

FIAT focus

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

Roger Shackleton's 1500



FIAT Club Annual General Meeting next Sunday at Ansell Park
(See inside for details)

**FIAT CLUB OF NEW
SOUTH WALES ANNUAL
GENERAL MEETING WILL
BE HELD AT ANSELL PARK
SUNDAY 7th FEBRUARY**

Free Sausage Sizzle & Gelato

(See page 9 for details)

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

Many thanks to Roger Shackleton for his contribution to this edition of Fiat Focus.

Cover Photo; Roger Shackleton's pristine FIAT 1500 which was featured in the November 2020 edition of FIAT Focus. This month, Roger talks about the restoration of his 1500.

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 .

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

New Members

A warm welcome to the following enthusiast:

Stefano Gattuso
James Whitfield

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.

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 | Pointscore |
|----------------------|--|------------------|------------|
| February 2021 | | | |
| Tues 2nd | Oasis Run (See page 5 for details) | CE122020 | No |
| Sun 7th | FIAT Club of New South Wales Picnic Day (free sausage sizzle) and Annual General Meeting (see page 9). | CE122070 | Yes |
| Sun 14th | EVENT CANCELLED | | |
| Sun 21st | Rain out date for FIAT Club of New South Wales Picnic Day (free sausage sizzle, soft drinks, gelato) and Annual General Meeting | CE122012 | Yes |
| Sat 20th - Sun 21st | Gnoo Blas Art Show | CE122002 | No |
| Sun 28th | Coffee Break - Benzin Café, Dural (then drive to Ansell Park) | CE122082 | Yes |
| March 2021 | | | |
| Tues 2nd | Oasis Run TBC | CE123020 | No |
| Tues 9th | Social Meeting, Bankstown Sports Club (TBC) | CE123090 | Yes |
| Sun 14th | FIAT Club Brunch Break (Cavallino), then drive to Ansell Park | CE123041 | Yes |
| Sun 14th | FIAT Club NSW Motorkhana Rd 1, President's Motorkhana TBC | CE123041a | Yes |
| Sun 28th | FIAT Club Coffee Break (Armory Wharf Cafe) | CE123082 | Yes |
| April 2021 | | | |
| Tues 6th | Oasis Run - Wollondilly Heritage Centre & Museum | CE124060 | No |
| Sun 11th | FIAT Club Coffee Break | CE124011 | Yes |
| Tues 13th | Social Meeting, Bankstown Sports Club | CE124031 | Yes |
| Sun 18th | Auto Italia Canberra | CE124081 | Yes |
| Sat 25th | FIAT Club Coffee Break | CE124052 | Yes |
| May 2021 | | | |
| Tues 4th | Oasis Run TBC | CE125040 | No |
| Sun 9th | FIAT Club Coffee Break | CE125090 | Yes |
| Tues 11th | Social Meeting, Bankstown Sports Club | CE125011 | Yes |
| Sun 16th | National Motoring Heritage Day (various venues) | CE125061 | Yes |
| Sat 22nd | FIAT Club Coffee Break | CE125022 | Yes |
| Sun 23rd | FIAT Club NSW Motorkhana Rd 2 | CE125032 | Yes |
| June 2021 | | | |
| Tues 1st | Oasis Run - by popular demand - returning to Mountain High Pies. | CE126010 | No |
| Sun 6th | FIAT Club Coffee Break | CE126060 | Yes |
| Tues 8th | Social Meeting, Bankstown Sports Club | CE126080 | Yes |
| Sat 19th | FIAT Club Coffee Break - Northside | CE126019 | Yes |
| Sun 20th | FIAT Club NSW Motorkhana Rd 3 | CE126002 | Yes |

SOCIAL MEETINGS are 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.

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.

ALL SUBJECT TO ANY RESTRICTIONS THAT MAY BE IN PLACE

February 2nd - **MEET:** Ourimbah Rest Centre. Exit left off the M1. Rest centre, Ourimbah, Pacific Hwy sign, for toilets & a short morning tea at the shelter sheds.

TIME: From 10.30am onwards, **DEPART:** 11.30am

WHERE: Pioneer Dairy, Central Coast Wetlands, 1897 South Tacoma Rd. South Tacoma
Speed limit inside is 20k & then 10k. *CAUTION* Entry road has suffered flood damage as of time of this newsletter. Let's hope it has been graded before we attend.

BRING: Food, Thermos, Table cloth, Wet wipes Etc. There is a very large covered shelter shed with plenty of seating (that the birds like to roost on) There are plenty of birds & wildlife in the wetlands at the moment including pairs of Black Swans. Details, Les m: 0418 973 866 h: 9838 8063

IT'S ON WET OR FINE BUT ALSO SUBJECT TO ANY COVID-19 RESTRICTIONS

"WANTED" NAMES & BOOKINGS A.S.A.P. for our 6th April outing to the Wollondilly Heritage Centre & Wallacia Hotel. Numbers are needed for both venues for catering & possibly for any Covid restrictions.

March 2nd - **MEET:** Benzin Café, Unit 1/242 New Line Rd. Dural. This is a car friendly café.

TIME: 10.00am, **DEPART:** 11.00am

LUNCH: Colo Riverside Café 1826 Putty Rd. Colo (we will travel via Maroota)

DETAILS: Murray Irwin m: 0449 896 008

April 6th - Meet: Wollondilly Heritage Centre & Museum 43 Edward St. The Oaks 2570

TIME: Arrive by 10.30am for morning tea & Museum Inspection

COST: \$10.00 per person

DEPART: 12.00 noon

LUNCH: 12.30 pm Wallacia Hotel 1590 Mulgoa Rd. Wallacia

BOOKINGS REQUIRED FOR CATERING

Bookings & Museum Les ph: 9838 8063 m: 0418 973 866

Wallacia Hotel Enquires Brian Jubb ph: 9602 9591

May 4th - Holroyd Gardens Nature Reserve, Duck Pond, & Historic Brickworks Ruins. Details closer to event.

June 1st - **BY POPULAR DEMAND WE ARE RETURNING TO MOUNTAIN HIGH PIES**

MEET: Wentworth Falls Lake, Sinclair Cres. Wentworth Falls (New toilet block has been built.

TIME: Anytime from 10.30am onwards. Bring your own morning tea, chairs etc.

DEPART: 12.00 noon.

LUNCH: Mountain High Pies 293 Great Western Hwy Wentworth Falls

July 6th - CHRISTMAS IN JULY Nepean Rowing Club (Subject to any conditions)

August 3rd -T.B.A.

September 7th - MOUNT ANNAN BOTANICAL GARDENS. Details Brian Jubb ph: 9602 9591

October 5th - T.B.A.

November 9th - REMEMBRANCE DAY RUN. Details Les Watton: ph: 9838 8063 m: 0418 973 866

December 7th - CHRISTMAS LUNCH. To be confirmed.

CLUB COMMITTEE AND OFFICIALS

◆ PATRON

Mr Nat Zanardo OAM

● PRESIDENT

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

◆ VICE PRESIDENT

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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



ANNUAL GENERAL MEETING

We are having our annual AGM at Ansell Park on Sunday February 7th. Start time is 10.00am. This will be a short Election of Officers (with NO Presentation of Trophies) plus any other business that needs discussion.

This will be followed by a **FREE LUNCH** for Club Members with BBQ'd **sausage sandwiches plus soft drinks, cake and gelato**. Having the AGM outdoors hopefully provides a safer environment Covid-19 wise and having it on a Sunday makes it easier for most members to attend. You also get to take your much loved Fiats for much needed exercise!

Please be aware that all Committee positions are declared vacant on the day and you can nominate yourself or any other MEMBER for any position. If you know you cannot make it on the day this does not exclude you from nominating anyone. You can send an email with your nomination (even if its yourself) to the Secretary (secretary@fiatclub.com.au) and I'm sure we can find a seconder on the day – or you can supply one.

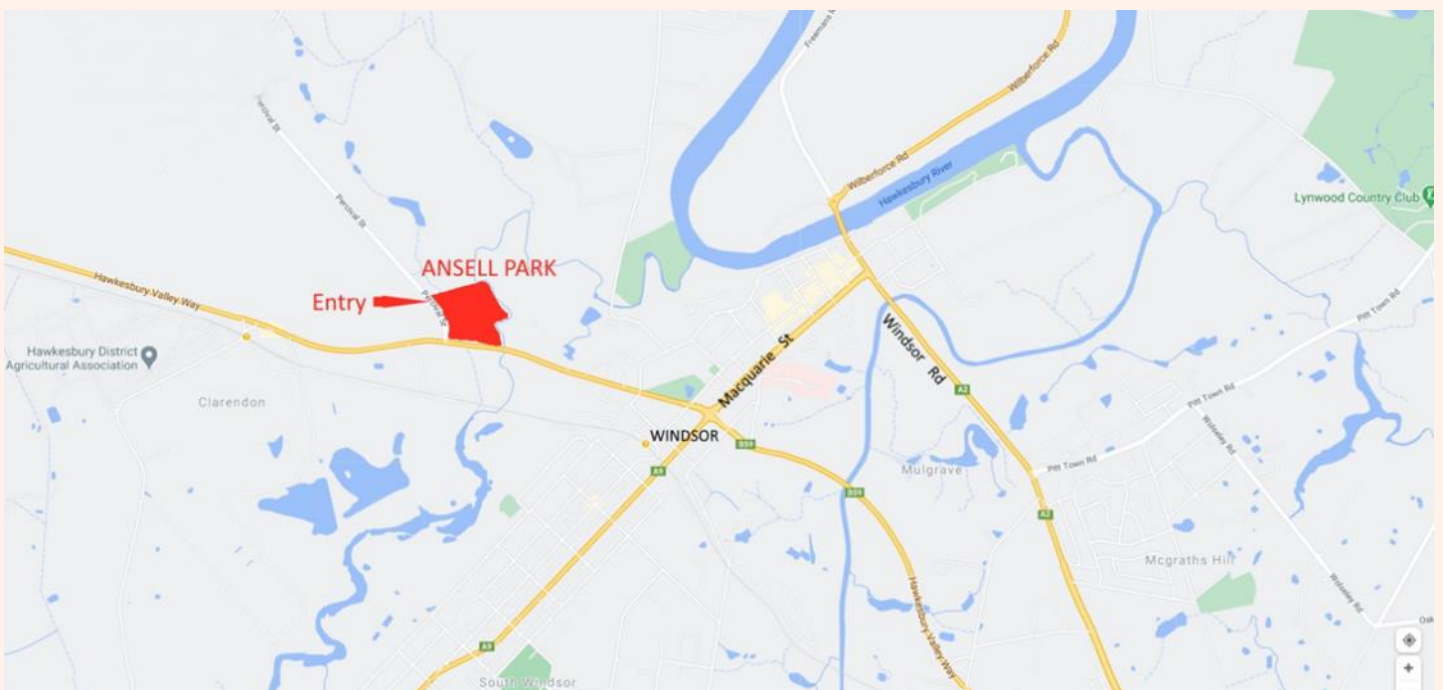
ALL MEMBERS VOTING AND THOSE BEING NOMINATED MUST BE CURRENT CLUB MEMBERS.

(Members who joined recently do not need to renew as their membership is already good for all of 2021)

Most of the above is repeated from last month's mag, for which I make no apology, as I know some people didn't read it! For those who haven't been to Ansell Park before, a map is provided below. Address is 2 Percival St, Clarendon (Windsor). See also AGM notification elsewhere in this magazine.

Warren Smith

2020 President



Competition

Michael McGeorge has put together the following competition calendar for members looking to enter some competition events over 2021. There is a good mixture of sprints, hillclimbs and motorkhanas to choose from. Please note that due to the ongoing Covid-19 pandemic that all events are to be confirmed and you should check with the organising club whether the event is still on. For the FIAT Club NSW motorkhana championship and the FIAT Nationals, please contact the FIAT Club NSW Competition Secretary.

| DATE | EVENT AND LOCATION | HVS code | Pointscore |
|--------------------------------|--|------------------|------------|
| February 2021 | | | |
| Sun 14th | State Motorkhana Round - Awaba | CE122041a | No |
| Sun 21st | Huntley Hillclimb Rd 1 TBC | CE122002a | No |
| March 2021 | | | |
| Sat 6th - Sun 7th | NSW Hillclimb Championship Rd 1 & 2 - Bathurst | CE123060 | No |
| Sun 7th | State Round Motorkhana - Awaba | CE123070 | No |
| Sun 14th | FIAT Club NSW Motorkhana Rd 1, President's Motorkhana TBC | CE123041a | Yes |
| Sun 28th | State Round Motorkhana - Nirimba | CE123082a | No |
| April 2021 | | | |
| Sat 10th - Sun 11th | State Round Motorkhana - Armidale | CE124001 | No |
| Sun 11th | NSW Hillclimb Championship Rd 3 - Huntley | CE124011a | No |
| May 2021 | | | |
| Sun 2nd | NSW Hillclimb Championship - Kempsey | CE125020 | No |
| Sun 23rd | FIAT Club NSW Motorkhana Rd 2 | CE125032 | Yes |
| June 2021 | | | |
| Sun 6th | State Round Motorkhana - Nirimba | CE126060a | No |
| Sun 13th | NSW Hillclimb Championship - Grafton | CE126031 | No |
| Sun 20th | FIAT Club NSW Motorkhana Rd 3 | CE126002 | Yes |
| Sun 27th | Huntley Hillclimb - come and try day | CE126072 | No |
| July 2021 | | | |
| Sun 18th | NSW Hillclimb Championship - Tamworth | CE127081 | No |
| Sun 25th | State Round Motorkhana - Nirimba | CE127052 | No |
| August 2021 | | | |
| Sun 1st | FIAT Club NSW Motorkhana Rd 4 | CE128010 | Yes |
| Sun 8th | NSW Hillclimb Championship - Ringwood | CE128080a | No |
| Sat 21st | FIAT Club NSW Motorkhana Rd 5 - Day Night Motorkhana | CE128012 | Yes |
| Sun 22nd | FIAT Club NSW Motorkhana Rd 6 | CE128022 | Yes |
| Sun 29th | State Round Motorkhana - SMP | CE128092a | No |
| September 2021 | | | |
| Sun 5th | NSW Hillclimb Championship - Gunnedah | CE129050 | No |
| Sun 12th | State Round Motorkhana - Nirimba | CE129021 | No |
| Fri 17th - Sun 19th | FIAT Nationals, Goulburn, NSW | CE129071 | Yes |
| October 2021 | | | |
| Sun 3rd | State Round Motorkhana - Canberra | CE120130 | No |
| Sat 16th - Sun 17th | AROCA regularity relay | CE120161 | No |
| Sun 31st | FIAT Club NSW Motorkhana Rd 7 | CE1201123 | Yes |
| November 2021 | | | |
| Sun 14th | NSW Hillclimb - Huntley | CE121141 | No |

Notice of Annual General Meeting of the FIAT Club of New South Wales Inc.

Dear Members,

Notice is hereby given that the Annual General Meeting of the FIAT Club of New South Wales will be held at 10.00 am on Sunday 7th February, 2021 (Sunday the 21st February if the 7th is rained out), at the FIAT Club's grounds, Ansell Park, at 2 Percival Street, Clarendon, on the corner of Percival Street and Hawkesbury Valley Way. The event will also include a free sausage sizzle and picnic day for members.

Remember that the success of any club is based on its members participation. The Club and Committee is always looking for new people, new committee members, new ideas and an understanding of what you, the general membership, want from the Club.

All members are invited and encouraged to attend.

All committee positions will be declared open and nominations for all positions are sought.

Nominations may be sent to the Secretary (secretary@fiatclub.com.au) prior to the event, or, be made on the day of the meeting. Nominations must be accepted by the nominee and be seconded by a member.

All members who attend and vote on the day must be a 2021 financial member of the FIAT Club of New South Wales (1/1/2021—31/12/2021).

Send your nomination in now and avoid disappointment.

Positions available for nomination are listed below

| | | |
|-----------------------|----------------------------------|------------------------------------|
| PRESIDENT | VICE PRESIDENT | SECRETARY |
| TREASURER | COMPETITION SECRETARY | ASST. COMPETITION SECRETARY |
| EDITOR | WEBMASTER | MERCHANDISING |
| PUBLIC OFFICER | HISTORIC PLATES REGISTRAR | MEMBERSHIP REGISTRAR |

2021 MEMBERSHIP RENEWAL

All 2020 memberships were due for renewal as of 1st January, 2021 (excepting those new members who have joined recently). Membership fees remain unchanged.

When renewing your membership, please ensure that you complete the updated 2021 Membership Form which you will find included in this issue of FIAT Focus, or on our website www.fiatclub.com.au. Please email the form to membership@fiatclub.com.au, or mail to PO Box 3034, Bangor, NSW. 2234. Payment is via EFT or cheque. We do not have credit card facilities for payment at this stage.

PLEASE NOTE: Members turning 18

We currently have five types of membership - Full Member, Joint (Family) Member, Junior (12-18 years), plus Life and Honorary Member. *Children under 12 do not need to be a member of the Club.*

In the past Junior members turning 18 were expected to become Full Members (and pay the \$60 fee). Understanding that this age group in general is studying, and usually have very little money, the FIAT Club has decided to allow over 18 year old dependents of a member family to remain within the family group, and renew as a Family Member (at the lesser amount of \$10).

Kind regards Cheryl Sandrin – Membership Registrar 2020

(Please find a copy of the membership renewal form at the back of the magazine)



pizza break (write up)

10th January 2021
Patio @ Putney



Our first social catch up for 2021. COVID hasn't disappeared and neither has our club members enthusiasm to take our their FIAT's. Patio at Putney is the perfect venue for a Sydney summer Sunday pizza and beer catch up session.

It's was great to see feveryone after the the Christmas / New Year break.

The highlight of the evening was seeing a potential new member drive up in his highly modified 124 CC and join us with his family and friends to check out our club. We hope Michael enjoyed the experience and we really look forward to seeing him at future club events as a member!

To all our FIATfanatic's, keep safe. See you at the next event.

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



FIAT fanatico

www.fiatclub.com.au

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

Rebuilding the FIAT 1500 - by Roger Shackleton

In the November 2020 edition of *Fiat Focus*, Roger Shackleton wrote about his years as a car enthusiast and the various cars he was fortunate to drive and appreciate. Roger finished up the article by telling us about the FIAT 1500 he had acquired and the work he was planning to have done to bring the car up to scratch.

Below is the second part of his article where he describes the restoration of his FIAT 1500 ...

I'm sure the vendor believed the statement in his advertising “Nothing to spend, just drive and enjoy”, but unfortunately, it wasn't the case. Caveat emptor. Lesson learned.

The following is a very brief account of the restoration. I put the car into the workshop in February [2020—ed] and hadn't got it back for a while, sourcing parts and waiting for them to arrive is the main cause of the delay.

The stripped motor revealed broken rings and a badly scored crankshaft, everything else was pretty good, no problem with the bores or con-rods. The previously reconditioned head only needed the valves to be lapped and it was good to go.

We had difficulty locating sufficiently oversize bearings and sent the block to Ross at Fiat Torque who machined slight modifications to the

bearing seats to make them accept a more common bearing. Thanks Ross.

I located a new timing chain kit, a new water pump complete with electromagnetic fan drive and a Pertronix ignitor electronic ignition to replace the points and condenser. The workshop were able to source the small parts they needed to rebuild the engine. The engineer did a beautiful job with the rebuild, cleaning and painting the block,

sandblasting and painting the manifold and generally making it look and go like new.

I was having trouble locating all the steering and suspension parts and a club member suggested Dino Enterprises in Cambridge, New Zealand, run by Mal Simmons. It turns out Mal learned to drive in a Fiat 1500 and has owned one ever since. He had nearly everything I needed which was a great help. Thanks Mal.



to Sunny at Alexandria Radiator Service.

He removed the bottom tank, silver soldered all the interior surfaces to seal all the perforations and re-attached the tank to the radiator. This worked a treat. Thanks Sunny.

The exhaust was close to the end. I found an NOS Abarth system in Holland which cost about the same as a custom built system here. Twin Chrome tips, nice.

The gear shift linkage was very sloppy, with the engine out it was clear that most of the linkage bushes

were worn out, one big relay bush had disappeared completely. They turned up some new ones and now it feels very direct.

We now have the engine and radiator back in the car, the carby has been stripped and rebuilt and the engine run-in on the dyno. It has 25% more power than before, just from using standard parts, so that's good.

When the engineer flushed out the radiator the filler tube fell off. It had been bogged up at some stage and finally gave up the ghost. This was repaired properly, but when it was pressure tested there were pinholes in the bottom tank, exposed by the flushing out all the sediment. These were soldered but when tested again more were found. I couldn't find a new radiator anywhere and eventually took it

Unfortunately, when doing the final tune, they couldn't get it to idle smoothly, the butterfly return spring and bearings need replacing and had to be ordered from Weber Europe. They should be here soon and then, finally, I should be able to join my fellow club members at a coffee or breakfast morning.

I'm really looking forward to that day!

Roger Shackleton



FIAT 124 SPECIAL TC

Twincam engine in a practical sedan

FIAT FIAT'S BOXY AND practical 124 sedan is so unobtrusive and familiar that even a group of enthusiasts like the R&T staff can almost forget it exists. It was first introduced in the spring of 1966, a thoroughly conventional but clever and up-to-date car to replace the old 1100 series, and was given the traditional Car of the Year award by European motoring journalists. At that time it was exceptionally light for all the space it offered, and an 1197-cc pushrod engine gave it spunky performance with fuel economy in the high 20s-mpg class. It was noisy but virile and a very good buy at \$1838 basic price. An R&T staff member bought one, and though she had considerable trouble with it in the two years she owned it, the problems weren't serious enough to keep her from replacing it with another Fiat.

In the 8½ years since its introduction the 124 hasn't changed very much. It has spun off a couple of variations (aside from the sports 124s): the 124 Special, with its engine enlarged to the same 1438-cc size found in the earliest 124 Sport models, and the 124 Special TC with the 1592-cc twincam engine. The twincam model was introduced to the American market only this year, its engine considerably detuned from the European version to meet U.S. emission laws, and is the subject of this road test. It's rather late in the year to publish this report, we well realize; but we asked for the car at the beginning of the model year and only now did Fiat-Roosevelt finally get it to us.

The Special TC is the only version Fiat sells here this year and the price is over \$3100, a sign of the times. In meeting the current safety regulations it has grown 6.8 inches longer

and a full 330 lb heavier than our first 1967 test car, and Fiat's approach to meeting the bumper standards is one of the least attractive imaginable. Simulated wood on the instrument panel, round instruments and quad headlights are noticeable changes from the early 124.

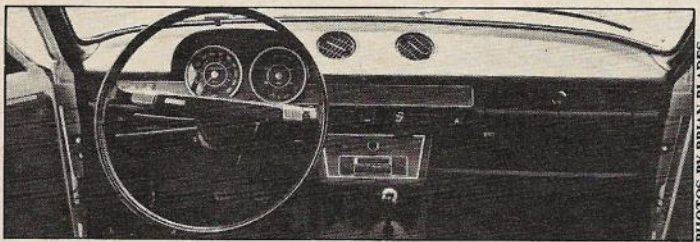
Getting into a Fiat when one doesn't drive them daily is always a slight surprise. To the uninitiated the relationship of the steering wheel, pedals and driver's seat seems strange; when one gets far enough back to use the pedals without cantilevered thighs one is very far indeed from the steering wheel and is virtually forced into the Italian arms-out driving position. The wheel in the 124 is also high by today's standards and rather closer to horizontal than usual for a contemporary small sedan. One can usually get comfortable in a 124, though, by experimenting with seat position and backrest angle (the backrests are widely adjustable), and the seats are wide enough to accommodate large people reasonably well. There's a lot of headroom front and rear, even though the rear passengers sit high; with the driver's seat in a workable position, though, the left rear passenger won't have much legroom. The 3-point front seatbelts in this year's car, on inertia reels and of course tied into an interlock system, are very good and a big improvement on early Fiat safety belts. We would prefer a rigid centerpost for them, though, to the loose belt sections.

As is often the case with cars of older design, and usually the case with Fiats, ventilation isn't very good in the 124 by current standards. All the air above foot level comes through two circular vents atop the dash; even when these swivel freely they don't help much and on the test car they wouldn't swivel

as we believe they're supposed to. At least it has ventwings.

If you compare the specifications for the current 124 Special TC to those of the two previous 124s we've tested you'll find a considerable power increase from the early 1197-cc pushrod 4-cylinder engine through the 1438-cc pushrod to the current 1592-cc twincam unit. The 1967 car was rated at 65 bhp gross, which is about 57 bhp SAE net, today's method of rating engines. The 1438-cc unit was rated at 70 bhp, and the twincam 1592 supposedly churns out 78 bhp. But our measured performance figures for the three cars indicate that the size increases and twin camshafts have only enabled the 124 to keep pace with increasing weight and tightening emission controls. The 1967 car went from zero to 60 mph in 15.0 sec and covered the 1/4-mile from a standing start in 20.0 sec. When we tested a 124 wagon last year (admittedly a bit heavier than a sedan would be) it did 0-60 in 15.3 sec and the 1/4 in 19.9 sec. And this year's Special TC, weighing 17 percent more than the original car but supposedly having 37 percent more power at its disposal, practically laid its acceleration curves on top of the other two with a 0-60 time of 15.2 sec and a 1/4-mi time of 20.2 sec. That's the breaks these days, we suppose; a peak power rating doesn't necessarily describe what the engine does throughout its speed range and engines are generally strangled in some way or another at lower speeds. Another way of looking at it is that we're often happy just to find this year's car will keep up with last year's, and at least the 124 does that. There's the customary fuel-economy loss too, this TC doing only 22.0 mpg in the standard test we run.

On the positive side, the twincam engine runs smoothly for a four, has virtually no driveability faults and revs freely enough to remain entertaining. It seems quieter than the pushrod engine, and though it's clearly audible at highway speeds it's not obtrusive to ears accustomed to high-winding fours and will



PHOTOS BY BRIAN BLADES

deliver excellent trip fuel economy. The gearbox is a little notchy, but generally satisfactory, and we didn't find the synchronizers weak as we had in the earliest 124. The overall gearing of the 124 TC is quite a bit taller than that of the early 124s, which would partially account for the static performance level and the lower noise level, but the general character of the car hasn't changed a bit.

With the increasing weight the steering has become a little heavy, but we don't think it'll give many people trouble in parking. The brakes, by contrast, are light to the touch although not unduly touchy. They behave themselves generally well, stopping the 124 from highway speeds in average distances and requiring a little attention at the steering to keep the car in a straight line. The 124 was one of the first family sedans at a popular price to offer discs all around, and they handle today's increased weight with little fade.

We have never done an Owner Survey on the 124 sedans, but our 1970 survey on the 124 Sports models indicated they had a greater-than-average number of mechanical problems. Another publication, however, reports that in recent years the 124 sedans and wagons have built up a better-than-average reliability rating. They should be reliable: they're straightforward in design, mechanically simple and well seasoned by now.

This is most likely the last year of production for the 124 Special TC, so if its directness, honest design and moderate price along with good passenger space, fuel economy and reasonable performance for a 1974 car appeal to you, better rush out and get one. The new car, whatever it's like, isn't going to be any less expensive.

PRICE

List price, west coast \$3111
Price as tested, west coast .. \$3231

ENGINE & DRIVETRAIN

Type dohc inline 4
Bore x stroke, mm 80.0 x 79.2
Displacement, cc/cu in. 1592/97.2
Compression ratio 8.0:1
Bhp @ rpm, net 78 @ 6000
Torque @ rpm, lb-ft 85 @ 3600
Fuel requirement regular, 91-oct
Transmission 4-sp manual
Gear ratios: 4th (1.00) 4.10:1
3rd (1.41) 5.78:1
2nd (2.18) 8.94:1
1st (3.80) 15.58:1
Final drive ratio 4.10:1

CHASSIS & BODY

Body/frame unit steel
Brake system 8.9-in. disc front & rear, vacuum assisted
Wheels steel disc, 13 x 5J
Tires Pirelli Cinturato CF57, 155SR-13
Steering type worm & roller
Turns, lock-to-lock 2.7
Suspension, front/rear: unequal-length A-arms, coil springs, tube shocks, a-r bar/live axle on trailing arms, Panhard rod, coil springs, tube shocks

GENERAL

Curb weight, lb 2260
Weight distribution (with driver), front/rear, % 52/48
Wheelbase, in 95.3
Track, front/rear 52.4/51.2
Length 165.6
Width 64.9
Height 55.9
Fuel capacity, U.S. gal. 9.6

CALCULATED DATA

Lb/bhp (test weight) 34.3
Mph/1000 rpm (4th gear) 16.1
Engine revs/mi (60 mph) 3730
R&T steering index 0.98
Brake swept area, sq in./ton .. 233

ROAD TEST RESULTS

ACCELERATION

Time to distance, sec:
0-100 ft 4.2
0-500 ft 11.0
0-1320 ft (1/4 mi) 20.2
Speed at end of 1/4 mi, mph 68.5
Time to speed, sec:
0-30 mph 5.2
0-50 mph 11.2
0-60 mph 15.2
0-70 mph 21.4
0-80 mph 35.0

SPEEDS IN GEARS

4th gear (5850 rpm) 92
3rd (6000) 70
2nd (6000) 45
1st (6000) 25

FUEL ECONOMY

Normal driving, mpg 22.0

BRAKES

Minimum stopping distances, ft:
From 60 mph 185
From 80 mph 304
Control in panic stop good
Pedal effort for 0.5g stop, lb 25
Fade: percent increase in pedal effort to maintain 0.5g deceleration in 6 stops from 60 mph 32
Overall brake rating good

HANDLING

Speed on 100-ft radius, mph 30.8
Lateral acceleration, g 0.635

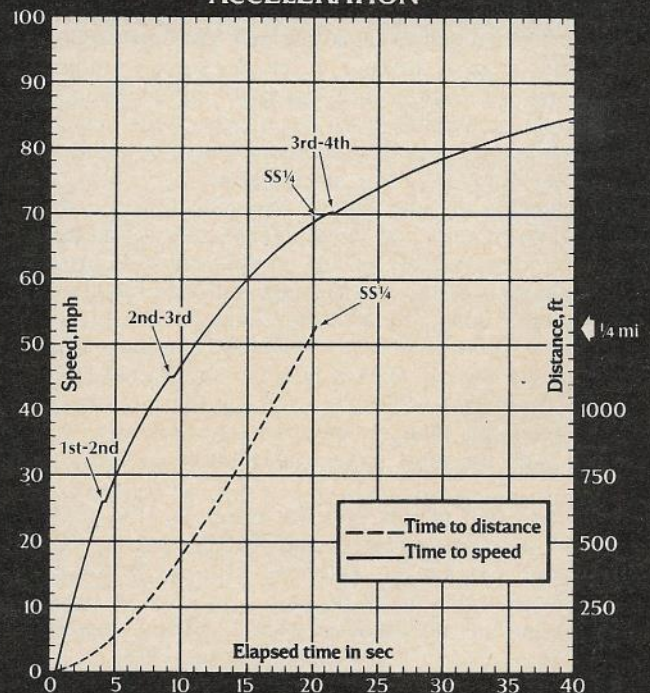
INTERIOR NOISE

All noise readings in dBA:
Constant 30 mph 72
50 mph 75
70 mph 78

SPEEDOMETER ERROR

30 mph indicated is actually 26.0
60 mph 55.0
70 mph 63.0

ACCELERATION



Stellantis: Merger of Fiat-Chrysler and Peugeot groups

Ben Zachariah

From www.caradvice.com.au

UPDATE, 19 January 2021: It's done! Six months after Stellantis was announced as the name of the merger between Fiat Chrysler Group (FCA) and the Peugeot Group (PSA), the new entity has launched.

The merger makes Stellantis one of the largest car companies in the world, with combined annual sales of around 8.1 million vehicles.

In December 2020, it was discovered PSA was technically buying out FCA according to the fine print, despite the language from the two companies referring to the move as a merger.

In early January 2021, a number of media reports suggested the Chrysler brand could be on the chopping block as a result of the union.

The new company should save approximately €5 billion (AU\$7.85b) in costs, as the two giants consolidate costs with shared research and development, vehicle platforms, and powertrains.

Stellantis will be dual-listed on the Euronext stock exchange in France and the Mercato Telematico Azionario in Italy.

Peugeot Group is technically buying out Fiat-Chrysler, according to Stellantis agreement fine print

William Davis

From www.caradvice.com.au

A spokesperson for the Fiat-Chrysler Group assured CarAdvice the merger is being conducted on equal terms, despite the contract suggesting otherwise.

Peugeot Group is technically buying out the Fiat-Chrysler Group – not merging with it, as was previously reported – according to fine print analysis of the Stellantis agreement.

Stellantis is the name given to the new company which comprises all Peugeot Group (PSA) and Fiat-Chrysler Group (FCA) brands.

The contract shows that, for accounting purposes at least, the identification of an "acquirer and acquiree" was necessary in the arrangement.

"Based on the assessment of the indicators under IFRS 3 and consideration of all pertinent facts and circumstances, FCA and PSA's management determined that PSA is the acquirer," the paperwork clearly states on page 24.

A spokesperson for the manufacturing giant

declined to comment on the specific wording of the contract when approached by CarAdvice, however reiterated "Stellantis will be the result of a 50:50 combination of FCA and Groupe PSA."

When officially incorporated, the new conglomerate will comprise 14 brands, these being Abarth, Alfa Romeo, Chrysler, Citroen, Dodge, DS, Fiat, Jeep, Lancia, Maserati, Opel, Peugeot, Ram, and Vauxhall.

After the two groups combine, Stellantis will be the world's fourth largest automotive manufacturer by volume.

VFACTS: Australia's new vehicle sales at their lowest since 2003

By Mike Costello; Edited from carexpert.com.au

(complete article can be found at

[VFACTS: Australia's new vehicle sales at their lowest since 2003 | CarExpert](#)

New car sales in Australia totalled 916,968 during 2020, making it the lowest annual tally since 2003. It's also the first time the market failed to top one million units since 2009.

VFACTS data submitted by car brands showed a year-on-year sales decline of 13.7 per cent during 2020 – as the economy tipped into recession, and experienced a record quarterly GDP decline, largely on the back of COVID-19 restrictions.

But there's reason for optimism, with market-wide sales growing by 12.4 per cent during November and 13.5 per cent in December. These were the first two positive-growth months in more than two-and-a-half years, indicating some of the market's issues pre-dated COVID.

"We are optimistic that it'll bounce back, as the economy will," Federal Chamber of Automotive Industries chief executive Tony Weber told us today.

"I think it'll be north of where it is now [in 2021], and most probably over a million [units] again – where it should be."

To give the market a broad breakdown: SUVs achieved a record 49.6 per cent total market share in 2020 (up 4.1 percentage points), while conventional passenger cars (sedans, wagons, hatches, coupes, convertibles, and MPVs) managed 24.2 per cent share (down 5.5 percentage points).

Light commercial vehicles achieved 22.4 per cent total market share, up 1.2 percentage points.

Brands

Toyota was clear market leader for the 18th year in succession. It sold 204,801 vehicles, down just 0.5 per cent over its 2019 haul. As

such, its market share spiked to 22.3 per cent, its best figure since 2008.

Mazda finished clear in second with 85,640 sales, despite a 12.3 per cent sales dip, while Hyundai rounded about the podium with 64,807 sales (down 24.7 per cent). Both of these brands have previously eclipsed 100,000 annual sales.

The rest of the top 10 were:

Ford (59,601, down 5.8 per cent), Mitsubishi (58,335, down 29.9 per cent), Kia (56,076, down 8.8 per cent), Volkswagen (39,266, down 21.4 per cent), Nissan (38,323, down 24.2 per cent), Mercedes-Benz (36,233, down 6.3 per cent including vans) Subaru (31,501, down 21.3 per cent).

In a gloomy year there were some manufacturers which managed to grow their sales. The top three among this subset are all Chinese, showing the growing demand and availability of affordable cars imported from the world's largest market – one with which Australia is having a sizeable diplomatic row.

MG grew its sales by 83.2 per cent to 15,253 units, finishing 17th overall and nipping closely at the heels of Suzuki in 16th. LDV grew by 43.9 per cent to 9323 units, putting it into 18th place.

While these two brands have different local distributors – MG has a factory importer, LDV uses Ateco Automotive – they're part of the same company globally (SAIC Motor). Combined, SAIC's Australian sales in 2020 thereby hit 24,576 units, putting it in 12th place overall between BMW and Honda.

Models

The Toyota HiLux again topped the charts on 45,176 sales, ahead of the Ford Ranger (40,973), though the latter won the profitable 4x4 sales race (37,889 versus 34,766). Once again, Australia's two top vehicles are utes.

Toyota's RAV4 was the number-one SUV and third on the charts overall, ahead of the Toyota Corolla, which was again the top passenger vehicle.

Rounding out the top 10 were the Mazda CX-5 (not the number-one SUV, for the first time in a few years), Hyundai i30, Mitsubishi Triton, Toyota Prado, Kia Cerato, and Hyundai Tucson.

[For a list of top three cars sold per segment, go to [VFACTS: Australia's new vehicle sales at their lowest since 2003 | CarExpert](#).

Sales in Micro Car segment were as follows;

Micro Cars: Kia Picanto (3891), Mitsubishi Mirage (594), Fiat 500 (520)

See next page for car sales by make!

..... Editor]

FIAT NEWS

You can find a full table of the 2020 car sales by brand below:

| # | Brand | 2020 sales | Change | # | Brand | 2020 sales | Change |
|----|---------------|------------|---------|----|--------------|------------|---------|
| 1 | Toyota | 204,801 | -0.50% | 26 | Ram Trucks | 3320 | 15.80% |
| 2 | Mazda | 85,640 | -12.30% | 27 | Haval | 3294 | 93.10% |
| 3 | Hyundai | 64,807 | -24.70% | 28 | Mini | 3105 | -3.10% |
| 4 | Ford | 59,601 | -5.80% | 29 | Peugeot | 2129 | -12.90% |
| 5 | Mitsubishi | 58,335 | -29.90% | 30 | Great Wall | 1941 | 38.50% |
| 6 | Kia | 56,076 | -8.80% | 31 | SsangYong | 1751 | 68.40% |
| 7 | Volkswagen | 39,266 | -21.40% | 32 | Fiat | 1480 | -27.90% |
| 8 | Nissan | 38,323 | -24.20% | 33 | Jaguar | 1326 | -41.70% |
| 9 | Mercedes-Benz | 36,233 | -6.30% | 34 | Alfa Romeo | 734 | -17.60% |
| 10 | Subaru | 31,501 | -21.30% | 35 | Maserati | 467 | -3.10% |
| 11 | Honda | 29,040 | -33.80% | 36 | Genesis | 229 | 122.30% |
| 12 | BMW | 23,520 | 0.90% | 37 | Chrysler | 218 | -25.30% |
| 13 | Isuzu Ute | 22,111 | -12.60% | 38 | Ferrari | 205 | -20.20% |
| 14 | Holden | 16,688 | -61.30% | 39 | Citroen | 203 | -49.30% |
| 15 | Audi | 15,868 | 1.00% | 40 | Infiniti | 197 | -65.50% |
| 16 | Suzuki | 15,586 | -10.00% | 41 | Bentley | 165 | -13.60% |
| 17 | MG | 15,253 | 83.20% | 42 | Lamborghini | 111 | -24.50% |
| 18 | LDV | 9323 | 43.90% | 43 | Aston Martin | 92 | -28.70% |
| 19 | Lexus | 8846 | -8.00% | 44 | McLaren | 63 | -28.40% |
| 20 | Volvo Car | 7700 | -1.00% | 45 | Lotus | 59 | 3.50% |
| 21 | Renault | 6904 | -20.00% | 46 | Rolls-Royce | 42 | -23.60% |
| 22 | Skoda | 6607 | -5.60% | 47 | Chevrolet | 36 | N/A |
| 23 | Land Rover | 6339 | -28.60% | 48 | Alpine | 7 | -80.00% |
| 24 | Jeep | 5748 | 4.10% | 49 | Morgan | 6 | -40.00% |
| 25 | Porsche | 4243 | 2.00% | 50 | Caterham | 1 | N/A |



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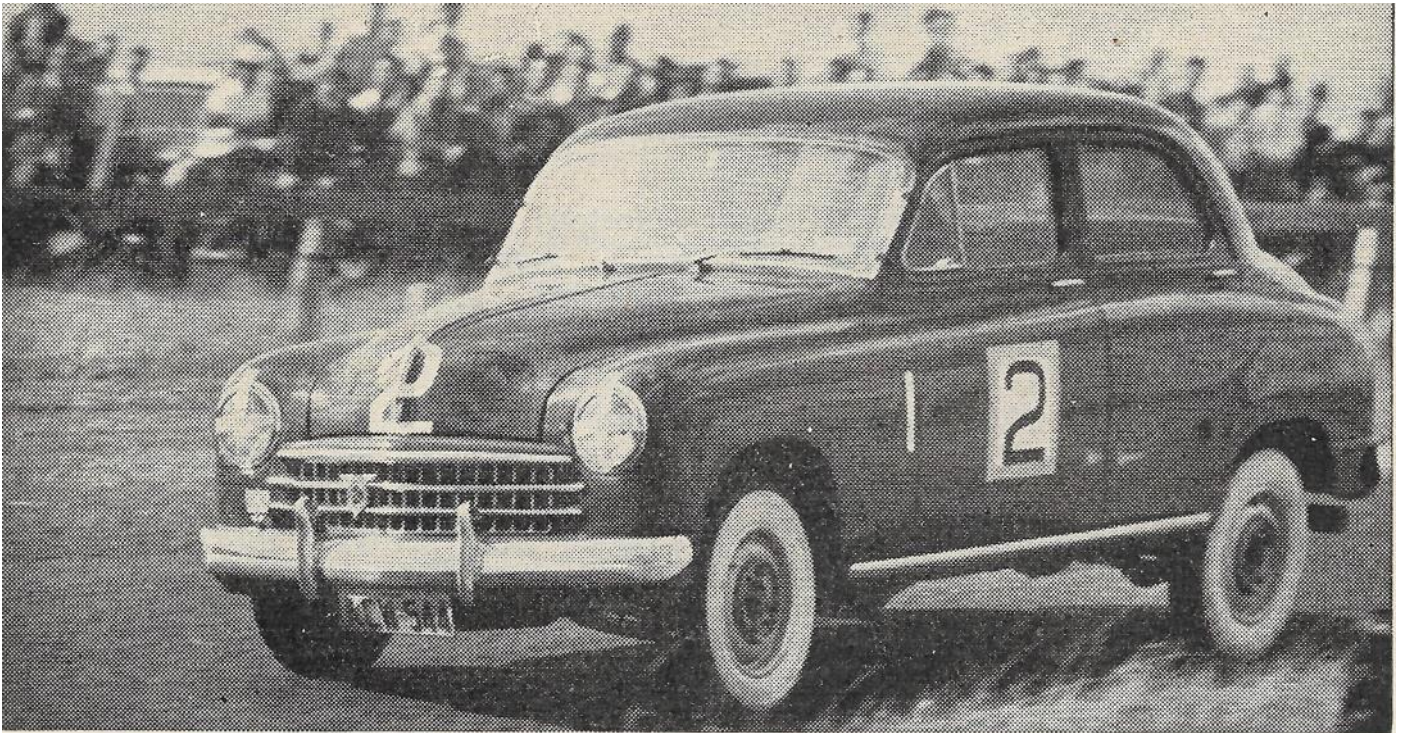
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The Back End... Australian Competition FIATs in the Early 1950s.



Stock car racing is very popular in N.S.W. Here a Fiat 1400 “gets cracking” at Mt. Druitt.



During a N.S.W. Gymkhana a competitor finds the Fiat 500's roll top hood has an additional advantage during the garaging tests.

The photos above were sourced from the Motor Manual Australian Motor Racing Yearbook for 1953.

FIAT Club of New South Wales Social Media

The FIAT Club of New South Wales social media sites can now be accessed by scanning the QR code shown below instead of typing the address.



The screenshot shows the website's header with navigation links: Home, Magazine, The club, Memberships, Events, Car registration, Motorsport, and Contact us. Below the navigation is a status bar indicating 'All Fiat Club events suspended' and 'Latest wright up' with social media icons. The main content area features the text: 'FIAT Club of New South Wales Website: www.fiatclub.com.au'. Below this is a collage of images showing various Fiat cars and club members. At the bottom, there are logos for sponsors: 'LIFTORQUE', 'BankstownSports', 'X1/9 AUSTRALIA', and 'MASTERTOUCH AUTOMOTIVE'. A small copyright notice at the bottom left reads '© 2020 Fiat Club of New South Wales Inc.' and a date 'Updated 08/04/2020' is at the bottom right.

Facebook



Instagram



You Tube



FIAT Club of New South Wales
Facebook:
facebook.FiatClub.com.au

You Tube Channel

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

youtube.fiatclub.com.au

FIAT Workshop Manuals available from the FIAT Club Library.

The Fiat Club has a range of books, including workshop manuals, available for free loan to club members. Contact the editor (editor@fiatclub.com.au) or the secretary (secretary@fiatclub.com.au) for details.



FIAT focus



THE NEWSLETTER OF THE FIAT CLUB OF NSW Inc.



FIAT 1100 of Peter Tritsch competing in Victoria during 1954
(from the Motor Manual Australian Motor Racing Yearbook for 1954)..

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FORM 2021**

Existing Membership number (if known) ->

M'Ship
Number

| Full Member & Family Member Names (Family member includes dependents over 18) | | Annual (12 months) January – December | | 2 nd Half of Year (6 months) July 2018 to December 2018 | | Sub-total |
|--|--------------------------|--|-------------|--|-------------|-----------|
| Your Name Here: | Tick | Ind. | Family | Ind. | Family | |
| Full Member | <input type="checkbox"/> | \$60 | \$80 | \$30 | \$40 | |
| Joint / Family Member (Partner) | <input type="checkbox"/> | \$10 | | \$5 | | |
| Family/Junior #1 | Age | \$10 | | \$5 | | |
| Family/Junior #2 | Age | - | | - | | |
| Family/Junior #3 | Age | - | | - | | |
| Total Payable | | | | | | \$ |

Payment Details

Tick

| | | | | |
|-----------------------|--|--|---|--------------------------|
| Direct Deposit | EFT Date of Transfer / / | Bank: NAB BSB: 082-067 (If Paying Via EFT Please Email or Post this form as well) | Account Number: 03 665 7020 Account Name: Fiat Club of NSW Reference: M'SHIP No. + Name (If new member then Surname Only) | <input type="checkbox"/> |
| Cheque | Cheque Payable To: Fiat Club of NSW Inc. | Post Cheque and Form To: | Membership Registrar Fiat Club of NSW Inc. PO Box 3034 BANGOR NSW 2234 | <input type="checkbox"/> |

PLEASE – ALWAYS POST OR EMAIL THIS FORM SO WE CAN PROCESS YOUR MEMBERSHIP
TO: membership@fiatclub.com.au

Member Contact Details

| | | |
|--|--|-----------------|
| Postal Address: | Suburb | |
| Street | State | Postcode |
| | Country | |
| Phone | Mobile | |
| Email Address (Please print clearly) | For Club eGroup email updates and to receive the FIATFOCUS magazine | |

Member Motor Vehicles

| Member Cars | Year | Model | Type | Colour | Rego |
|-------------|------|-------|------|--------|------|
| Car 1 | | | | | |
| Car 2 | | | | | |
| Car 3 | | | | | |
| Car 4 | | | | | |

PTO – to continue on back of page for additional cars. (Rego number mandatory for Historic Plated cars)

Member to Sign _____ **DATE** / /
 (Acceptance of the Terms and Conditions of the Constitution of the Fiat Club of NSW Inc.
 on the Club webpage www.fiatclub.com.au or a copy available on request)