Punto set to make a return after being reconsidered for reintroduction post Fiat/PSA? The Indian press seems to be excited about this "news" as the Punto was quite popular there, though they don't believe it will return to India even if it is reborn. Funnily, there is practically nothing in the Western press about this development. Below is an edited article by the Indian press on the "possible" return of the Punto. -editor.



Punto Moniker To Be Revived? Reports Suggest Its Already Underway -

By Gaurav Davare (www.zigwheels.com)

It could be a product of the upcoming merger between FCA and PSA.

The Fiat Punto moniker has been absent for quite some time, with the Italian carmaker pulling the plug on the hatchback in Europe back in 2018. In India however, it wasn't until the start of the BS6 era on 1 April 2020 that the Punto was discontinued. However, reports suggest that a replacement for the Punto is already under development.

In a report, Fiat Automobiles' chief executive Olivier François said, "It's not a mystery. That project has been postponed continuously. Now it is under development. But it would be premature to speak of this model. We will have a B-sector [premium hatchback], for sure."

The next-gen Punto could be one of the fruits of the upcoming merger between Fiat Chrysler Automobiles (FCA) and Peugeot SA (PSA) that is set to be finalised in 2020 itself. It could be based on PSA's Common Modular Platform (CMP). It is the smallest modular platform in Group PSA's lineup and underpins the new-gen Peugeot 208 and Opel Corsa, rivals of the discontinued Punto. Since Fiat's boss didn't confirm its name, there are chances that it could get a new moniker.

While we don't expect Fiat to launch the

Punto in India anytime soon, there are a couple of ways it could return to our shores. Group PSA is set to begin its India operations with the Citroen C5 Aircross that is slated for an early 2021 launch. The following product is expected to make use of the CMP platform in India. And since FCA hasn't exactly packed up its Indian operations entirely as it continues to offer the Jeep brand, the Punto could return as well. If launched, it will rekindle its rivalry with the Hyundai Elite i20, Maruti Suzuki Baleno, Tata Altroz, Honda Jazz, and the Volkswagen Polo.

Fiat debuts innovative D-Fence sanitizing package in hybrid Panda and 500 models

By Alvin Reyes (www.slashgear.com)

Fiat recently debuted hybrid versions of the Panda city car and 500 supermini in Europe. But the biggest news is Fiat's new Mopar D-Fence package, which is exclusively offered to both the Panda and 500 hybrids. This innovative sanitizing package includes an air filter, air purifier, and ultraviolet light to kill germs, viruses, and contaminants inside the cabin.

Fiat's D-Fence package is developed by Mopar, and it couldn't have come at a better time. As the entire planet gradually returns to the new normal, having a built-in sanitizing system in your vehicle is way better (and less harmful to materials) than dousing cabin surfaces with alcohol or bleach. And even though UV light itself is not proven to eliminate COVID-19 from both hard and soft surfaces, ultraviolet light is effective in destroying germs, bacterium, and other coronaviruses like SARS.

The D-Fence package starts by filtering the air before entering the vehicle's HVAC system. Next, the air purifier works in combination with the air filter to further rid the in-cabin air of bacteria, germs, and pollen. Finally, the ultraviolet light is designed to sanitize the seats, shift knob, and steering wheel. This 1-2-3 punch may not totally eradicate an airborne virus like COVID-19, but it provides the first line of defense to protect the driver and passengers from viral and bacterial contamination.

Sadly, Fiat pulled the plug for the 500 (and all -electric 500e) in North America last year, and the company is selling off all remaining inventory until the end of 2020. Instead of having a feisty yet thirsty 1.4-liter turbocharged four-banger, both the Euro-spec 500 and Panda hybrids are motivated by a naturally-aspirated 1.0-liter inline three-cylinder engine. Meanwhile, the mild-hybrid system consists of a belt-start generator and a lithium-ion battery running via a 12-volt electrical system.

According to Fiat, mild hybrid models emit 30-percent fewer carbon dioxides than a gasoline-only powertrain. It also allows the vehicles to 'sail' or coast with the engine off to save fuel. The new Fiat 500 and Panda hybrid with the D-Fence package has base prices starting at €9,820 (\$10,878) and €10,714 (approx. \$11,868), respectively.

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. (Vin

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

For Sale:

1928 Fiat 521c Saloon. 6 Cylinder 2.5 litre. Complete and restorable. (01/20)
\$6,000 or near offer.

Contact Norm Mitchell - 0407890771 norminez@iprimus.com.au



WANTED - EDITOR FOR FIAT FOCUS MAGAZINE

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

FIAT focus



THE NEWSLETTER OF THE FIAT CLUB OF NSW Inc.

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



Fiat Club NSW Motorkhana at Bungool (1960s)

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Cloth badge \$ 3.00
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Sticker \$ 2.00

