

# FIAT focus

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

Life in lockdown; keeping occupied when you just have to stay at home!



# CONTENTS

Page.

2. Contents / President's Report
3. Club Calendar
4. Oasis Runs / Message from the CMC / New Members
5. Club Officials / Club Notices
6. Historical Vehicle Scheme Notices
7. Jottings & Gossip
- 8-9. A 45 year Love Affair With A Fiat 2300S Coupe
- 10-14. X Marks the Sport (Fiat X1/9 and Lancia Monte Carlo comparison)
- 16-17. Fiat News
- 18-19. Classifiats

Back Cover; Club Details

**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](http://www.fiatclub.com.au) click on the 'Magazine' tab and read or download the magazine you are looking for!**



With our club now in Neutral instead of Drive because of Covid-19 isolation rules, it becomes difficult to write about anything. However, it has occurred to me that even though we are not allowed to drive our Fiats, there are still people joining the club, obviously with full confidence that things will get back to normal in the not too distant future. So please check out the New Members panel (usually located on the Contents page [see page 4 - ed]) and keep them in mind next time we are allowed to meet up. So, to this month's new members, a very warm welcome to the club and we hope that we can see you soon.

Our motorkhana ground, Ansell Park has suffered another break-in and senseless damage has been done, the major damage being to the toilet in the "Gents" which has been smashed with a brick and to the brick wall at the back of the BBQ which has been torn down.

While we are all isolating, I'm sure we are giving more time to our Fiat projects, so how about sharing a story, some photos, or a story with photos? My own projects have involved Ansell Park as I have repainted the BBQ cover and restored and painted a lever mechanism that should be fitted to our Fiat 411R tractor. The levers

control the raising and lowering of the slasher and for years we have managed to control it with a small block of wood to push a small hydraulic lever.

We still need a club Editor. Out of the goodness of his heart, Lorenzo has been putting out a limited version of Fiat Focus, but this is very unfair so a volunteer to take on the role would be much appreciated. (Good time to learn with things so quiet!) Ring me to discuss.

Don't forget you can keep in touch with fellow members either by using the club's E-group or better still our Facebook page. <https://www.facebook.com/groups/fiatclub/>

There is always something of interest.

Lastly, a question for you from Life Member Wal Glading...

*If your car could travel at the speed of light, would your headlights work?*

Please take care,  
Warren Smith  
2020 President

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 and loved ones. *Editor.*

DATE	EVENT AND LOCATION	HVS code	Pointscore
<b>Events and meetings for April to June have been postponed or cancelled.</b>			
<b>July 2020</b>			
Tues 7th	Oasis Run - TBA	CE027070	No
Sun 12th	FIAT Club Coffee Break	CE027021	Yes
Tues 14th	Social Meeting, Bankstown Sports Club	CE027041	Yes
Sat 26th	FIAT Club Coffee Break (TBA)	CE027062	Yes
<b>August 2020</b>			
Sun 2nd	Fiat Club NSW 2019/20 Motorkhana Championship Rd 6	CE028020	Yes
Sat 8th	FIAT Club Coffee Break (TBA)	CE028080	Yes
Tues 11th	Social Meeting, Bankstown Sports Club	CE028011	Yes
Sun 16th	CMC Shannons Classic, Sydney Motorsport Park	CE028061	Yes
Sun 30th	FIAT Club Coffee Break (TBA)	CE028003	Yes
<b>September 2020</b>			
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
<b>October 2020</b>			
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	CE020171	No
Sun 25th	FIAT Club Coffee Break (TBA)	CE020152	Yes
<b>November 2020</b>			
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,**

## 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 2<sup>nd</sup> 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](mailto: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 1<sup>st</sup> 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:

George Biniars - 1967 BMW 1600

## CLUB COMMITTEE AND OFFICIALS

### ◆ PATRON

Mr Nat Zanardo OAM

### ● PRESIDENT

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

### ◆ VICE PRESIDENT

Domenic Squadrito  
vicepresident@fiatclub.com.au

### ◆ SECRETARY

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### ◆ COMPETITION SECRETARY

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### ◆ ASSISTANT COMP SECRETARY

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merchandise@fiatclub.com.au

### ● COMMITTEE PERSON

Adrian Sandrin  
committee1@fiatclub.com.au

### ◆ PUBLIC OFFICER

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publicofficer@fiatclub.com.au

### ◆ HISTORIC PLATE REGISTRAR

Richard Dalziel 02 9489 3553 / 0412 709 228  
histrego@fiatclub.com.au

Historic Plates form postal address details are:  
12 Page Ave, Wahroonga, NSW 2076

### ◆ MEMBERSHIP REGISTRAR

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

### ◆ SOCIAL EVENT CO-ORDINATOR

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

### ◆ CMC DELEGATE

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

Website: [www.fiatclub.com.au](http://www.fiatclub.com.au)

Facebook: [facebook.fiatClub.com.au](https://facebook.fiatClub.com.au)

*Many thanks to Abie Fullard (from the Fiat Club Africa), Sarah Ryan and Michael McGeorge for their contributions to this edition of Fiat Focus.*

*Cover Photo; Keeping occupied in these unusual times. These are just some of the activities the secretary has on the to do list; read books and magazines, watch motorsport videos and build up one of those model car kits..*

*Photo by Lorenzo Aventi.*

### Advertising rates for Classifiats;

#### Club Members-free.

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

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

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

# A message from the HVS club registrar -

Hi fellow Fiat Club members,

I hope you are well and staying safe at this difficult time.

As our club meetings and events have been cancelled until further notice, **the previously issued club calendars are no longer valid for historic vehicle use.**

You can still drive your HVS registered car using your RMS 60 day log book, but please remember to fill in the RMS sheet each calendar day that you drive it, **(but please note that driving for recreational purposes has now been forbidden by the State and Federal governments. You can, however, still use your vehicle for essential tasks as prescribed by the government - editor).**

At least we can still enjoy our Fiats, even if that means staying at home and working on them - there is bound to be something to do!

Regards,

Richard Dalziel

Historic Plates Registrar, Fiat Club of NSW

**(HVS registration renewals can and are still able to be processed. Please take time to read the notices from the Club HVS registrar below and over the page regarding registration renewals vehicles on the Historic Vehicle Scheme (HVS) - editor).**

## 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](mailto:histrego@fiatclub.com.au)

## Jottings and Gossip (Fiat Club of NSW news)

We have certainly been living in **unusual times** and have had to cope with a number of restrictions to our daily routines. The impact has been greater for some than others but it has been great to see what members of each Fiat Club have been up to over the past 6 weeks.

Facebook has provided us with a means to keep things as normal as they could be despite the disruption to club activities. Despite the **cancellation of the 2020 Fiat Nationals** many people around the country held their **'virtual' Nationals** on Facebook with their own **virtual pizza night** to coincide with the Friday April 3 get-together which followed the **virtual supersprint** earlier in the day. This consisted of photos from previous supersprints and races over many years that competitors had participated.

Saturday was the **virtual Fiat of Italy Motorkhana** with all manner of motorkhana vehicle sitting in garages, carports and on trailers, some with their drivers all suited up and ready to go. That evening we saw many of you with your backyard **BBQ** fired up for the evening's 'smokey gourmet' cooking.

Needless to say that Sunday was the **virtual "Show 'n' Shine"** where people had still gone to the effort to prepare their cars to look their best for a photo to put on FB.

So while we have to wait until next year for the Nationals it was very heartening to see the Fiat Club community cope with the current restriction through good humor and creativeness. Some easing of restrictions have started in NSW, as in some of the other States, so hopefully we edge closer to the time we can catch up with each other in person again.

One FB posting out of the many I saw that really impressed and entertained me was one posted by Paul Freame from the Victorian Fiat Club. Someone had constructed a miniature rally stage with models of some well known rally cars and added some lego people to produce **some miniature rally footage**. Quite well done; the Subaru sounded like a Subaru, the Porsche sounded like a Porsche, rear wheel drive cars hung their rear ends out spectacularly and front wheel drive cars went round like ... front wheel drives (rather unspectacularly). The sound effects were real and there were even some mishaps.. Great work whoever produced this. It is worth seeing if you get the chance.

In the last edition of Fiat Focus we reported that the Auction to be held by Donington at the Binnalong Motor Museum on May 3 (with a 500 for sale) has been postponed to November 11. Information can be obtained at <https://online.doningtonauctions.com.au/m/view-auctions/catalog/id/36>.

Shannons Auctions have been disrupted recently, as can be expected, however, they are now running an online auction where there are some Italian Supercars as well as a LHD Fiat 500 offered for sale. To see what vehicles are on offer go to <https://www.shannons.com.au/auctions/upcoming/>.

I wonder if anyone had heard of the **Fiat XV from 1907** that competed at Monte Carlo. This was the Fiat XV race boat that competed at the **Monaco Regatta** in April of that year. Quite a few boats were entered for the race and were powered by engines from Panhard, Mercedes, Itala, Daimler and Fiat.

The Fiat was powered by two four cylinder engines of 90 hp each making this a powerful watercraft. Unfortunately, the Fiat retired late in the race while lying second.



Details of the race can be found at [http://www.lesliefield.com/races/1907\\_monaco\\_regatta\\_the\\_racing\\_at\\_monte\\_carlo.htm](http://www.lesliefield.com/races/1907_monaco_regatta_the_racing_at_monte_carlo.htm).

**Mothers Day** is nigh upon us and a few of you have noticed the Fiat 500 Fragrance that is now available as a his and her cosmetic... I am not sure what the price is and unfortunately is not packaged in the shape of a 500. The bottle does, however, have some modern Fiat 500 connections.

### The Fiat 500 fragrance



Looking for something to do? Want a simple model car to construct? Does this **wooden kit** look like it can be made to look more like an **X1/9?**



While club activities have been put on hold recently the Fiat Club is still endeavoring to provide its members with some entertaining reading matter, even if some of the content includes some older magazine articles (but quite good ones just the same). **The club will, however, need a new person to take over the editor's role soon and now is a good time for someone to step up to the challenge.** If you think you may be able to help please contact the secretary or any member of the committee and let them know (see page 5 for contacts).

Lorenzo Aventi

# A 45 year Love Affair With A Fiat 2300S Coupe By Abie Fullard



Recently, the Fiat Club of Africa made contact with a number of Australian Fiat Clubs including our own Fiat Club of New South Wales. We have been able to share club magazines and stories between ourselves and their editor, Abie Fullard. Like here in Australia, they have been in lockdown which meant that all their activities were cancelled.

Abie heard about the Fiat 2300 muster that was to happen at the time of the Fiat Nationals (which were subsequently cancelled) and has kindly sent the following article about his experience with the Fiat 2300 Coupe.

Manny thanks to Abie for this piece and all the best to the Fiat Club Africa and its members. (LA, editor).

Please note that the website for the Fiat Club Africa is

<https://abiefullard.wixsite.com/mysite/contact-us>.

## A 45 year Love Affair With A Fiat 2300S Coupe

By Abie Fullard

During my 40 years career here [South Africa - ed] and in Europe, I have owned, driven and sold many cars, by far the majority being Fiats. I really have owned and driven virtually the complete range of earlier Fiats, .. 1100's, 1200, 1500 OTS Sable, 124 ST, 124 coupes, 124 spiders, 850 coupes, 850 Sport spiders, 500 Nuova, Fiat 600D, Fiat Dino, Fiat 2100, Fiat 2300 sedans and coupes.

Unlike many other cars, in my opinion, Fiats have a distinct character, they are absolutely not just transport. Always eager to be driven hard, always had road

holding and brakes to match their performance, and of all those, one stands out as the king of them all, the Fiat 2300S Coupe. As was written in a report on Fiat by a UK Motor magazine in 1967, the 2300S coupe was "Far more of a thoroughbred than it had any right to be" and was often announced as "Half a Ferrari at half the price".

I have owned 5 of them over the years, and can compare them to their Italian competition I had also owned; the Alfa 2600 Sprint and the Lancia Flavia. Its build quality, road holding, eager



performance, and above all, the precise steering and road holding sets it apart. The Alfa 2600 is more powerful, but so much more cumbersome than The nimble 2300S coupe.

During the early 1970's, I befriended an old engineer, Jacob Bos, the owner of an engineering company called Diesel Auto Engineers in Vermeulen Street, Pretoria.

He was a huge Fiat lover and in 1972, he and I built a Fiat 2100 sedan fitted with a balanced 2300 engine and a Basil Van Rooyen Road Race camshaft and a 2300S side draught carbs configuration.

My wife, Lesley and I went on our honeymoon to the South Coast with this car After the holiday I bought a Series I LHD 2300S Coupe with an Abarth conversion that comprised an Abarth Free Flow exhaust system, an Abarth camshaft and three side draft Webers as opposed to the two that come with a standard 2300S Coupe. The body was a

bit untidy but the engine screamed like a Ferrari when pushed hard and it was very fast. It was amazingly fast and what surprised me was that the 2100, in my opinion, was a much nicer car to handle, with its rear coil springs and the de Dion like rear axle, than the later 2300's, and that, although fitted with the standard drum brakes, It could stop on a "sixpence".

In the middle of 1975, I sold the Abarth Coupe and found a Silver RHD Series II 2300S Coupe which I believe might have been the personal car of Allan Joss, the owner of Cartoria Motors, the Fiat agents in Pretoria at that time. It was in superb condition with very low kilos [kilometres]. Oom

Jacob Bos loved these cars and with me having one, we set out to actively look for one for him. In October 1975, we found a white Series II RHD one on a small holding, East of Pretoria. Jacob Bos bought it and being a motor engineer, immediately opened the engine and overhauled all the components.

..continued next page.



## A 45 year Love Affair With A Fiat 2300S Coupe ...continued

...from previous page.

Those were the days when you could walk into Cartoria Motors and even though the 2300S was very scarce in South Africa, you would be able to get anything you needed for the cars. They really were fantastic Fiat agents. This car in particular was scarce as it was also a RHD.

Toward the later 1970's, as my family had grown, I was forced to sell my Coupe and for a few years I bought family type cars. (Family cars being Fiat 124 coupe, 124ST etc). The silver coupe was sold to a person in Kimberley, so somewhere in Kimberley, there might still be a completely original RHD 2300S Coupe.

Sadly, in 1980, Jacob Bos died of a heart attack, and the family offered me his 2300S as I was always involved with him and his Fiats. I bought the car from them, but as a working family man, I did not have enough cash to repair some of the rust that had set in, so I stored it in my garage, awaiting time and money to do the restoration.

There it stayed untouched until May 1986 when I had accepted a position in the UK with an American Super Computer company called Control Data. I sold the car to a young guy who did not have the cash, but gave me 22 post-dated cheques for R150.00 each that covered the amount. I still remember giving all these cheques to the Standard Bank in Sunnyside as I would not be in the country, and to this day, I am not sure whether they ever managed to pay the cheques in every month or not.

So the years passed and during the middle 1990's, while working and living in Geneva, I heard that a certain Gustav Wolvaardt had acquired the car but as he was also living in Switzerland, he had also stored the car. That implied that the car had, by then, not been on the road



The white car, as bought in 2000



for some 15 years. I contacted Gustav and offered to buy the car from him but he was adamant that his wife would never sell it and that he was intending to fix it when he returned to South Africa.

In 2000 Lesley and I returned to South Africa and I happened to meet an old friend of mine at the 2001 "Cars In The

Park" and it turned out that he was a friend of Gustav. I contacted Gustav again and this time he was ready to sell as the rats had eaten away the entire rear seat material, the hood lining had fallen down and the dashboard had become badly cracked from the sun.

So I bought the car and started to look at what had to be done. The body was not too bad but had rust in the boot and some minor rust and scratches on the body, and of course, the interior was in bad shape. Mechanically it was still potentially perfect as by now, it had not run for some 20 years. So I set about fixing some things. The first disaster was that the head had corroded very badly and was leaking water into the cylinders.

By then, Fiat had left the country and no cylinder heads were available, so I purchased a donor car from a Wally Rossi, who had been working on Alfa's and Fiats for as long as I can remember, that had a good head available.

I then for safety reasons, decided to have the engine opened up to make sure all was OK. With the engine open it was clear to see that the engine had indeed done almost no kilometres since Jacob Bos had overhauled it.

The car was re-sprayed in an unusual Ferrari colour called PPG's Bianca Argenta. I managed to find an old Italian upholsterer who still had some of the exact seat material and he also fitted a new roof lining and refurbished the dash board top.

So now the car is in very good condition and has been seen at many Fiat events over the last 18 years or so. My only slight regret is that maybe I should not have changed the colour and should have kept it in the original white colour, or changed it to a midnight blue, as it would appear that darker colours highlight the side trim of the Series II better.

*The end.*

# X MARKS THE SPORT

The Fiat X1/9 and Lancia Beta Monte-Carlo (née X1/8) should have been bosom buddies, but fate had other plans

WORDS SIMON CHARLESWORTH PHOTOGRAPHY TONY BAKER

From *Classic & Sports Car*, June 2018



**T**he 1970s are often regarded as the culprit responsible for the demise of the affordable sports car. This may be true of Britain's mass-produced roadsters – which failed to follow the lead of low-volume specialists such as Lotus – but not so of Europe's other great sports car nation, Italy.

Originally designed to replace Fiat's 850 Spider and 124 Coupé, these sportsters turned away from familiar drivetrain layouts and opted for the very latest in chassis configuration. Inspired by Formula One, and the subsequent 1960s upheaval in sports car racing, the Fiat X1/9 and Lancia Beta Monte-Carlo were among the first to democratise the sleek sensuousness of the mid-engined sports car.

Their gestations, though, are as straightforward as a redneck's bloodline. Although both started life as neighbours in Fiat's prototype register – the Lancia was initially designated X1/8 (becoming the X1/20 in 1972), while the X1/9 kept its name for production – a lot happened between the initial styling doodle and showroom reality.

The X1/20's development started in 1970. Intended as a mid-engined, rear-wheel-drive Fiat styled by Pininfarina, it would be the first

car that the *carrozzeria* conceived and built from scratch. Powered by a unit derived from the Fiat 130's V6, one of the two prototypes was entered on the 1974 Giro d'Italia to whip up publicity. Named the Abarth 030 Pininfarina and entered as the Abarth SE030, this 2000lb machine boasted 3.5 litres and a whopping 285bhp. The SE030 finished second in the Giro, but the project was cancelled. Crucially, it had been beaten by a Lancia Stratos so, taking into account this Fiat SpA conflict and increasingly common energy crises, it was decided that the new X1/20 would be a four-cylinder.

The X1/20 was launched a year behind schedule as the Lancia Beta Monte-Carlo in 1975. Available as either a coupé or targa-topped spider, it filled the hole in Lancia's range that had existed since the Fulvia Coupé and Sport had ceased production. The X1/20's Lancia defection also addressed the issue of its expensive manufacture – as a premium badge, Lancias were priced above mass-market Fiats.

The Monte-Carlo was powered by the Beta's Aurelio Lampredi-designed 118bhp 2-litre twin-cam 'four' and equipped with a five-speed gearbox, independent suspension and disc brakes. So while this Paolo Martin-styled model was more economical than its V6-engined predecessor, it packed plenty of poke and fizz.

## LANCIA BETA MONTE-CARLO

**Sold/number built** 1975-78 & '80-'82/7578

**Construction** steel monocoque

**Engine** iron-block, alloy-head dohc 1995cc 'four', downdraught twin-choke Weber carburettor

**Max power** 118bhp @ 6000rpm

**Max torque** 122lb ft @ 3500rpm

**Transmission** five-speed manual, RWD

**Suspension** independent by MacPherson struts, lower wishbones; front anti-roll bar

**Steering** rack and pinion

**Brakes** discs, with servo

**Length** 12ft 6in (3810mm)

**Width** 5ft 7in (1690mm)

**Height** 3ft 11in (1190mm)

**Wheelbase** 7ft 7in (2300mm)

**Weight** 2293lb (1040kg)

**0-60mph** 8.9 secs

**Top speed** 119mph

**Mpg** 30

**Price new** £5927

**Price now** c£20,000



Verde Beta paint makes the Lancia sing. The brakes need a bit of thought before applying, but it's a fine choice for threading along a twisty B-road

The origins of the X1/9, meanwhile, were sired by another member of the growing Fiat SpA family: Autobianchi. This company had been acquired in 1968 and, at the '69 Salone dell'Automobile di Torino, had unveiled an ultra-modern two-seater concept called the Runabout (see p173). Part Gerry Anderson prop, part powerboat on wheels, this futuristic sliver of whimsy came from Bertone and father of the wedge Marcello Gandini. Compared with the fantastical Runabout, though, the diminutive production X1/9 gained roadworthy niceties and a trimmer, tauter appearance.

Sitting in the class below the Monte-Carlo, the equally mid-engined, all-independently sprung X1/9 was powered by a transverse drivetrain derived from the Fiat 128-based, front-drive Autobianchi A112. Another Lampredi design, this 1290cc sohc 'four' was in similar single, twin-choke Weber form to the 128 Coupé unit, producing 75bhp with 73lb ft at 3400rpm. The X1/9 had a taller fourth gear to exploit its better aerodynamics. Its launch was planned for the 1972 Salone dell'Automobile di Torino, but it was postponed so that it wouldn't steal the limelight from the 132.

Abarth turned to the X1/9 as a rally car to replace the 124. Again, like the SE030, the prototypes showed considerable promise,

winning three events (the Alpi Orientali, Coppa Trabucchi and the Laburna Rally), but after one season and before the car gained Gp4 homologation the project was axed in favour of the 131.

In 1978, the X1/9 evolved into an 85bhp, 1498cc five-speed machine with 87lb ft at 3200rpm, larger impact bumpers and a deeper engine lid. To the chagrin of enthusiasts, neither the Lampredi twin-cam nor the 1985 Uno

*'It's an early, mid-engined machine that won't spit you into the scenery with an evil glint in its lights'*

Turbo ie engine would officially be offered. A few years later, in 1982, Bertone took over building the X1/9 following Fiat's decision to discontinue production.

Compare an X1/9 with something like a Triumph Spitfire and it's little wonder that Fiat's small sports car earned the nickname 'Baby Ferrari'. Its mechanical spec and bold, invigorating style reduced Canley's seasoned campaigner

to the status of a four-wheeled Corporal Jones. Yet during our photoshoot, between the rain showers and all the cleaning, it is Pininfarina's work rather than Bertone's that attracts more admiring onlookers.

We're in the Malvern Hills, not a million miles away from a certain renowned manufacturer of sports cars that refuses to acknowledge age. Sadly, the same cannot be said for our test route – for although it is familiar, it has not aged well. Cut into a hillside, the brown, slimy, snaking roads are heavily potholed, and where you might expect a wall or barrier, there isn't any form of defence against trees and gravity. Not unless you count the foreboding sight of fluttering police accident tape.

Thankfully, both of our owners have braved filthy weather with their wonderfully original, low-mileage cars. Starting in chronological order, Chris Clarke's 1978 S1 Lancia Beta Monte-Carlo is one of only six UK cars to have been painted in splendidly bright Verde Beta.

"I've liked them since I was 18," says Chris. "I've had two Beta Coupés, two Beta Spiders and three Montes. I've had this one 11 years. It's covered just 24,000 miles – I don't get out in it much! I'm only the third owner.

"It was really good when I got it, but I wanted to make the engine bay immaculate, so I



Clockwise from above: shades of beige couldn't be more different to the Fiat's trim, but this is the 70s, remember; the twin-cam engine came out for a bay respray; Pininfarina creation began life as the X1/8, then the X1/20 and finally Beta Montecarlo

removed the engine and had it resprayed and detailed it to make it look nice. I've only had the two sides resprayed and that was because the sills had gone at the front – they were never going to blend new and 40-year-old paint.”

So what is it that draws him to the Monte-Carlo? “It is the shape and the styling that really appeal to me. The first one I had was a Beta Spider, and it just sparked off a devotion to the marque, really – particularly the Beta family. Monte-Carlos are great to drive, though people always say the brakes are bad – especially the S1 – but I've disconnected the servo and upgraded the brakes to Tarox. As long as you behave yourself and leave a reasonable distance, it's fine.”

Between February 1978 and March 1980 production of the Beta Monte-Carlo took a sabbatical to address the front brakes locking up due to excessive servo assistance. Post-1980 S2 Montecarlos lost the hyphen – and the ‘Beta’ nametag, the 13in Pininfarina alloys, the brake servo and the front anti-roll bar – while gaining larger, 14in Beta-style alloys to fit over larger front calipers, plus engine tweaks, quarterlight-mounted mirrors and Lancia's family grille.

Only the very early cars had solid rear buttresses, so this Monte-Carlo's interior is roomy and airy, if somewhat oatmeal-hued and tweedy. The dash – with its biscuit-coloured

padding, Pininfarina badge and Jaeger clocks – is user-friendly and errs on the conservative. The small pedals are offset to the left but the footwell is fine for slender shoes – and the driving position is comfortable, with plenty of legroom.

The interior of Steve Farrall's snazzy two-tone 1985 Bertone X1/9 VS, meanwhile, is anything but shy and retiring, thanks to its red leather, funkadelic door-trim and anti-clockwise Veglia tacho. Room is more restricted in here – be it the cabin's width or that of the footwell, the narrow pedal box or rationed legroom inches – so Steve relishes any chance to enjoy roofless motoring.

“This is my third one on the road,” says Steve. “I just love the shape, the styling and its cleverness [the roof is stored in the front boot]. I went around Scotland in it a couple of years ago and we did 1500 miles. It's surprising how much you can get in them and they're very comfortable. They're pretty lively to drive – they're not fast but the cornering is great. I've loved them since I was a young lad.

“This Versione Speciale has 35,000 miles on the clock – it's had a mother and daughter as owners. The mum bought it new in 1985, ran it for a few years and bought the Northern Ireland numberplate for it. She became ill in 2000, when she passed it on to her daughter, who didn't really drive it – but she kept it road-legal for the

### FIAT/BERTONE X1/9 1500

**Sold/number built** 1972-1989/170,000

**Construction** steel monocoque

**Engine** iron-block, alloy-head,

sohc 1498cc ‘four’, downdraught

twin-choke Weber carburettor

**Max power** 85bhp @ 6000rpm

**Max torque** 87lb ft @ 3200rpm

**Transmission** five-speed manual, RWD

**Suspension** independent by MacPherson

struts and lower arms

**Steering** rack and pinion

**Brakes** discs all around

**Length** 13ft 1in (3980mm)

**Width** 5ft 2in (1567mm)

**Height** 3ft 9in (1143mm)

**Wheelbase** 7ft 3in (2202mm)

**Weight** 2015lb (914kg)

**0-60mph** 10.8 secs

**Top speed** 110mph

**Mpg** 34

**Price new** £4575

**Price now** c£10,000

What it lacks in power, the Fiat more than makes up in cornering and braking ability. Still, its engine loves to be revved and the steering is sublime



following nine years. She only covered a mile a year in it, to and from the MoT test station!

"When I bought it, the car had only 24,000 miles on it. I've still got the original bill of sale and every single MoT certificate. Apart from the different wheels, K&N filter, electronic ignition and electric fuel pump, it's largely original. It's had new lower panels fitted – lower rear quarter panels and the doors replaced – but it hasn't had any welding done underneath."

You would expect great similarities when comparing two mid-engined stepsisters, and you'd be right. Both have 8000rpm tachos that turn amber then red in the 6000s and are housed within rectangular binnacles. These diminutive Italians also sport chunky steering wheels attached to beautifully weighted and geared steering, with eager-to-please, alert front ends. Body roll is equally well controlled, too. Gear-changes are precise, quick and operate within a well-defined, concise H-pattern.

At 4000rpm, the Lancia's twin-cam starts to really pull and get into its stride. Alas, what was subsequently found to be a dodgy coil connection is stopping sorties higher up the rev range, which is a shame given how these engines love to perform. The Lancia's gearchange is marginally quicker, narrower of gate and stiffer in action; ratios are changed with a sharp jab of the fist.

The lack of brake servo does mean that the approach to corners and general anticipation has to be honed to almost psychic levels, because the brake pedal is long of travel and short on action. The ride is firm, but the Lancia flows through corners with minimal fuss and is forthcoming about where its dynamic limitations lie. Aside from the brakes, the Monte-Carlo isn't just a friendly thing, it's a rarity – an early, mid-engined

*'As its dimensions would suggest, the little Fiat feels lighter and more nimble than the Lancia'*

machine that won't try to spit you into the scenery with an evil glint in its headlamps.

As its smaller dimensions would suggest, the Fiat feels lighter and more nimble – something that is underlined by its steering, which matches the Lancia's for feel and deliciousness of weight, yet it is quicker-gear. The single twin-choke sohc motor revs freely around the clock with a merry hum, but you do get the sense that the

X1/9 is not so ultimately communicative or as forgiving as the Lancia when its low moment of polar inertia decides to bare its teeth. However, the Fiat counters with a better ride and brakes, which allow you to buzz through unexplored bends without pessimism about stopping distances curdling the experience.

There isn't a clear winner here. A few niggles – of the mechanical, geographical and meteorological varieties – mean that ultimate limits remain untouched and out of view. Yes, the Monte-Carlo has more presence and menace compared with the slight X1/9 – and until they perfect a shrinking potion, it is only the lack of interior room that prevents me from picking the effervescent Fiat.

Ultimately, though, comparing these two Italians with their different yet complementary characters is almost like comparing golf with gravy because they start with the same letter. The Lancia, as a faster, more polished and roomy GT, is the more able ground-coverer; while the more intense, concentrated Fiat makes more of the ground it covers.

Thanks to the owners, Andy Rowley at the X1/9 Owners' Club ([www.x1-9ownersclub.org.uk](http://www.x1-9ownersclub.org.uk)), and Paul Courtenay at the Lancia Montecarlo Consortium ([www.montecarlo.org.uk](http://www.montecarlo.org.uk))



Clockwise from top left: the anticlockwise tacho runs to 8000rpm; red leather trim isn't for the shy and retiring; underbonnet tweaks include a K&N filter and electronic ignition; Nuccio Bertone nameplate proudly sits beneath the glovebox

## Historic Vehicle Scheme – Registration Renewal Reminders

1. Refer to the **CHECKLIST** (see over) – form is also available from the club website.
2. You only need to send me your **HVD form** for signing & stamping.
3. **DO NOT** send your original registration papers or pinks slips – I don't need them, and if they go astray you will have to replace them.
4. To avoid delays,
  - Post your HVD form to my home address  
**12 Page Ave Wahroonga NSW 2076**,  
If you post it to the club mail box, it may be a month before I receive it.
  - Email your HVD (as a PDF format only) to  
[histrogo@fiatclub.com.au](mailto:histrogo@fiatclub.com.au), **not** to my old club secretary email address.
  - Bring your HVD (**plus a copy**) to the club social meeting.
5. If you are posting your HVD form, a stamped self addressed envelope would be appreciated.
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7. Enjoy your HVS Fiat.

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Fiat Club of NSW  
P: 02 9489 3553  
M: 0412 709 228  
E: [histrogo@fiatclub.com.au](mailto:histrogo@fiatclub.com.au)

Postal address for HVD forms: 12 Page Ave Wahroonga NSW 2076



## Fiat Tipo moving towards track debut in 2020

By *TouringCarTimes*  
([www.touringcartimes.com](http://www.touringcartimes.com))



**The Fiat Tipo TCR developed by the Tecnodom Sport team looks set to finally appear on track during 2020 after the Italian team revealed plans to debut the car this season.**

The Fiat was originally expected to debut on the TCR Italy grid back in 2018 but failed to appear, with the team instead electing to focus on developments away from the public eye across 2019.

Having undergone extensive changes to the car that was originally presented nearly two years ago – including upgrades to the suspension, bodywork and engine – the team is now keen to explore the potential of the Tipo in competition.

However, before then, the car will need to undergo Balance of Performance testing, whilst the ongoing coronavirus pandemic will also need to ease enough to allow racing to take place

“The Fiat Tipo is there and is now ready to officially take to the track in a TCR championship,” driver Kevin Giacon told motorsport.com.

“The real turning point [for the car] came when we took advantage of the help of engineer Massimo Del Prete, who worked at Audi Sport, and the whole project was completely revised because the goal was to have a competitive, fast and reliable car.

“The car now is completely new, even down to the steering wheel, and the whole package had to be revised. Now we are sure that it is going to go well.

“The official approval must be made with the Technical Department of TCR and we have to wait for the right moment to take the car for engine tests and into the wind tunnel to define the Balance of Performance.

The team had plans to enter TCR Europe and TCR Italy this year, along with selected outings of the WTCR.

“Our idea was to take part in TCR Europe, as well as the Italian championship, but let’s see. The dream

would be to register for a couple of events of the FIA WTCR, perhaps those closest to home, but given the situation we remain in standby mode and are focused on getting final approval first,” said Giacon.

*The Fiat Tipo (codeproject Type 356, also known as the Fiat Egea in Turkey and Dodge Neon in Mexico and Middle East), is a compact car. Its sedan version was unveiled at the 2015 Istanbul Motor Show in May 2015, and commenced sales in Turkey in October 2015.*

**For more information on the model itself there is a comprehensive review of the Tipo at <https://www.autocar.co.uk/car-review/fiat/tipo>.**



**Fiat Strada**

## 2021 Fiat Strada debuts in Brazil – compact pick-up

By *Gerard Lye* ([atpaultan.org](http://atpaultan.org))

The all-new Fiat Strada has made its official debut in Brazil, with the compact pick-up truck slotting in below the larger Toro in the carmaker’s line-up. At launch, the model will be offered with a four-body

body, but this will be joined by a two-door variant later on.

Contrary to earlier expectations, the Strada looks considerably different (and more conservative) when compared to its larger sibling. At the front, the fascia sports large Fiat lettering on a hexagonal-shaped grille, which is flanked by sleek headlamps with integrated LED daytime running lights.

Along the sides, black plastic cladding can be found on the wheel arches leading into the bumpers, with some variants fitted with additional mouldings on the doors. As for the rear, the Strada gets a traditional fold-down tailgate instead of the barn door setup of the Toro, although the shape of the taillights appears rather identical.

In terms of practicality, the two-door version has a cargo bed with 1,354 litres of space and a payload of up to 720 kg. Meanwhile, the four-door Strada offers less storage space in the back (844 litres) and has a maximum weight load of up to 650 kg. According to Motor1, the Strada measures 4,480



mm long, making it smaller than the Ford Ranger and Toyota Hilux that are well beyond five metres.

Moving inside, there’s a revamped dashboard with a seven-inch touchscreen head unit placed between two vertical air vents and below quick access buttons for certain truck functions. There’s also a new steering wheel and instrument cluster, the latter being a large speedometer joined by additional dials and a multi-info display.

The Strada is powered by a 1.4 litre engine with 88 hp and 123 Nm of torque, but buyers can upgrade to a smaller (but curiously more powerful) 1.3 litre mill that develops 109 hp and 139 Nm. Both engines come with a five-speed manual as standard.



**The larger Fiat Toro**



## Deserted Dealership 'Barn Find' Full Of Alfa Romeo, Fiat, And Peugeot Cars

**These Italian and French 1990s time capsules were uncovered after sitting in a shed for 30 years.**

A hoard of 'brand new' Alfa Romeos, Fiats, and Peugeots from the 1990s were recently uncovered at an abandoned car dealership located in Buenos Aires, Argentina. Formerly a Sevel dealership that has been closed now for 30 years, the property was purchased by a new owner who stumbled across these time capsules from the '90s after investigating a shed on the premises.

Likely not expecting to find anything of importance, the land owner stumbled across the Alfa Romeo, Fiat, and Peugeot cars that likely haven't seen the light of day in decades. When the Ganza Sevel dealership closed its doors for good, these brand new cars were left behind.

Italian and French



Alfa Sportwagon



A pair of Fiat Tipos



Very low kilometres of course



Fiat Tipo after detailing

vehicles from the 1990s era were not the new land owner's cup of tea, according to CarScoops, Kaskote Calcosa, a company that specializes in selling used vehicles took on the responsibility to sell the inventory. The company posted a few photos online after some detailing and maintenance repairs to ensure they were in working order.

The inventory wasn't just one or two particular models, but it included a variety of different cars such as the Alfa Romeo 33 Sport Wagon, Peugeot 405, and Fiat models such as the Tipo, Uno, Tempra, Duna, and Ducato. While the '90s models are cool in their own right, they aren't exactly considered collectibles, but more popular economy cars of that time. If one car would sell for a decent price, it would be the more-attractive Alfa Romeo 33 Sportwagon.

No prices have been listed for these '90s cars, and that was said to be because of issues stemming from documentation.

There's no doubt

that there are people out there who will scoop up one of these old-but-new vehicles if the price is right.

Source: CarScoops

## Fiat 500C DolceVita special released

**But its striped soft-top roof might not be for everyone. (from carsales.com.au)**

A limited-edition Fiat 500 convertible has been released in Australia and its maker says it "embodies Italian glamour, fashion and design", but we'll let you be

the judge of that.

From [www.carsale.com.au](http://www.carsale.com.au)

Limited to just 30 examples locally, the Fiat 500C DolceVita is offered exclusively in the brand's Gelato white colour, with 16-inch white alloy wheels to match, plus chromed mirror caps and a DolceVita badge on the rear end.

Priced from \$30,750 before on-road costs and available now, it comes with a horizontal blue and white striped soft-top roof.

Claimed to add \$4400 of extra value (for \$3500 more than the model it's based on), the special-edition 500C also gets a range of fresh materials inside the cabin, including a wooden dashboard with grey liner and ivory-coloured leather seats with red piping and an embroidered 500 logo, plus 'DolceVita' floor mats.

Aside from aesthetic changes, everything else remains, including the 500C's



51kW/102Nm 1.2-litre four-cylinder petrol engine paired to a five-speed Dualogic transmission that sends power to the front wheels.

"The Fiat 500C DolceVita Special Edition brings a new level of sophistication to the distinctive Italian icon," said Guillaume Drelon, the marque's brand and product strategy director in Australia.

"Retaining the fun and charming personality of the Fiat 500, the DolceVita and its enchanting colour palette and classy design makes this a beautiful addition that truly lives up to its name."



## 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

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[johnandlorrainedoel@gmail.com](mailto: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

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## 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](mailto: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.

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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 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 St and Hawkesbury Valley Way (which is the old Richmond Rd).