

FIAT focus

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



Coffee Break Get-together at the Lobby Café in Rozelle

Social Meetings sponsored by the Bankstown Sports Club

CONTENTS

- Page.
2. Contents
 3. Club Calendar
 4. Up-coming Club Events
 5. Oasis News
 6. Club Officials / Club Contact Details
 7. President's Report
 8. Coffee Break write up - The Lobby Cafe
 9. Coffee Break write up - Benzin Cafe
 - 10-11 LOOKING BACK TO 1896 AND ONWARDS By TED ANSELL (Part 3)
 - 12-14. How I became a Fiat Fanatic, or "Nothing to spend, just drive and enjoy"
 15. Gnoo Blas Art Competition Details & Entry Form
 16. Lancia Delta considered for Australia in 1982 !! A short test on the Lancia Delta from Motor Manual.
 17. Fiat News - 500e, 3 + 1 door!
 - 18-20. Classifiats
 21. The Back End

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

Many thanks to Roger Shackleton, Warren Smith and Mark Weinberger for their contributions to this edition of Fiat Focus.

Cover Photo; The highly polished and personalised 500 of Asato Tanaka during October at the Lobby Café, Rozelle.

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.

Commercial advertisers: Quarter page \$100.00;
Half Page \$200.00; Full page \$300.00

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.

The Fiat Club of New South Wales LIBRARY has a range of Fiat and general interest themed motoring books, magazines and workshop manuals available to members to borrow. A list of publications is included on the Club's website at <https://www.fiatclub.com.au/copy-of-club-regulations>.

Contact the Club Librarian at Secretary@fiatclub.com.au for details.



Home Magazine The club Memberships Events Car registration Motorsport Contact us

All Fiat Club events suspended

Latest wright up



Fiat Club of New South Wales
Website:
www.fiatclub.com.au



Our Sponsors

BankstownSports



© 2020 Fiat Club of New South Wales Inc.

Updated 05/04/2020

Fiat Club of New South Wales
Facebook:

facebook.FiatClubNSW.com.au

You Tube Channel

Take a look at our new Youtube channel. Please subscribe to see more historical footage and events.

https://www.youtube.com/channel/UC6SdILcrGVLQfqJxjK8f2Tg?view_as=subscriber

Historic Vehicle Use - always remember to carry the following 4 items; 1. Club Run - carry a "paper, not electronic" copy of the club calendar with the event listed, 2. Personal Use - fill in your RMS log sheet before you leave - as fines & points apply, 3. Certificate of Approved Operations (purple A5 sheet issued by the RMS), 4. FCNSW membership card - to confirm your financial status.

DATE	EVENT AND LOCATION	HVS code
November 2020		
Sun 8th	FIAT Club Burger Break - Superior Burger, (see page 4 for details)	CE021180
Tues 10th	Oasis run - Remembrance Day run (see page 5 for details)	CE021101A
Tues 10th	Social Meeting, Bankstown Sports Club	CE021101
Sun 29th	FIAT Club Coffee Break - The Armory Cafe (see page 4 for details)	CE021192
December 2020		
Sun 1st	Oasis run - CHRISTMAS PARTY 12noon – 2.30pm (see page 5 for details)	CE022110
Sun 13th	FIAT Club Coffee Break - The Grid Café, (see page 4 for details)	CE022131
Sun 27th	FIAT Club Brunch Break (Cavallino), (see page 4 for details)	CE022172



SOCIAL MEETINGS are normally held on the second Tuesday of each month at the Bankstown Sports Club, 8 Greenfield Parade, Bankstown, starting at 7.30 pm. .

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

X1/9

AUSTRALIA

X19.com.au
For everthing X1/9

Burger break!

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



the location

When: Sunday 8th November 2020

Where: Superior Burger

Shop 5, 30 Bulls Road,
Wakeley NSW 2176

Time: 6:00pm - 10:00pm

**SUPERIOR
BURGER
+ BAR**



Coffee Break!

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



this month's location

When: Sunday 29th November 2020

Where: Armory Wharf Cafe

Blaxland Riverside Park,
Jamieson Street, off Holker Street
Newington NSW 2127

Time: 9:00am - 11:00am



HSV code: CE029031



Coffee Break!

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



this month's location

When: Sunday 13th December 2020

Where: The Grid Cafe

5 Peter Brock Drive,
Oran Park NSW 2570

Time: 8:30am - 10:30am

**THE GRID
CAFÉ & RESTAURANT**

HSV code: CE022131



Brunch break....northside!

come join like minded **FIAT** enthusiasts over brunch (\$25 p/p) and you will enjoy the following:

- FIAT Club Sandwich
- Glass of Vino
- Cannolo
- Espresso



this month's location

When: Sunday 27th December 2020

Where: Cavallino

Cnr McCarrs Creek Rd & Yulong Ave,
Terrey Hills NSW 2084
[plenty of on-site free parking]

Time: 12:00 noon - 2pm



HSV code: CE022172



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). Details are not usually available until just before each event, however, consult the Club's magazine or website for the HCRS permit number applicable to the event.

OASIS NEWS

TUESDAY 10th NOVEMBER 2020 REMEMBRANCE DAY RUN

Date and Venue to be confirmed... subject to Covid 19 rules.

Now up to plan "D" to find a suitable open air venue.

WHEN: Tuesday 10th November 2020 (second Tuesday)

TIME: Anytime you like before 11.00am. Social distancing & Covid -19 rules will apply.

WHERE: Callan Park, Waterfront Drive, Lilyfield

ENTER: Via Wharf Rd. entry gate off Balmain Rd. & continue through park to parking area.

PARKING: Waterfront Drive, on the foreshore of Iron Cove opposite the Waterfront Drive Sporting Ground Oval & Toilets. Speed & parking restrictions apply on the roadways shared with walkers & cyclists. Some undercover grandstand seating available if needed.

BRING YOUR OWN EVERYTHING, food, thermos, tables, chairs, Etc.

11.00am We will assemble at the War Memorial to observe a minute's silence dedicated to those Soldiers who died fighting to protect our Nation.

LUNCH: Callan Point, on the left at the end of the foreshore carpark. After lunch we will go & look for the Maori rock carvings from the late 1800's on Callan Point. You may also like to do a self guided walk of the Historical Buildings in the park. Suggest on departing you continue around Waterfront Drive & exit via the Cecily St. gate onto Balmain Rd. Just before you exit you will see the other "Spanish Style" War Memorial on your left.

TUESDAY 1st December 2020 CHRISTMAS PARTY 12noon – 2.30pm

Nepean Rowing Club is booked...also subject to any Covid 19 rules in place in December.

WHEN: Tuesday 1st December 2020

TIME: From 10.00 am onwards. B.Y.O. morning tea & thermos etc. for a light morning tea

WHERE: Rouse Hill Regional Park, Worcester Rd. Rouse Hill

DEPART: 11.45 am

LUNCH: Macquarie Park, 1 Wilberforce Rd. Freemans Reach. On your left after crossing Windsor Bridge

CATERING: Macquarie Park Boathouse Café have a good choice of takeaway meals available for us to enjoy in the Park. (Highly recommend the Fish & Chips) Good prices, large meals & is a licenced venue. Please bring your own table, chairs, plates & cutlery . Some seating is available. No Kris Kringle but you are welcome to wear your Christmas hat, shirt, skirt, decorations etc. Social distancing & Covid-19 rules will apply. PLEASE let me know by 20th November 2020 if you wish to buy your lunch from the Café so I can let them know our numbers.

Hello Members, I hope everyone is well & those unwell make a speedy recovery. First of all

THE BAD NEWS We are unable to have our Christmas Party at Nepean Rowing Club this year owing to Covid-19 rules & social distancing & a maximum of ten persons per booking.

THE GOOD NEWS No.1 Working with Helen from Maze Catering we have agreed to transfer our booking to Tuesday 6th July 2021 for "CHRISTMAS IN JULY" (subject to any conditions that may be in place) Just waiting for the new paperwork to arrive & a new contract to be signed.

***THE GOOD NEWS No.2* CHRISTMAS LUNCH IN THE PARK.**

(See above)

***THE GOOD NEWS No.3* REMEMBRANCE DAY RUN (or close to it)**

(See above)

THE GOOD NEWS No.4

Many Thanks to Allana Flynn-O'Neile, Brian Jubb & Murray Irwin who have offered to help out with future OASIS RUNS. Members are always welcome to suggest and organise an outing. At the moment outdoor outings & venues are the best option, subject to conditions.

Looking for a member who may like to organise a train tour of Newington Armory in 2021. Must have plenty of time & patience. Brian is now returning the money he had collected for the cancelled 2020 Newington Armory Tour.

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

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

◆ TREASURER

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

◆ COMPETITION SECRETARY

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

◆ ASSISTANT COMP SECRETARY

Paul Pana
assistcompetition@fiatclub.com.au

◆ Acting EDITOR

Lorenzo Aventi.
editor@fiatclub.com.au

◆ WEBMASTER

Mark Weinberger
webtech@fiatclub.com.au

◆ MERCHANDISING

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

• COMMITTEE PERSON

Adrian Sandrin
committee1@fiatclub.com.au

◆ PUBLIC OFFICER

Warren Smith 02 9605 2301 / 0419 754 515
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

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;

members@fiatclub.com.au

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

12 Page Ave Wahroonga NSW 2076

P: 02 9489 3553

M: 0412 709 228

E: histrego@fiatclub.com.au



Finally, I can announce that we are going to have a November Social Meeting! The room has been booked for the usual 7.30 pm timeslot on November 10th with the only differences for you being check-in at the club. You will need to check in with your contact details of course and also check out again when you leave the club. This is quite easy if you are a member of Bankstown Sports Club, as it only entails swiping your membership card. They will also do a quick temperature check. Your FCNSW Committee had our first face to face meeting since February on October 27th, so we have already tested BSC procedures. **So, can I ask all members who feel well and who feel comfortable coming to this Social Meeting to please do so?** Our annual AGM is in February and I would like to get a feeling for how many members are likely to attend.

//////

Ansell Park maintenance has again been done by Kevin Halliburton, Roger Malcolm, Glenn Smith and myself a few days before our planned motorkhana on October 25th. Thanks everyone, but sadly heavy rain put a stop to running a 'khana and only the juniors got any seat time under parental supervision, with no timing done.

//////

By the way, if you are intending to come to the next

Social, please be advised that if you intend to have a meal there you will need to book a table in advance. It's a new world we live in at the moment!

//////

Lastly, for your information, the 2021 Gnoo Blas Classic normally held in Orange, NSW, has been cancelled, due of course to the continuing Covid 19 crisis.

However, we have been sent information that the organisers have arranged an alternative "event" instead, which is a Gnoo Blas Classic Art Show! The idea is that enthusiasts paint, draw or photograph their own car and enter it in the show. All entries will go on exhibition indoors on the original car show weekend of February 20 and 21 and will be open to the public under the prevailing health condition rules. More information is available from Denis Gregory Ph: 0417 445 426 Email: denisgregory@bigpond.com or contact me and I'll send an entry form to you.

We may organise a group of members to go up for a look.

Take care everyone,
Warren Smith
2020 President

A proud supporter of **RURAL aid** Helping Aussie farmers

GREENSLIP REWARDS

Need a CTP Comparison Quote?
Call Sarah 1300 1400 11

No obligation Quotation on Business or Private Registrations + Fleet Assessments



coffee break (write up)

10th October 2020
The LOBBY Cafe



Regretably I wasn't able to attend this club catch up but Mark kindly prepared the below text and supplied the photos from the morning...

This popular harbourside venue was great on days like today with the sun out and everyone going about their day. We sat around and spoke about cars and projects as well as future drive days. It is an excellent venue however, without the cafe car parking being operational, it has become a real challenge to find parking. Probably time to find an alternative venue until they reopen the car park.

If you have a great venue suggestion with parking, please email events@fiatclub.com.au.

Keep safe and see you at the next event.

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

FIAT fanatico

www.fiatclub.com.au



coffee break (write up)

25th October 2020
Benzin @ Dural



Our coffee break catch up at Benzin last weekend was a very wet and soggy event. Lucky for us Benzin Cafe has a great outdoor undercover area as well as huge inside sitting area big enough to even have a new Audi TT on display in the middle of the cafe.



There was so much to see in the carpark with many other car enthusiasts driving in with new and old machines.



Of particular note, two of our club members drove in their other classics... Peter in his TVR and Ray in his HSV Walkinshaw Commadore.

We thank everyone who braved the wet cold weather!

Thanks for your continued support.



Ciao

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



FIAT fanatico

www.fiatclub.com.au

LOOKING BACK TO 1896 AND ONWARDS By TED ANSELL, Part 3

Last month, Ted made his way to Australia and found worked in the Northern Territory and in the North Queensland cane fields.

Ted now finds himself running a workshop and selling cars. He recounts some of his "marketing stunts" used to promote sales. Later on, Ted leaves Queensland and settles in Sydney but still travelling to remote regions of the country using his engineering skills on some large farming properties before the Second World War.

At the end of race week in Cloncurry, I went by train to Townsville and spent a very pleasant fortnight there, with plenty of swimming, trips to Magnetic Island and various other activities, finally taking a job as foreman at a garage in Ayr, about 63 miles south of Townsville, right in the heart of sugar cane growing country. We did all kinds of repair work, not only on cars, but oil and gas engines, pumping plants, etc.

The story continues [ed] ...

At the end of 12 months, the business passed into my hands, with the Studebaker and Overland franchises. The mystery four Overland had just made its' appearance and I sold quite a number of them. At the annual show I put on a hurdle-jumping stunt as a sales gimmick. Two wooden ramps with about a 25 to 30 degree incline were placed with their high ends facing, 12 feet apart. Half way between them, a hurdle 4 feet high was erected and the idea was to run the car at a pre-



wheels was ... was obtained, this was equivalent to exactly 25 MPH, no more, no less, so as to have the car describe the necessary arc to land with the wheels parallel to the ramp floor. It was quite

very nice job too. While celebrating delivery with the purchaser, some nut wanted to bet in drinks that the car would not climb a series of concrete steps leading from the footpath to the hotel entrance. The bet was accepted and I was asked to perform the act for the owner. The Stude had a very nice clutch and I had no difficulty in coaxing her right up the steps and holding her while the local press got busy with a camera. Loud cheers and drinks all round. Another stunt I did was to take two Overlands side by side up the main street while walking between them. I tuned the motors to a perfect fast idling speed, started one car off in low, hopped in the other and caught up with it along side, got out and walked between them all the length of the main street. There was little or no traffic and I had no trouble at all. Another stunt I thought up was to ride an Indian motor bike over the low level bridge across the Burdekin River. This was actually a single track railway bridge connecting Ayr with Home Hill, which has a large sugar mill. In order to allow pedestrians to cross over, two planks about 18 inches wide overall were laid side by side across the middle of the track. Being a low level bridge, there was a steep incline at each end. I rode the Indian across both ways without mishap. It would be about 300 yards across. There was only one train each way per day so there was no risk. At that time there was no railway right through to Brisbane, it came many years later, so all goods had to come to Townsville by ship, and then transfer to the train



The Studebaker Light Six was a popular car sold by Ted when he held the franchise in North Queensland.

determined speed up the ramp and leap across the gap onto the other ramp and so to the level ground. By careful tuning, the exact number of RPM of the real

good fun and a crowd pleaser and helped sales too.

I also sold the first Studebaker Light Six, a

service to Ayr, which meant a great delay in obtaining spares at times.

Continued next page...

LOOKING BACK TO 1896 AND ONWARDS - Part 3 continued...

Although more or less “on its own”, Ayr was a good town to live in – plenty of social life and sport, fishing, shooting, etc., regular dances, picture show 3 nights per week, and of course plenty of drinking, and how those North Queenslanders could swamp the beer! Especially the cane cutters after a hard day’s work in the hot fields. A lot of whiskey was consumed too – you can always spot a North Queenslander in a bar because he always drinks his whiskey at a gulp (like the Yanks in Westerns).

Townsville was quite a busy town and seaport, but very hot. All street watering was done with salt water, consequently every motor vehicle had to have the underbody, etc., sprayed with red oxide to prevent rust and corrosion. Although only 65 miles from Ayr, it was quite a tough trip by car, as there was no through road, and a swampy area called “The Barattas” had to be negotiated at low tide, and being very sandy was quite a hazardous crossing. I got stuck there once and had to walk about 3 miles to a cattle station homestead for a horse team to pull the car out. It was quite a paying proposition for the station owner.

After a few years in Ayr I sold out and came to Sydney, joining Ruston and Hornsby, engineers, as a tractor expert, which entailed traveling all over NSW wheat districts, delivering tractors to farmers, training them in their use and maintenance, and overhauling when necessary. R & H also sent me over to WA on a similar mission. I also did a lot of demonstration work with ploughs and various other farming implements. After several years with R & H, I joined Gibbs, Bright & Co. as a salesman and expert on Hart-Parr tractors, and while with them organised a big demonstration of non-stop running on a wheat farm on Aria Park, near Temora, pulling various implements. There were 3 of us, and a cook and we camped out on the property and worked 4-hour shifts with dog watches of 2 hours from 6.00 am to midday.

The Hart-Parr engine was a horizontal twin cylinder job, very large bore and stroke, with a patent drip feed lubrication, which only needed addition



nights non-stop, covering an enormous acreage, until the feed pipe to the carburettor fractured due to vibration, causing crystallisation of the copper tube and before I could turn on the reserve tank tap, the motor stopped.

However, the wheat cocky was mightily pleased, having got nearly all his cultivating done gratis. He was a good sport and duly celebrated at the local.

“Judee”: Surely Ted Ansell, of Sydney, is Australia’s, if not the world’s, oldest racing-car driver! He’s not saying just how many summers he’s seen, but—well, in 52 years of car-driving and car-racing he’s never had an accident. Here are some of his recent wins: Orange (N.S.W.) hill-climb in the record time of 29sec.; Bathurst sedan-car handicap flying quarter-mile with a speed of 85.76 m.p.h.; Australian Racing Drivers’ Club under-750c.c. sprint championship in 21.06sec.

An article on Ted Ansell - from the Bulletin, 9 July, 1958

At 11.45 am on Friday 21st September, 1979, Ted Ansell passed away. He had talked about recording more events from his life, but sadly, this was not to be. He lived through the formative years of motoring; personally assisted the first two flights from England to Australia; lived through two World Wars and at age 60 he co-founded the Fiat 500 Club of NSW and raced cars for many years. At his 90th birthday celebration a few months before he passed, he told us that he had kept secret for the last 30 years that he could only see out of one eye! A remarkable man

of oil to the oil reservoir. Fuel tank was replenished (kerosene) with the engine idling over and we ran for 12 days and

who is still remembered fondly 40 years later.



A collection of Ted’s trophies and awards over a long motorsport career

How I became a Fiat Fanatic, or “Nothing to spend, just drive and enjoy”

With some classic car experiences along the way by Roger Shackleton

As I get older, I've been hankering after a car that reminds me of my teen years, which were spent driving bog-standard family saloons around the Cheshire country lanes, foot flat to the boards with motor and tyres screaming.

My first car was lucky enough to avoid this abuse, it was a 1936 Morris 8, bought in 1964 when I was 16, it cost twelve quid and I bought it against my father's wishes. I hid it from him at the pub where I worked part-time and regularly drove it from the pub to the local railway station and back, about 400m each way. Eventually he found out and made me sell it because I didn't have a license.

At 17 I passed my driving test and was able to buy my first legal car with my earnings from the pub. It was a black 1955 Beetle, oval window, bought from a VW mechanic who'd owned it since new and it was immaculate. I 'hotted it up' by



buying trumpet exhaust tips and putting Pirelli Cinturatos on the back, what a weapon! Sadly, it died when a drunk did a right hand turn straight across my path and I t-boned him, writing off both cars. I was very angry and very sad, the car was irreplaceable.



Soon after, I got a job as a trainee salesman at a Ford dealership about 12 miles from where I lived. My boss was a champion and he let me use cars off the second-hand lot to get to and from work, pretty good for a 17 year old. So, over the next couple of years I drove a lot of different family cars as fast as they would go.

The favourite was a 1200 Anglia Super which I kept for almost a year and totally got the hang of. My best mate had one too and we used to race each other in the middle of the night when we could be sure there wasn't anything else on the



roads. I was in this car one day, on the way home from work, when there was a flash accompanied by a roar from an engine as something went past me very fast.

It was so fast I couldn't see what it was before it was out of sight round the next bend. At the next intersection he was held up by traffic, it was a BroadSpeed Escort, road registered.



Awesome.

For a trip to Brands Hatch for a race meeting I was able to take 2 litre V4 Corsair on the newly opened M6 and the M1. The car felt really torquey and did 100mph all the way from Cheshire to BH and back without a glitch. Sadly the trip didn't include the girl in the exotic Arctic Fox stole.

Elegante, comoda, equipata de "tout et le reste", voici la Corsair V4



Imagine my excitement when my boss traded in a 1275 Cooper S with full harness, rally seat and Momo steering from one of his mates. Incredibly he let me use it and I managed to keep it for 3 or 4 months before it was sold. I truly went nuts in that car, what a fantastic vehicle for a young petrolhead!



How I became a Fiat Fanatic, or “Nothing to spend, just drive and enjoy” *(continued from previous page)...*

One day I was sent to FMC, I had to pick up a demonstrator Mk 2 Lotus Cortina and deliver it to Oulton Park where it was used by the Clerk of the Course at a race meeting. The pick-up was in Coventry so I plotted a nice windy route back to Crewe, the car was tight as a drum and great to drive. I kept it for a week, before I had to take it back to FMC.

Another day I had to go and pick up a brand new Alfa GTV that my boss had procured for another one of his mates. That felt really special, it was beautiful inside and out, I can still remember the stubby, thick chrome gearstick and classy upholstery. I was very careful with that one.



The most exotic car I drove was a 4.2 litre E-Type that my boss had traded in from yet another one of his mates. (Private school boy with lots of connections). I had a customer who wanted it and I had to take

it to his home to see if he could get it through an archway, round a tight corner and into his garage. I came back along an empty M6 motorway and was able to get it flat out, 150mph. I have to say that it didn't feel very stable at that speed, it made the hairs stand up on the back of my neck. It's still the fastest I've ever driven, I was 18 years old at the time, I can't believe how trusting my boss was.

In contrast to these cars and the way I drove them, in 1991 I



bought a rather staid 1980 BMW 733i, a heavy lump of a car to say the least; but one with class.

I just had in my mind that I needed a 7 series, but I couldn't afford a recent model and searched for a good second-hand car. I hit the jackpot when I responded to an ad from a radio engineer. He had 7 cars in the family and the BM was his pride and joy. He only ever used it to drive from Granville, where he lived, to the top Mt Canobolas (at Orange) to test a new radio invention. He never took it out in the city for fear of the car getting two bobbed. This nearly 12 year old car had 24,000 genuine kms on the clock. The carpets had been covered by rugs from new and the seats had sheepskin covers from new, The fabric of the seats and the carpets had never been touched. The car looked like brand new, still in the showroom; there wasn't a single mark on it. Of course, I bought it I felt pretty good driving the Beemer about, it was a pretty



swanky car at the time.

One day I was stopped at the lights at the bottom of Spit Hill. There was a huge bang and my car shot forward and cannoned into the 2 cars in front, the front car finished up 50 metres down the road and the one in front of me about 20 metres.

My drivers seat had completely collapsed backwards and I was lying flat on my back with my upper body in the back seat area. The front and rear crumple zones had crumpled and the bonnet and boot lid blocked the view out of the front and rear screens. After recovering from the shock, I got out to find a truck carrying a 17 tonne generator had been unable to stop and had hit me from behind.

Amazingly the driver said he been desperately trying to get the vehicle to stop and was only travelling at about 4km/h when he hit me, but 20 tonnes carries a lot of momentum, enough to write off my beautiful BMW.

How I became a Fiat Fanatic, or “Nothing to spend, just drive and enjoy” *(continued from previous page)...*

Despite the pedigree cars I’ve driven, including recently, a friends Porsche 997, I really love the simple family cars I’d been driving when I was young. I had so much fun in them even though they weren’t sports cars. There’s a lot of pleasure to be had in driving of a low powered car to the max, rather than constantly denying the urge to give a high-powered car it’s head, all in aid of license retention. So recently, I decided to buy something to muck about with in my retirement, which is coming soon I hope.

My dream car was a Mk 1 Lotus Cortina but I immediately discovered they were totally out of my price range, and, they actually didn’t fit the bill anyway, too much power. So I searched for a nice 2 door GT. Again, these were more than I wanted to spend, so then it was a 2 or 4 door saloon, but I couldn’t find one that hadn’t been messed up.



One day I flicked through 96 electronic pages of Classic Cars for sale, and one car jumped out of those pages and straight into my heart. It was a ’64 Fiat 1500. The owner had taken some fabulous photos of the car. It looked immaculate in Fiat blue with red upholstery. All the panels looked dead straight and he had photoshopped one image to make the car sit in front of the Coliseum in Rome: very creative.

Here was the Italian equivalent of the Cortina. A sturdy but even more stylish mid-60s 4 door family saloon with a 1500 crossflow engine, Weber carburetor, 4 speed box, servo discs on the front, individual front seats, a more affordable price and Italian attitude (you should hear the twin tone horn).



The owner, a collector, had owned the car for 14 years and had done quite a lot of work. The brakes had been converted to a twin line system and had been completely overhauled. Clutch slave and master cylinders had been replaced; the cylinder head had been fully reconditioned. An electric fuel pump and modern filter had been installed and the headlights converted to halogen. It started faultlessly and drove really well and the tyres were like new. There were a couple of oil leaks around the engine but only slight and the car didn’t blow any smoke. It had had a full respray a short while ago and looked fabulous. The car was complete, not one part missing, and apart from the respray everything was original. It had 86,000 miles on the clock, but I knew the car was 66 years old and it must have been round the clock at least once, probably more than once. There had to be work that would need to be done, but I felt that the asking price was fair

considering the work already done and the condition of the car, so I bought it.

I’ve never owned an old car, or even a car I’ve had to work on, so I have zero mechanical experience. I wanted to know what might lay ahead of me with the car, so I decided I would get an experienced workshop to give me a full appraisal, I wanted to know everything.

Yes, it would have been wise to do this before I bought the car, but it was in Victoria and I was in Sydney. I didn’t think of getting the inspection done remotely.

I know the owner of a local garage, Paul Jacobson of P R Technology in Brookvale, they specialize in Porsche. His workshop is always full of millions of dollars-worth of exotic cars. They run track days for their customers and always have race cars in there being prepped. I figured he must be very good at what he does, so I asked him to appraise the Fiat.

They drove the car, put it on the hoist and did a detailed inspection of everything under the car. They put it on the dyno and ran a full test and then did compression tests on all cylinders. It wasn’t good news. There was a lot of blowback through the breather pipe, meaning excessive pressure in the crankcase. The compression test showed that the best

cylinder was running at 35% loss, but the other 3 were losing around 50% into the crankcase. Peak power was 42hp down from 73hp. The dyno graph lines were very shaky, indicating inconsistent fuel delivery from the carburetor. None of this was obvious from simply driving the car, it went really well.

As well as this, all the ball joints and suspension bushes needed replacing

and there was a rust hole under the drivers heel that needed fixing (I did know about that).

Once I’d got over the shock and initial disappointment, I decided we’d have to have a look at the motor. There was no way I could do the work myself; I wouldn’t have known where to start, and at this stage I didn’t know about Ross Smith at Fiatorque, Nick at Mastertouch or anyone else in the cognoscenti. My friend’s Porsche workshop was just round the corner from where I live so I asked him if he would do the work. Like many good workshops they have done a lot of restoration work on lots different vehicles and were happy to work on something different, especially something with so much character. So we started on ‘The Journey’. The next installment of how I became a Fiat Fanatic, “Nothing to spend, just drive and enjoy”. will follow once the work is complete, so far the car has been in the workshop for 6 months.

...(next month - getting the 1500 back on the road).

2021

GNOO BLAS CLASSIC

Art Show!

Proudly sponsored by



We've had to cancel next year's Gnoo Blas Classic car and truck show because of the Covid 19 pandemic. It's very disappointing but we have a duty of care to keep everyone safe, entrants and spectators. Normally entry forms would be going out now and guests locked in for the dinner.

That was impossible to do because under present health restrictions we couldn't hold the show anyway and we can't predict what the restrictions will be like in February. Going ahead with plans four months out was not possible. So after 26 years it's off but we'll be back bigger and better than ever on February 12 and 13 in 2022. Put it in your diary.

In the meantime to keep interest alive we are turning 2021 into the Gnoo Blas Classic Art Show, a first we believe for a car club. We want you to paint, draw or photograph your car and enter it. All entries will be judged in the three different mediums and in car show classes. All entries will go on exhibition indoors on the original car show weekend of February 20 and 21 and will be open to the public under the health restrictions that apply then.

Prizes will be awarded in car show categories of: Best Holden, Best Ford, Best Sports Car, Best Ute, Best Truck, Best Motorcycle, Best Pre 1970, Best Post 2000, Best Modern, abstract and People's Choice.

All entries must be A3 size and not framed. They must be of your own car, truck or bike. Photographs can be colour or black and white. Entries should be mailed in suitable-sized envelopes or canisters to PO box 2521, Orange, 2800, and must be received no later than Wednesday, February 10, 2021.

If you want your entry returned, you must include return postage. If you would like to sell it at an auction at the exhibition, you can do that by letting us know with the club retaining 10 per cent commission of the sale price.

This will be a genuine art show to keep alive the Gnoo Blas Classic and we hope you will submit an entry and maybe come and have a look.



GNOO BLAS
Classic Car Club



I wish to enter the Gnoo Blas Classic art show at Orange on Feb 20 & 21. Entry fee \$10.

PLEASE PRINT CLEARLY

Name.....

Address.....

..... Postcode

Phone..... E-mail

Car..... Year model

Entry fee: \$10	
Return postage if required:	
Total	\$

Entrants will accept sole responsibility and agree not to make any claim against the Gnoo Blas Classic Car Club Inc or Orange City Council for any loss or damage, howsoever caused.

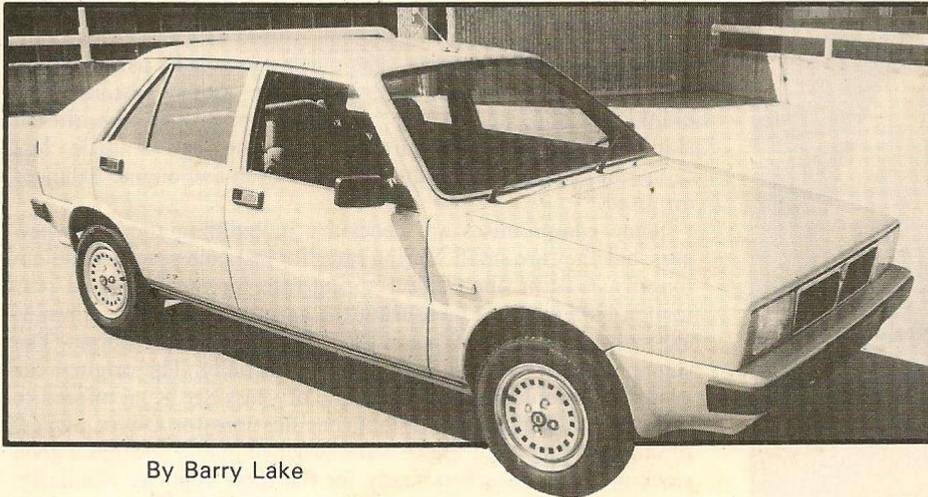
Signed..... Date

Return entries and cheque made payable to:
**GNOO BLAS CLASSIC CAR CLUB,
PO BOX 2521, ORANGE 2800**

Inquiries Denis Gregory
0417 445 426
denisgregory@bigpond.com

www.gnooblas.com

BRIEF TEST: Lancia Delta



By Barry Lake

THE UNDER 1.6 litre family car class in Australia is probably the most competitive group of all. Holden's Camira huffed and puffed a lot harder trying to scramble to the forefront of that lot (see lead story Oct issue) than it did against the 2.0 litre cars in an earlier comparison. So why would LNC Industries be considering importing the Lancia Delta some time during 1983? At current exchange rates the Delta would have to be priced at around \$13,000 — more than 50 per cent dearer than some 1.6 litre cars and \$1500 up on even the desirable but far from inexpensive Alfesud.

The answer is that the Delta was never really designed to compete with the average 1.6 litre family car. It was planned right from the outset as a mini luxury car; a car with class for the discerning buyer who wishes to downsize from the larger prestige cars. It is also attractive to wealthier women drivers who want the driving and parking advantages of a small car while maintaining an air of individuality and quality.

The Delta, styled by Ital Design, has a substantial look about it. It might not last any longer or better than its cheaper counterparts — but it certainly looks as though it will. The obvious comparison is the Alfesud but even this is a little misleading. The 'Sud appeals to the sporting driver more so than the Delta. Although the Lancia's performance and handling wouldn't disappoint this type of buyer, that really isn't its market. In other words, the Delta could stand alone in a little niche of the new car list. LNC should easily sell the limited numbers of Deltas that will make it here under the restrictive quota system.

The littlest Lancia has a longer wheelbase than the 'Sud, yet it is remarkably short overall and has made good use of the available interior space. It will carry three adults in the rear if really necessary and has a boot that, while shorter than the 'Sud's, is surprisingly roomy and can be

increased by folding the rear seat forward. Cloth seat trim and the very smart alloy wheels add to the car's class and it has full instrumentation in this top-of-the-line version, plus niceties like accurately adjustable rear view mirrors via a twin turn-wheel system.

The 1500 cm³ four cylinder engine is basically the same as that in the Fiat XI/9 in Australia (and the Ritmo/Strada in Italy) which helps with parts rationalisation for LNC. Producing a few kilowatts less power than the Alfesud and with an extra 60 kg to pull around, it has slower acceleration than the Alfa. Our figures here are taken from the car in European trim, given as a guide only, don't expect the same performance from a de-toxed ADR version.

The Delta is easier to adapt to at first acquaintance than the 'Sud but, in true Italian style, it is never as simple to drive as the smaller Japanese cars (or the Camira). The clutch and brake pedals are heavier to operate and the five forward gears are less than precise to select with the flexibly mounted lever — but this all soon begins to feel normal as the friendship lengthens.

The ride is better than that of the Alfesud, aided by independent suspension on all four wheels, but the rear does get some steering at extremes of cornering attitude and the tail can dart out unannounced at times. It can't, however, match the 'Sud's agility through successive tight turns. Like the 'Sud it has a tendency to lock the rear brakes under heavy retardation with only one or two occupants, but otherwise the brakes are excellent.

The Lancia Delta doesn't do any one thing outstandingly well but it is a desirable and efficient overall package that gives big car comfort and quality. The all round appeal that brought it the majority of votes in the 1980 European Car of the Year awards will aim it straight into Double Bay and Toorak home garages as the wealthy family's ideal second car — and to heck with the price. □

LANCIA DELTA 1.5 Litre, Five-speed manual

ENGINE

Location	Front, transversely mounted
Cylinders	Four, in-line/water-cooled
Bore x Stroke	86.4 x 63.9 mm
Capacity	1498 cm ³
Carburetion	Weber, dual-throat down-draught
Compression Ratio	9.2 to 1
Fuel Pump	Mechanical
Valve Gear	Belt driven, single overhead camshaft
Claimed Power	62 kW at 5800 rpm
Claimed Torque	123 Nm at 3500 rpm
Maximum Recommended Engine Speed	6200 rpm
Specific Power Output	41.4 kW/litre

TRANSMISSION

Type	Five-speed, manual
Driving Wheels	Front
Clutch	Cable operated, single dry plate

Gearbox Ratios

Gear	Ratio	km/h-1000 rpm	Max Speed	At (rpm)
First	3.583	7.7	48	(6200 rpm)
Second	2.235	12.3	76	(6200 rpm)
Third	1.550	17.8	111	(6200 rpm)
Fourth	1.163	23.8	147	(6200 rpm)
Fifth	0.959	28.8	156	(5400 rpm)
Final-Drive Ratio				3.765 to 1

SUSPENSION

Front	Independent by MacPherson struts with coil springs and anti-roll bar
Rear	Independent by Chapman struts with coil springs and anti-roll bar
Wheels	Alloy 5B x 13
Tyres	Pirelli P3 165/70 SR 13

BRAKES

Front	227 mm discs
Rear	185 mm drums

STEERING

Type	Rack and pinion
Turns, lock to lock	3.8
Ratio	n/a
Turning Circle	11.2 metres

DIMENSIONS AND WEIGHT

Wheelbase	2475 mm
Front Track	1400 mm
Rear Track	1400 mm
Overall Length	3885 mm
Overall Width	1620 mm
Overall Height	1380 mm
Ground Clearance	150 mm
Kerb Weight	1450 kg
Weight to Power	15.6 kg/kW

CAPACITIES AND EQUIPMENT

Fuel Tank	45.5 litres
Cooling System	8.0 litres
Engine Sump	4.2 litres
Battery	12V 45AH
Alternator	45 Amps

CHECKLIST

Alloy Wheels	Yes
Adjustable Steering	Yes
Air-conditioning	No
Carpets	Yes
Central door locking	No
Clock (digital)	Yes
Intermittent Wipers	Yes
Laminated Screen	Yes
Petrol-filler lock	Yes
Power Steering	No
Power Windows	No
Radio	Yes
Tape Player	No
Rear-window Wiper	Yes
Remote outside mirror adjustment	Yes
Sun Roof	No
Tachometer	Yes

FUEL CONSUMPTION

Average for Test	10.5 litres/100 km
Best Recorded	10.5 litres/100 km

ACCELERATION

0-60 km/h	5.12 seconds
0-80 km/h	8.41 seconds
0-100 km/h	12.83 seconds
0-110 km/h	16.27 seconds
0-120 km/h	19.13 seconds
0-130 km/h	n/a
Standing 400 metres	(118.8 km/h) 18.30 seconds

LIST PRICE (estimated)	\$13,000 approx.
Price as tested (estimated)	\$13,000 approx.

NOTE: The engine in the test car does not conform to Australian Design Rules. Lancia Deltas sold in Australia will have less power and slower acceleration than the test car. Fuel consumption figures will probably be higher than those shown.

Fiat 500e 3+1 debuts

-Fiat Chrysler Australia is weighing up the business case for the new electric Fiat 500

From carsales.com

Fiat has revealed a unique three-door derivative of its [new Fiat 500e EV](#), in the form of the Fiat 500 Electric 3+1, but local Fiat Chrysler Automobiles officials remain undecided about whether to import any versions of the Italian brand's born-again city-car to Australia.

A follow-up model from the [new Fiat 500e shown in March](#), the Fiat 500 Electric 3+1 is described as "all-new, all-electric, and with an extra door".

Replacing the current Fiat 500 first launched back in 2007, the new Fiat 500e is based on an all-new platform and will be purely electric.

That poses something of a question mark in Australia, where the current 500 remains available in both Fiat and Abarth forms, particularly around whether the projected sales volume would warrant the local introduction of the 500e.

"We haven't decided on the next-generation Fiat 500 and we are continuing to assess the business case for the Australian market," a Fiat Australia spokeswoman told carsales.



Similar to a Hyundai Veloster in concept, the Fiat 500 3+1 has identical exterior dimensions to the regular two-door 500e, but adds a third smaller, rear-hinged 'suicide' door behind the front passenger's door.

There's no extra door behind the driver's door on the new three-door model, and it's not yet known whether the arrangement will be flipped for right-hand drive markets like the UK or Australia, although Fiat has said the 3+1 "will firstly be made available for left-hand-drive markets".

Fiat says the additional structure adds about 30kg to the kerb weight of the Fiat

500e, but won't affect handling or energy consumption.



Like the standard Fiat 500e, the 3+1 rides on Fiat's first dedicated-EV platform and is powered by a small 42kWh lithium-ion battery and driven by an 87kW electric motor that can cover up to 320km between charges on the strict WLTP test cycle.

Away from the lights, the tiny plug-in Fiat can reach 100km/h in nine seconds – but the Italian car-maker says more relevant is its 0-50km/h time of 3.1 seconds. Top speed, meanwhile, is 150km/h.

Maximising its range, the small Fiat has three driving modes, with the most efficient setting, the 'Sherpa' mode, said to reduce power, throttle response and climate control.



Reducing charging times, the Fiat 500e gets an 85kW fast-charging system that can top up the battery from empty to 80 per cent in 35 minutes.

Not much bigger than the original Fiat 500 of 1957, the new city-car measures 3630mm long, 1690mm wide and 1530mm tall, making it 60mm wider, 60mm longer and 40mm taller than the second-generation model launched in 2007, while the wheelbase increases by 20mm.

Also available with a soft-top roof opening, the new Fiat 500e will come with a 10.25-inch touch-screen that runs FCA's latest Uconnect 5 infotainment system including sat-nav, wi-fi, Apple CarPlay and Android Auto, plus an instrument cluster with 7.0-inch TFT digital display.

In the UK, where it goes on sale in December ahead of first deliveries in March 2021, the new Fiat 500e will be priced from £19,995 (\$A35,135) after government incentives and the current Fiat 500 will remain on sale for at least another two years.

Fiat-Chrysler and Peugeot-Citroën groups set for European approval – report

By William Davis JOURNALIST

From caradvice.com (27 Oct 2020)

The \$53.3 billion merger will consolidate 14 manufacturers, and ultimately form the world's fourth largest automotive group.

A high-profile merger between FCA (Fiat-Chrysler) and PSA (Peugeot-Citroën) is reportedly set for approval by the European Commission.

News outlet Reuters reported earlier this week that sources close to the matter confirmed the approval was imminent.

Headquartered in the Netherlands, the eventual conglomerate – to be known as Stellantis – will comprise Citroën, Chrysler, Peugeot, Fiat, Dodge, Abarth, Alfa Romeo, DS, Jeep, Lancia, Maserati, Opel, Ram, and Vauxhall.

The US\$38 billion (AU\$53.3 billion) consolidation will effectively establish the world's fourth largest automotive manufacturer.

Existing company heads – John Elkann (FCA) and Carlos Tavares (PSA) – will serve as Chairman and CEO respectively.

Expected to be finalised in the first quarter of 2021, the merger will reportedly save the individual brands a total of US\$4.22 billion (AU\$5.9 billion) each year without the closure of any factories.

The European Commission had originally given 22 October 2020 as the date by which a decision would be made on the merger, but delayed the deadline citing a lack of documentation being submitted by the two parties.



FOR SALE - VINTAGE FIAT 519A

Extensive restoration performed in 1977 by Mr Robert Robinson who owned the car and rallied it around the country for many years. The bodywork and interior is in excellent condition. The engine is in running order but will need to be checked as the vehicle has not been driven for a few years. The car is located in Erina on the Central Coast.

This car has been the subject of a few published articles including Pedr Davis book, "Vintage and Veteran Cars".

Included in the sale are a letter from Centro Storico regarding the sale of the vehicle to Garret's in Sydney. Blueprints of the model and a manual for the car. Some details of the restoration can be made available. Price on application. (09/20)

Please contact **Gary Chestnut**, Email: gary.chestnut@bigpond.com, Mobile: 0409 074 344

FOR SALE - 2013 ABARTH 695 ASSETTO CORSE RACE CAR



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

Sister car to the 3 Bathurst Abarth 12hr cars from 2014. Only 4 remaining in the country. Much faster than an Abarth 695 Biposto which is almost twice the price and has a gearbox harder to operate. See the full ad in carsales at

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

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

Vehicle is located in Ryde.

Contact **Iain Shannon** on 0414 241 345



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

For sale

Fiat 131 steel rims 14 x 5.5, 4 of them - \$100 (10/20)
Contact Michael McGeorge at competition@fiatclub.com.au



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

Road, Race & Rally. Since 1965

Phone : 02 4636 6477

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

135 Donalds Range Rd, Razorback NSW 2571

Website: www.fiatorque.com.au/

FOR SALE

Abarth 595, 2017

21000klm

Auto

\$26500 ono (07/20)

David Virgona

0421 658 895



FOR SALE

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

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

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

Robert

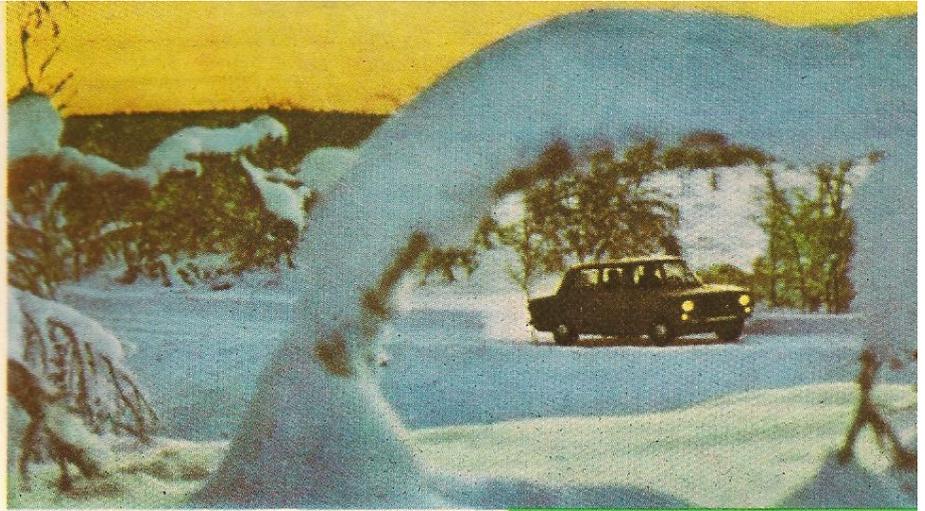
McDonald

Millers Forest NSW 2324

Email: robannmcd@yahoo.com



**FIAT
124**



**FIAT
124**

**FIAT
124**



Meet the Fiat 124

A car with millions of miles behind it. In all kinds of weather. First in all tests. Thrifty with petrol and yet extravagant in space for five people and their luggage in a degree of comfort appropriate to our times. **FIAT
124**

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 of NSW
6 subscribers

SUBSCRIBE

HOME

VIDEOS

PLAYLISTS

CHANNELS

DISCUSSION

ABOUT



Uploads ▶ PLAY ALL



Fiat Club of NSW Ansell Park 40th Anniversary 2019



Fiat Club Drive to Bundeena



Fiat Club Palm Beach Drive



State Khana 2012



AWABA Mudkhana 2012



Fiat of Italy Cup 1984

Fiat Club of New South Wales You Tube Channel

https://www.youtube.com/channel/UC6SdILcrGVLQfqJxjK8f2Tg?view_as=subscriber

CLUB MECHANDISE



Style 1



Style 3



Style 2



T-Shirt

Polo Shirts \$30.00
T Shirts \$20.00
All Available in sizes.
S M L XL 2XL 3XL



Cloth badge \$ 3.00
Key rings \$ 7.00



Sticker \$ 2.00

