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April 2022

FIAT focus

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



***FIAT Club Coffee Breaks are back,
Rain or Shine!***

Bathurst Hillclimb report

Social Meetings sponsored by the Bankstown Sports Club

CONTENTS

Page #.

3. Club Calendar
4. Oasis Club News / Invited Events
5. Club Officials Contact Details, FIAT Club contact Details, Life Members
6. President's Report
7. FIAT Club of NSW AGM details / Minutes from the March Social Meeting
- 8-9. Competition/ Competition Calendar
10. Cavailinos Lunch Break
11. Coffee Break - Pie in the Sky
12. Jottings & Gossip
13. Upcoming Events - Grid Cafe, Maggio's in Cammeray
14. FIAT News
- 15-17. FIAT 1400 - Retro Article from The Motor Manual, September 1950
- 17-18. Classifiats
19. FIAT Club Postal address, Bank details, Advertising Rates
20. FIAT Club Social Media; Facebook, Instagram, YouTube
21. FIAT Club Library - Books Available for Loan
22. The Back End ...

Back Cover - Eurofest - Newcastle

FIATFocus acknowledgements;

FIAT Focus is the monthly journal of the FIAT Club of NSW. It is issued by email on the first Week of each month .

Many thanks to Martin Gallard and Lorenzo Aveni for their contributions to this edition of Fiat Focus.

Cover Photo; FIAT 124 Spider at the Pie in the Sky Coffee Break

FIATFocus Magazine is 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 the club's website at www.fiatclub.com.au, click on the 'Magazine' tab and download the magazine you are looking for.

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

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.

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	Pointscore
April 2022		
Sun 3rd	Auto Italia - Queanbeyan	Yes
Tues 5th	Oasis Run - City of Canada Bay Museum (see next page for details)	No
Sun 10th	FIAT Club Coffee Break - The Grid, Oran Park Town	Yes
Tues 12th	FIAT Club of New South Wales Annual General Meeting & Social Meeting, Bankstown Sports Club.	Yes
Sun 24th	FIAT Club Coffee Break - Maggios, Cammeray	Yes
May 2022		
Tues 3rd	Oasis Run - Lynwood Country Golf Club (see next page for details)	No
Sun 8th	FIAT Club Coffee Break - Benzin Café, Dural	Yes
Tues 10th	Social Meeting, Bankstown Sports Club	Yes
Fri 13th - Sun 15th	Bathurst 12 Hour Race	No
Sun 15th	National Heritage Motoring Day	Yes
Sun 22nd	FIAT Club Motorkhana Championship Rd 3	Yes
Sun 29th	FIAT Club Coffee Break - Patio @ Putney	Yes
June 2022		
Tues 7th	Oasis Run - Studebaker Museum (see next page for details)	No
Sun 12th	FIAT Club Coffee Break - Cavallinos, Terry Hills	Yes
Tues 14th	Social Meeting, Bankstown Sports Club	Yes
Sun 19th	FIAT Club Motorkhana Championship Rd 4	Yes
Sun 26th	FIAT Club Coffee Break - Skyline Drive-In Cinema, Blacktown	Yes
Sun 26th	Huntley Hillclimb - Come & Try day	No
July 2022		
Tues 5th	Oasis Run	No
Sun 10th	FIAT Club Coffee Break - Break By The Bay, Carrs Park	Yes
Tues 12th	Social Meeting, Bankstown Sports Club	Yes
Sun 24th	Christmas in July - ENZO's Cucina, Camden	Yes
Sun 31st	Rain out date for FIAT Club Motorkhana	Yes
August 2022		
Tues 2nd	Oasis Run - Northern Beaches TBC	No
Sun 7th	FIAT Club Coffee Break - Art of Gelato, Carramar	Yes
Tues 9th	Social Meeting, Bankstown Sports Club	Yes
Sun 14th	Shannons Sydney Classic - Sydney Motorsport Park	Yes
Sun 21st	FIAT Club Coffee Break - The Lobby, Rozelle	Yes
Sat 27th	FIAT Club Motorkhana Championship Rd 5 - day / night event	Yes
Sun 28th	FIAT Club Motorkhana Championship Rd 6	Yes
September 2022		
Tues 6th	Oasis Run - Mount Annan Botanical Gardens	No
Sun 11th	FIAT Club Coffee Break - Pasticceria Massimo Papa, Fairy Meadow	Yes
Tues 13th	Social Meeting, Bankstown Sports Club TBC	Yes
Sun 18th	FIAT Club NSW annual Concorso TBC	Yes
Sun 25th	FIAT Club Coffee Break - Benzin Café, Dural	Yes

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 THESE EVENTS MAY BE SUBJECT TO ANY RESTRICTIONS OR RULES THAT ARE IN PLACE AT THE TIME

Upcoming Events

April 5th 2022. *CONFIRMED*

MEET: City Of Canada Bay Museum, 1 Bent St. Cnr. Wellbank St. Concord. **TIME:** 10.30 am. Wet or fine!
Plenty of parking available on Wellbank St, Spring St. or car park in Brewer St. which has direct pedestrian access back into Bent St.

Come along to the Museum & see the original Mowhall mower & the 128th Victa made. Also on exhibit is a scale model of the Mortlake Ferry, also Arnott's & Bushell's displays as they were companies in this area & a brass fireman's helmet made by Rider & Bell, a local company, manufactured from 1947 to 1965. As the Sydney Harbour Bridge has just had a 90th Birthday you might like to check out the story of 9 year old Lennie, who rode his horse, Ginger Mick, from Victoria to Sydney (and back) to see & take part in the opening of the Bridge

NO MORNING TEA AVAILABLE **ADMISSION:** FREE. Generous donations will be gratefully received.

LUNCH: Powell's Creek Reserve, Victoria Ave. Concord West. Some seating available

B.Y.O: Everything Picnic Lunch. **DETAILS:** Les Watton.

BOOKINGS: Not required but I would like an idea of how many are coming.

DETAILS: Les Watton ph: 9838 8063 m: 0418 973 866

May 3rd 2022. *CONFIRMED*

LUNCH: Lynwood Country Golf Club, 4 Pitt Town Bottoms Rd. Pitt Town. **MEET:** 10.00am McDonalds, Old Northern Rd. Dural.

BOOKINGS: Please confirm with Murray by Friday 22nd April; **Details:** Murray Irwin - MOB: 0449 896 008

JUNE 7th 2022 *CONFIRMED* **WHERE:** National Studebaker Museum of Australia.

MEET: 10.00am Curry Reserve, Camden Valley Way, Elderslie (Camden). **LUNCH:** The Oaks Hotel, 36 John St The Oaks.

BOOKINGS: Please confirm with Les by Monday 30th May.

DETAILS: Les Watton Les Watton ph: 9838 8063 m: 0418 973 866 Email: mumspalace@hotmail.com

JULY 5th 2022 *CONFIRMED* for morning tea & a stroll around the park.

MEET: Wiley Park 10.30am. **LUNCH:** "The Peakhurst" Hotel. **DETAILS:** Les

AUGUST 2nd 2022 *TO BE CONFIRMED* Northern Beaches. **DETAILS:** Les

SEPTEMBER 6th 2022 Mount Annan Botanical Gardens. **DETAILS:** Brian Jubb ph: 9602 9591

OCTOBER 4th 2022 *TO BE CONFIRMED* South Coast?

NOVEMBER 8th 2022 Remembrance Day Run. Seven Hills R.S.L. Club. **MEET:** At Club before 11.00am

DECEMBER 6th 2022 *TO BE CONFIRMED* Christmas Lunch

Les Watton ph: 9838 8063 m: 0418 973 866 Email: mumspalace@hotmail.com

INVITED EVENTS

First Sunday of each month; Cars 'n' Coffees at St Ives Showground - 8am to 11 am.

CLUB COMMITTEE AND OFFICIALS

- ♦ **PATRON** - Mr Nat Zanardo OAM
- ♦ **PRESIDENT** - Warren Smith; president@fiatclub.com.au; 02 9605 2301 / 0419 754 515
- ♦ **VICE PRESIDENT** - Murray Irwin; vicepresident@fiatclub.com.au
- ♦ **SECRETARY** - Lorenzo Aventi; secretary@fiatclub.com.au; 0425 374 014
- ♦ **TREASURER** - Susan Halliburton; treasurer@fiatclub.com.au; 0413 184 148
- ♦ **COMPETITION SECRETARY** - Michael McGeorge; competition@fiatclub.com.au; 0414 965 425
- ♦ **ASSISTANT COMP SECRETARY** - Martin Gallard; assistcompetition@fiatclub.com.au
- ♦ **EDITOR** - Lorenzo Aventi; editor@fiatclub.com.au
- ♦ **WEBMASTER** - Mark Weinberger; webtech@fiatclub.com.au
- ♦ **MERCHANDISING** - Kevin Halliburton; merchandise@fiatclub.com.au; 0413 992 369
- ♦ **COMMITTEE PERSON** - Adrian Sandrin; committee1@fiatclub.com.au
- ♦ **PUBLIC OFFICER** - Warren Smith; publicofficer@fiatclub.com.au; 02 9605 2301 / 0419 754 515
- ♦ **HISTORIC PLATE REGISTRAR** - Richard Dalziel; histrego@fiatclub.com.au; 02 9489 3553 / 0412 709 228

Historic Plates form postal address details are:

12 Page Ave, Wahroonga, NSW 2076

- ♦ **MEMBERSHIP REGISTRAR** - Cheryl Sandrin; membership@fiatclub.com.au; 0417 283 107
- ♦ **SOCIAL EVENT CO-ORDINATOR** - Giovanni Ciampa; events@fiatclub.com.au; 0410 336 987
- ♦ **CMC DELEGATE** TBA
- ♦ **HONORARY AUDITOR** - Rebecca Gallard
- ♦ **ANSELL PARK CO-ORDINATOR** - Michael McGeorge; Ansellpark@fiatclub.com.au; 0414 965 425,
- ♦ **FIAT CLUB LIBRARIAN** - Lorenzo Aventi; secretary@fiatclub.com.au

Please direct all correspondence to:

THE FIAT CLUB OF NSW Inc.

PO Box 3034 Bangor NSW 2234 Australia

BANKING DETAILS:

Bank - National Australia Bank (NAB)

BSB 082-067

Account 03 665 7020

Account Name - FIAT Club of NSW Inc.

SOCIAL MEETINGS

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 located at 2 Percival Street, Clarendon, on the corner of Percival Street and Hawkesbury Valley Way.

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



Annual General Meeting

By rights, I should not even be writing this President's Report, but as you know, Covid and flooding have interfered with our plans. The AGM should be behind us and a new President installed. However..... April 12th is now our AGM date and is to be held at Bankstown Sports Club, so your attendance at that would be greatly appreciated.

As you know, we are using a different way of conducting the election of office bearers in case we don't get many in attendance. We have asked you to either nominate someone or yourself for a Committee position by using the Nomination Form we sent out. So far, the good news is that we have nominations for all positions, except one..... President!

So can I plead for you to have a deep thinking session and either nominate someone you feel is suitable, or volunteer yourself? This club needs people with fresh ideas and energy to steer the club in the right direction into the future. All positions can still be nominated, but please send them in ASAP.

Social Meetings

The meeting room in BSC that we used last month is in a very quiet corner of the club (as long as the Auditorium is not in use), but is a bit hard to find. We had to get staff to use their electronic passes to open doors and a lift, but I'm told there was another way to get there, which I hope to be able to document in an email to the Club E-group before the event.

Ansell Park

Our club land, Ansell Park went under again in this last flooding catastrophe, but members

have since visited and even done a bit of cleanup and mowing. Thank you Justin Matthews. Glenn Smith walked around inspecting and taking photos. Expect to see a full report next month.

Auto Italia

By the time you receive this Auto Italia in Queanbeyan will have been run, with more members than ever heading down early and staying at least overnight. I hope to see a full report with photos in the May Fiat Focus.

Club Magazine Delivery

Most members have for years now been receiving their copy of Fiat Focus as a PDF attachment in an email. This process is about to be changed and you should have actually received this magazine via the new method this month. There will no longer be that PDF attachment, but rather a link embedded in the email which will take you to our club website where you then click on the magazine issue you want to read. (Lots of back issues are available too.) A big thank you to Mark Weinberger for his work on this. Feedback from members on this decision is welcome.

Thanks a million to the current Club Committee members and any other members who have given their time to the running and betterment of this club. It has been a privilege to have worked with you all.

Warren Smith - 2021 President

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 now be held **on Tuesday 12th April at Bankstown Sports Club at 7.30pm.**

Remember that the success of any club is based on its members participation. The Club and Committee are 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 vacant and nominations for all positions are sought.

Nominations should be sent to the Secretary (secretary@fiatclub.com.au) 7 days prior to the event, or can be made on the day of the meeting if there are no formal nominations received prior. 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 (Note that your current 2021 membership has been extended to June 30, 2022).

Positions available for nomination are listed below

PRESIDENT

TREASURER

EDITOR

EVENTS COORDINATOR

COMMITTEE MEMBER

VICE PRESIDENT

COMPETITION SECRETARY

WEBMASTER

HISTORIC PLATES REGISTRAR

ASSISTANT HISTORIC PLATES REGISTRAR

SECRETARY

ASSISTANT COMPETITION SECRETARY

MERCHANDISING OFFICER

MEMBERSHIP REGISTRAR

Fiat Club NSW – Social Meeting – March 8, 2022.

Welcome:

Bankstown Sports Club.

Warren Smith opened the meeting at 7.47pm.

Apologies. Ian Sinden, Adrian & Cheryl Sandrin, Murray Irwin, Lorenzo Aventi, Norm Mitchell, Tony Rinaudo.

New members & visitors. Nil.

Previous minutes – Accepted. Business arising-nil.

Secretary's Report / Correspondence.

Club magazines; Il Topolino, Rally Directions, Fiat Lancia Mania, Piston Slap, Through the Windscreen (Historic Vehicles website) and Retroautos received electronically and distributed to members.

Email queries received – Fiat 125 engine for sale; invitation to Eurofest in Newcastle on June 19; Peter Lewis, 2013 Fiat 500 clutch replacement; Bev McKenzie asked for a recommended painter (which was replied to); Historic Plate cover proposal by Jean-Michel Maurice .

Membership. Full 217, joint 61, junior 48, life 18. **Total 344**

Ansell Park Sub-Committee Report. AP has been mowed and slashed by a contractor, then later by Justin Matthews using a hired zero turn mower (both fields).

On 3rd March a huge weather event and release of water from Warragamba Dam meant that Ansell Park was again flooded. This time to a metre or more deeper depth. 2 of our cameras went under and may be unusable.

Competition Report: Recent Events: Michael McGeorge 7 Martin Gallard competed at recent Bathurst Hillclimb. Previous to that, Michael & Naomi McGeorge, plus Graham Bates competed at Huntley Hillclimb.

Next Events: Motorkhanas on 19th and 20th March have been cancelled due to ground being flooded.

Social Events Report:

Recent Events: The breakfast at Benzin Café, Dural on February 20th well attended with about 20 members and friends there. GC said it felt like a normal event.

We will be promoting this year's Auto Italia event as usual, which will be on April 3rd at Queanbeyan again.

Lunch at Cavallino's on March 6th was also a well-attended and successful event.

Next Events: Pie in the Sky breakfast on March 27th, 9 to 11 am.

Communications Update:

Editor - nil.

Website - nil.

Presidents Report / Nationals Update:

The President reiterated that he is not standing for re-election in 2022, and his reasons why.

Fiat Fixations & ClassiFiats: nil.

CMC Report:

No meeting held due to Covid-19 situation

Next Meeting is scheduled for late March

General Business:

More nominations are required for the AGM elections, specifically for President and Secretary.

It was reported that the NRMA have road tested an Abarth 595, with some negative comments

Meeting closed: 9.03 pm (Club's fire alarm then sounded, so a quick exit by all was affected)

The next social meeting will include the AGM and be on the 12th April 2022 – 7:30pm at the Bankstown Sports Club.

Competition

NSW Hill Climb Championship, Rounds 1 & 2.

Rounds 1 & 2 of the NSW Hillclimb Championship at Mt Panorama are always exciting, but this year took it to a whole new level.

The start of the year has seen a frantic rush on some basic updates to our cars, with changes to the roll cages and fuel tank locations needing to be done before the cars could run up the mountain. Pulling apart and cutting up nicely painted cars is never fun, but you've gotta do what you need to do to keep your car compliant. As you can imagine it came down to the wire, but all work was completed on both 127's just in time.

Friday arrival was to sensational weather, and a clear sky full of stars is great way to get the stress of the city behind you. Unfortunately the incredibly bad weather in NSW leading up to the event saw the two rounds downgraded from a state round to a club round, but we were committed to have a great weekend regardless. Luckily many other NSW State HC competitors also felt the same way.

Slightly overcast conditions on Saturday for the run up the esses, but a dry track was still all we needed to give our existing times a bit of a nudge. I've been a bit keen to find some more time out of my car, and have suspected for a little while that despite being absolutely beautiful, the weight of my CD68 wheels may actually be slowing me down for off the line events such as hillclimbs. With two runs under my belt on my usual set up, my times were right where I expected them to be. A perfect chance to jack the car up and switch over to a set of second hand formula ford tyres on lighter Cromadora rims, and give it a crack. The car felt much less grippy to drive, and robbed me of a little bit of trust. I found myself constantly rolling out of the throttle, something that certainly does not lead to a faster time. Once up top I jacked it up and put the bigger tyres back on for the last two runs. Run 4 was a good one, pretty spot on to what I thought was a perfect effort. Once up top I checked the times only to find that not only was run 3 faster, but actually a PB of 36.33! Amazing stuff, and all the motivation I needed to consider looking into this further beyond this weekend.

Mics 127 was right on my heels, but proving to be a bit tricky to get off the line without bogging down on the start. Still a solid 37.64 for Mic to finish the day, but it was the grey goose for the win for Round 1!

We settled in for a relaxing evening, but by 6pm all hell had broken loose up the top of the mountain with reports of golf ball sized hail on the way. Campers scrambled to put cars anywhere they could to protect them, with the weather getting fiercer by the minute. The hail never came, but the extreme wind and rain did not relent till nearly 6am. By

morning the campsites looked like a cyclone had come through, with the track also littered in debris which would take some cleaning up before the day could get underway.

The rain had passed, but Sunday's run up Mountain Straight had the constant threat of its return hanging over us all day. We changed the cars over to our wet tyre set up for the first

run, as track conditions were certainly an unknown. To our amazement the track was pretty dry, with only some small damp patches off line that were easy to avoid. My first run up the hill on a chunky road tyre actually knocked out a pretty good time, but a move to slicks for run 2 was a better idea to get a bit of trust in the car. Times improved, but that rain still felt like it was on the way with a few spits on the windshield. Time to make a decision.

Mic was well committed to sticking to the wets and run 3 looked like rain was inevitable, so it was back to the road tyres for a bit of a more trusting crack at it. Much like the day before, the car did not feel great to drive, and I found myself not staying as committed through the corners as I usually would. But, somehow, I again took out a PB with a 67.43! Any thoughts I had about rim and tyre packages were now cemented. Mic stayed on the wets, but could not get the feeling right to commit to a bigger run in the conditions. Still, 73.99 on wets is bloody quick!

At this point the weather was really coming over quickly, so with some times under our belts we agreed it was best to get the cars loaded onto the trailers before we tempted the inevitable.

April 10th sees the next round at Huntley Hillclimb Dapto. Don't be a stranger, come on down and cheer us on!

Best Regards,
Martin Gallard



Hiding from the impending hailstorm!

Competition Calendar

DATE	Competition Calendar	Point score
April 2022		
Sat 9th	NSW Motorkhana Championship - Armidale	No
Sun 10th	Huntley Hillclimb - State Round	No
Sat 16th	Supersprint - SMP, GP Circuit (SSCC)	No
May 2022		
Sun 1st	NSW Motorkhana Championship - Nirimba	No
Sun 15th	Supersprint - Pheasant Wood (SSCC)	No
Sun 15th	NSW Hillclimb Championship - Kempsey	No
Sun 15th	NSW Motorkhana Championship - Nirimba	No
Sun 22nd	FIAT Club Motorkhana Championship Rd 3	Yes
June 2022		
Sun 5th	NSW Motorkhana Championship - Nirimba	No
Sun 12th	Supersprint - Wakefield Park (SSCC)	No
Sun 12th	NSW Hillclimb Championship - Grafton	No
Sun 19th	FIAT Club Motorkhana Championship Rd 4	Yes
Sun 26th	Huntley Hillclimb - Come & Try day	No
July 2022		
Sun 10th	NSW Hillclimb Championship - Tamworth	No
Sun 24th	NSW Motorkhana Championship - Nirimba	No
Sun 31st	Rain outdate for Club Motorkhana	Yes
August 2022		
Sun 7th	NSW Hillclimb Championship - Ringwood	No
Sun 14th	Supersprint - Wakefield Park (SSCC)	No
Sat 27th	FIAT Club Motorkhana Championship Rd 5 - day / night event	Yes
Sun 28th	FIAT Club Motorkhana Championship Rd 6	Yes
September 2022		
Sun 4th	NSW Hillclimb Championship - Gunnedah	No
Sun 11th	NSW Motorkhana Championship - Sydney Motorsport Park	No
Sun 18th	Huntley Hillclimb	No
October 2022		
Sat 1st - Sun 2nd	AROCA 6 Hour Regularity Race - Winton	No
Mon 3rd	NSW Hillclimb Championship - Canberra (SDMA)	No
Sun 16th	FIAT Club Motorkhana Championship Rd 7	Yes
November 2022		
Sat 5th	Skidpan - SMP (SSCC)	No
Sun 13th	Huntley Hillclimb	No
Sun 13th	Supersprint - SMP, Druitt Circuit (SSCC)	No



lunch break (write up)

6th March 2022
Cavallino @ Terrey Hills



The current rain drenching in NSW had created flooding issues in many areas of Sydney. This did dampen the enthusiasm to get some of our older FIAT model cars out on the wet streets. However, the faithful with newer model FIATs braved the conditions and ventured out to Terry Hills to have an Italian lunch at Cavallino.

The smaller gathering created an intimate occasion. It was fantastic to catch up with each others current restorations and projects. The highlight was seeing for the first time a Regata wagon...very rare now!

We hope the weather will improve for the next event.

See you soon. Keep safe!

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

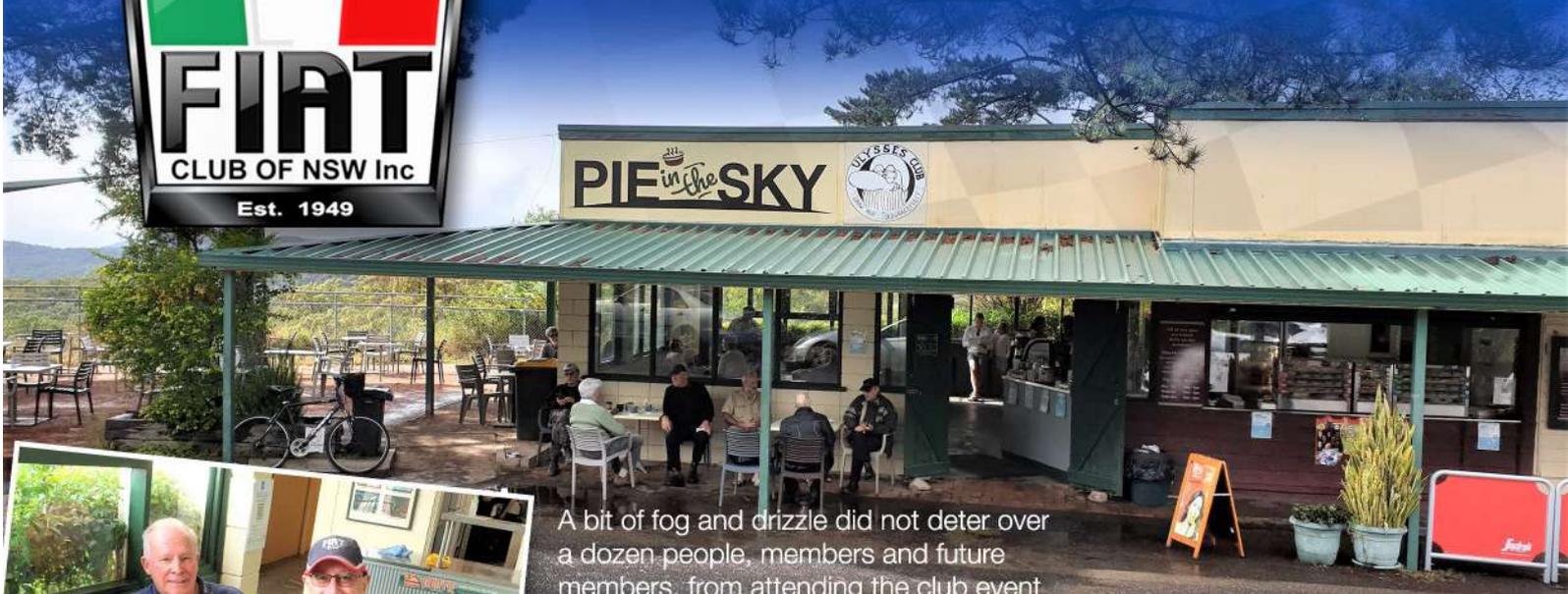




pie break (write up)

27th March 2022

Pie in the Sky @ Cowan



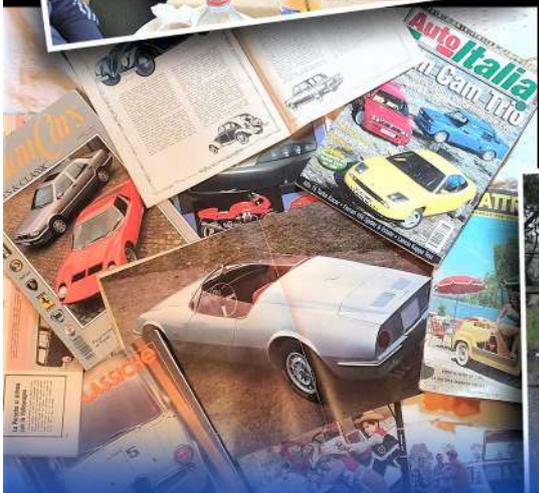
A bit of fog and drizzle did not deter over a dozen people, members and future members, from attending the club event at Pie in the Sky last weekend.

It was very pleasant to see some old faces (and new ones too) and catch up on how we have been going over the past year and discuss who would be heading to Auto Italia this year.

Amongst the conversations and catch ups, some old Italian Car Magazines from the 1960s were made available to members to peruse and take home. These interesting journals had been kindly donated to the club for members to enjoy. Many more will be available at future club events.

Thanks to former member and Club Secretary, Alf Benson for the magazines. A big thank you also to Lorenzo for the photos and write up in my absence.

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



Jottings and Gossip

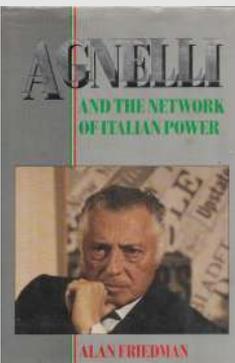
Club activities are now getting back to normal, almost! Coffee breaks are back and on Sunday April 3rd, a number of members will be driving down to Queanbeyan for this year's **Auto Italia**. Competition events are also in swing with a few of the racers in the club competing in hill climbs. They will be back in action at the Huntley Hill Climb (Dapto) on April 10 and would love to see you come down and compete or cheer them on. The only thing that has not returned to normal is the **Club's Motorkhana Championship** at Ansell Park which has been flodded for the second year in a row delaying the start of the competition. Hopefully the grounds will have dried up in time for the **next motorkhana on Sunday May 22nd**.

Last Sunday's Coffee Break at Pie in the Sky at Cowan was well attended by nearly 20 members and guests. The rain and fog did not discourage them from getting together over a pie and coffee (see report on page 11). It was a very enjoyable morning and I am looking forward to more club events now that Covid restrictions have eased and we may feel a little more confident in venturing out.

The club calendar includes a couple of **trips to drive-in theatres**, just for something different. It may have been a while since some members have been to a drive in, and possibly this may be a first time experience for others!

Anyone interested in trying their hand at a hill climb? There will be a 'come and try day' at the Huntley Hill on Sunday June 26 for those who may be interested. Competition Secretary Michael McGeorge should be able to provide some details on how to enter which will be included in next month's magazine.

The club has received some **new contributions to its library**



which include the book "Agnelli and the Network of Italian Power" by Alan Friedman as well as large format brochure showing all the print ads FIAT issued for 1968. Also included are workshop manuals for FIAT 127, 128 and the 124 Sport Coupe.

Many thanks to

Tony Metcalf for his donations.

The club had also received an offer of car magazines for use by anyone in the club who may like to read them. These are the **Italian car magazine, Quattroruote**, and, as expected,

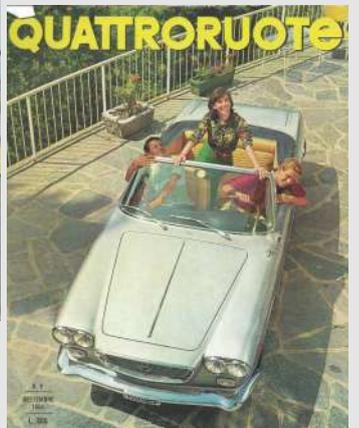
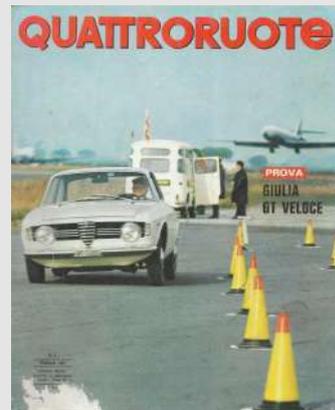
April 2021

they are in Italian. They are however in reasonable condition and are **from the late 1950s to early 1970s** when many great FIATs were made and were available in Australia. There are



great period photos and advertisements and articles on exotic as well as the 'bread and butter' cars that we may have not been able to read about in our local publications. Some of these magazines were brought along to the Pie in the Sky coffee break last Sunday and

they created some interest. The magazines will be brought along to future club events, including the AGM on Tuesday April 12 for members to look at and even take home if they wish.



Many thanks to former FIAT Club member, Alf Benson, for making these publications available to the club for its members. Alf was previously the Club Captain in 1960, a committee person in 1964 and editor in 1965.

A round of the **NSW State Motor Racing Championships** will be held at Sydney Motorsport Park on the weekend of April 9 & 10, just before Easter. There will be some **current and former club members that will be competing** over a number of categories. It should be a good weekend of racing.



FIAT Focus

Page 12

Coffee Break!

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



this month's location

When: Sunday 10th April 2022

Where: The Grid Cafe
5 Peter Brock Drive,
Oran Park NSW 2570

Time: 8:30am - 10:30am



Coffee break....northside!

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



this month's location

When: Sunday 24th April 2022

Where: Maggio's
457 Miller Street
Cammeray NSW 2062

Time: 8:00am - 10:00am

Maggio's

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Fiat 500 EV Quick Drive: Could This Small Car Come Back (Again)?

In America, Fiat's lineup has dwindled to the 500X crossover—so there's room for more product.

By Alisa Priddle [motortrend.com](https://www.motortrend.com)

Stellantis is still figuring out how to make the Fiat brand rebound in the U.S., where CEO Carlos Tavares is convinced the Italian small car brand has a future. He thinks there are customers in North America who want a small car as a second or third vehicle, especially in areas like California.

The 500X is the only model Fiat sells here anymore, having discontinued other models after the 2019 model year after they failed to resonate in the market. But a wider portfolio continues to sell in Europe, including the all-new, third-generation 500, designed from the ground up as an EV introduced alongside the old second-generation 500 two years ago. Fiat and Abarth will be electric only by 2027 in Europe and some of those new EVs will eventually make their way to our side of the ocean. So, we took advantage of an opportunity to jump in the electric Fiat 500 we don't get here in America while in Amsterdam for the release of Stellantis' nine-year strategic plan called Dare Forward 2030 for a peek at the car and its place in Fiat's future ([ed; for an article on this plan, go to www.motortrend.com/news/stellantis-dare-forward-2030-strategic-plan/](#)).

Driving A European Spicy Red Fiat 500

The 500 we hopped into was a spicy red number with a removable cloth top. It clearly is a descendent of the original Cinquecento and cute as a button.

Inside was a lacquered red dash with seriously cool cloth seats, and not just because of the "Fiat" pattern or the red piping and badging. It was a special edition (Red) model where only the driver's seat was red, the rest of the seats were black. So Italian chic. We didn't even mind the



heavy use of black plastic in the relatively spartan interior. It made the "500" in red in the center of the steering wheel pop.

The Fiat 500 may be small, but it offers tons of head room making the front seats a great place to be—the small back seats not so much. SEE ALL 17 PHOTOS

It's been a while since we drove the old Fiat 500e, which debuted in the U.S. for the 2013 model year with a range too limited for the American market. It had a 24-kWh battery onboard, and an EPA-rated range of about 84 miles. (The old 500e was a so-called "compliance car," built solely to suit regional regulations; such low-range, cheap EVs have largely been superseded in the past decade by similarly affordable options with more power, range, and size.) Contrast that with this new third-generation 500 that has a 62-kWh battery pack and gets about 198 miles of range on the more generous WLTP testing cycle.

Even with a gasoline engine, early second-gen 500s were not powerful. They had a tiny 1.4-liter engine that pushed out a meager 101 horsepower and 98 lb-ft of torque. In our testing, it took 9.7 seconds to go 0-60 mph and the quarter mile

required a somewhat leisurely 17.2 seconds at 78.5 mph. Being lightweight and nimble, the old 500 was most fun in tight corners or on, say, a go-kart track (or MotorTrend's figure eight testing course). For the 2019 model year the car was upgraded with a 135-hp, 150 lb-ft

turbocharged version of the 1.4-liter engine, and there were saucier Abarth performance models, too. Punchy And Fun

The new, all-electric Fiat 500 that Europeans are snapping up has good punch off the line and ample power for a short drive around the streets of Amsterdam courtesy of an

87-kW motor that makes about 118 horsepower, which improves the zero-to-60-mph scoot to about 9 seconds.

The one-pedal driving worked flawlessly—remove your foot from the accelerator pedal and the car quickly comes to a stop with no need to touch the brake pedal.

The latest 500 is even more fun to drive with its light weight and instant torque. Being small, it feels connected to the road, and has the reflexes of a go-kart. Our test car's navigation system was a bit wonky, and we got lost—which gave us double the trip time. The little car can turn around easily, handy for narrow European streets.

Our little spin erased any old memories of cute but ragged and underpowered rides in a 500. If the new 500 is any indication of the kind of Fiats headed stateside in the future, we have more hope for the brand. Tavares has given each of the 14 brands under the Stellantis umbrella 10 years of funding for core models to prove themselves.

(*Ed; further reading on the 500E can be found at [Fiat 500e La Prima \(2022\) | Reviews | Complete Car](#) by [Shane O'Donohue](#) for an Irish perspective on the 500E which is quite positive!*).

Road Testing and Reviewing the first FIAT 1400

Combining

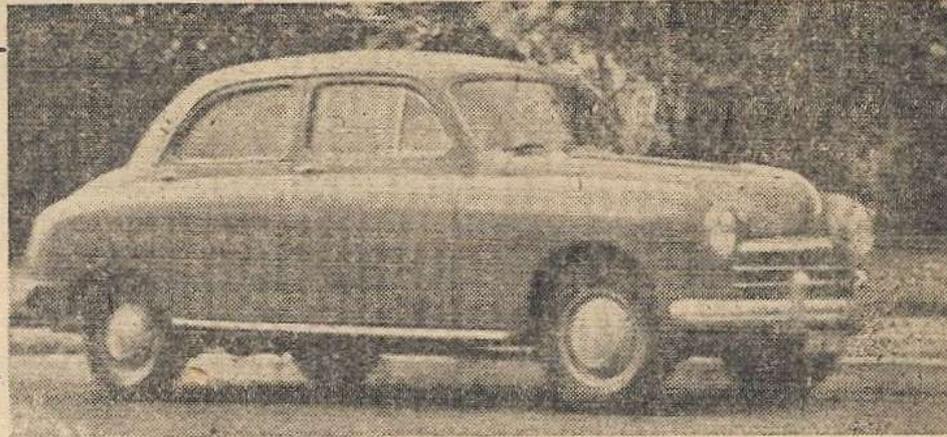
- ★ CONTINENTAL STABILITY
- ★ AMERICAN STYLING
- ★ SMALL CAR ECONOMY



The Fiat Co., well known in Australia over many years for their outstanding automotive products, ranging from the baby "Topolino" to the sleek "1500" saloon, have recently announced that their works at Turin have begun to turn out a remarkable new car to be known as the Fiat "1400."

The Editors of Motor Manual were recently privileged to have a prototype of the new car placed at their disposal for test purposes, and the new car is undoubtedly one which will enhance the Fiat reputation for good performance, fine suspension and handling qualities, combined with a roomy body and the quiet running necessary for sales on world markets.

The car is interesting from many points of view, probably one of the most interesting features being the fact that the four cylinder engine has a bore much greater than the stroke. The new Fiat is also of integral construction; the first time that this type of design has been used by the Fiat Co. It has been used to good effect for although the "1400" is a comparatively small car the designers have been able to provide space for



six people and a large amount of luggage space within very compact dimensions.

Throughout the design there is evidence of great attention to detail and every feature of the car has been carefully engineered to provide the utmost efficiency.

UNIQUE ENGINE.

The new Fiat "1400" engine is unusual as it has a bore of 82 m.m. and a stroke of only 66 m.m., resulting in a piston area of 32.7 sq. in., which is very large for a four cylinder engine with a capacity of only 1395 c.c. The piston speed is very low, and at maximum revs. is only 1,900 feet per minute. Maximum revs. are approximately 4,400 r.p.m. when the developed brake horsepower is 44 b.h.p., with a compression ratio of 6.7 to 1. The designers claim that friction loss is very low and that because of the very large valves employed a high volumetric efficiency is maintained. Normal overhead valves are used, operated by pushrods. There is a three-bearing crankshaft, a cast iron block with wet liners; and the engine is sealed against dust and dirt.

CHASSIS DESIGN.

As previously stated, integral chassis-body construction has been used in the new car, and the suspension at the front is conventional, utilizing wishbones, coil springs and an anti-roll bar, but at the rear there is a completely new suspension system combining flexible radius arms with vertical coil springs, while a transverse compensating bar positions the back axle. Telescopic double-acting shock absorbers are used on all four wheels, the rear radius arms are laminated and are similar to quarter-elliptic leaf springs. It was found during the test run that this carefully-thought-out suspension afforded amazing stability on corners and exceptional comfort when the going was rough. The brakes are Fiat-Baldwin type hydraulic with 9½ in. ribbed drums with cooling ducts cast into the rims. The handbrake, which was of the pull-out type, follows the normal Fiat practice of operating on the transmission, the only difference being that the drum is now mounted at the rear end of the shaft.

(Continued on Page 446).





The New "1400"

—continued

TRANSMISSION.

The transmission is normal, a four-speed synchromesh gearbox being used with the gear lever mounted on the steering column, but there are a number of features which show the extreme care that has been taken to secure smooth, vibrationless running, and a gearbox with short shafts has been designed by carrying the output gear for first and reverse on the outside of the synchromesh units for third and top. Second gear pinions are mounted outside the main casing and the whole unit is mounted on the frame on a combination spring and rubber mounting.

BODY STYLING.

The body styling of the new Fiat "1400" is typical of the clean smooth design at present being produced in Italy. The bonnet slopes down to a low horizontal radiator grille and is of alligator type, giving the engine easy accessibility. The wings are of flush panel design and sweep the full length of the car. The four-door saloon departs from the traditional Fiat "pillarless saloon" design and is a four-window style as is currently popular in America. The large luggage trunk slopes smoothly down to the rear, completing the well-streamlined design. This, incidentally, is locked from inside the car. The interior of the Fiat is well fitted and is roomy and comfortable. The large bench-type front seat is upholstered in a combination of cloth and leather, and an interesting feature is the well-placed

armrest for the driver. Visibility is excellent through the curved windscreen and is definitely improved by the low, sloping bonnet line. Draught-free ventilators are fitted and an efficient heating system is installed. Seats are readily adjustable by the use of the small levers mounted on each side of the front seat. Another interesting body feature is the fact that the petrol filler cap is mounted in the floor of the luggage compartment and is accessible only by unlocking the compartment by means of a lever behind the rear seat.

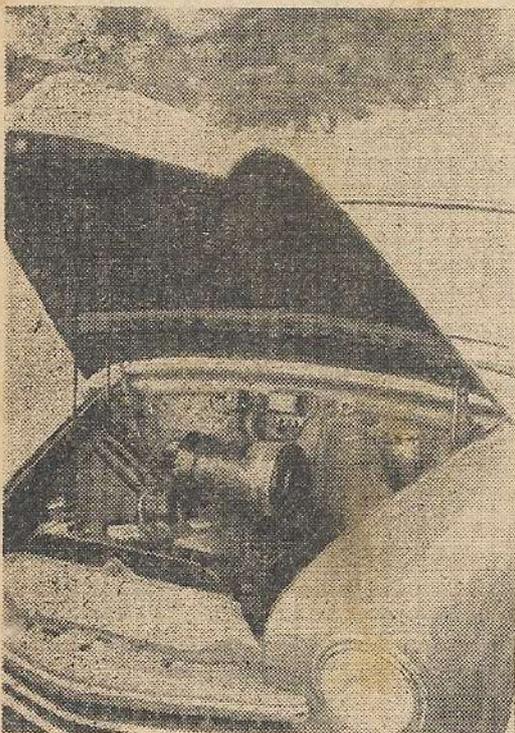
The instrument panel is well laid out and the instruments, comprising the speedometer, ammeter, fuel gauge, water thermometer and oil pressure gauge are neatly grouped in front of the driver with a cowl to prevent reflection in the windscreen at night.

ON THE ROAD.

One's first impression in handling the Fiat "1400" is one of solidity. Everything about it seems to be rugged and gives the impression of a capacity for sustained hard work. The car tested had done a very large mileage under extreme driving conditions and even so was noticeably smooth and quiet. There was no pinking on ordinary pump fuel and the four cylinder engine was unusually free of vibration. Performance on the indirect gears was particularly good. The car runs smoothly and quietly up to the point where maximum power is developed and if the foot is kept down the speed goes on slowly building up. Top gear flexibility is amazing and there is nothing to suggest that the engine has only four cylinders. Third gear is useful in traffic or for hills, and in this gear the car is also extremely flexible.

When wound up to a road speed in the vicinity of 75 m.p.h. the Fiat showed no sign of strain whatsoever and gave the impression that it could hold this speed indefinitely, and although acceleration was not outstanding the car reached 50 miles an hour through the gears in approximately 18 seconds.

Quite the outstanding feature of the new car on the road is its amazing manoeuverability. The steering was excellent and one felt that driving and cornering at speeds in the vicinity of 70 m.p.h. it handled more like a racing car than what one has become accustomed to expect from a normal passenger car. The steering is extremely light and transmits no road shocks to the driver. On corners there is no sign of roll and the Fiat definitely gets full marks for its firm suspension and road-holding ability. Structural silence is also a notable feature of the car when on the road; very little drumming or body noise is heard and the gearbox, too, is noticeable for its silence and precision in handling. The steering column gear-change is quick and easy and full throttle changes up and down between third and top can be made as fast as the driver can move the lever. Brakes were found to be excellent and were light and progressive in action. Altogether the new Fiat gives the impression of being a car capable of sustained hard work over a long period in almost any kind of road or climatic conditions.



★
The accessibility of the engine is apparent from this view with the bonnet raised.

Fiat 1400 Road Test (continued)

PERFORMANCE DATA

Maximum speed—77 m.p.h.

Acceleration through the gears—0-30 m.p.h., 7.5 sec.;
0-50 m.p.h., 18 sec.; 0-60 m.p.h., 28 sec.

Maximum speeds in the gears—First, 25 m.p.h.; Sec-
ond, 40 m.p.h.; Third, 62 m.p.h.; Top, 77 m.p.h.

Petrol consumption at normal speeds—26-30 m.p.g.

SPECIFICATIONS

ENGINE.

Four cylinder, bore 82 m.m.x stroke 66 m.m. with capacity of 1395 c.c. Overhead valves, developing 44 b.h.p. at 4,400 r.p.m.; compression ratio, 6.7 to 1.

TRANSMISSION.

Single plate clutch, four-speed synchromesh gearbox, steering column gear change; overall gear ratios: Top, 4.4; Third, 6.9; Second, 10.5; First, 17.4; Reverse, 17.1 to 1.

SUSPENSION.

Independent coil and wishbone front suspension, and rear suspension by coil springs and flexible laminated radius arms connected to axle housing. Hydraulic shock absorbers on all four wheels.

BRAKES.

Hydraulic brakes with 9½ in. ribbed brakedrums. Handbrake on rear end of propellor shaft.

STEERING.

Worm and roller type steering.

WHEELS.

14 in. steel disc wheels fitted with 5.90 x 14 tyres.

DIMENSIONS.

Wheelbase, 8 ft. 8-5/16 in.; track, front, 4 ft. 3-7/16 in.; rear, 4 ft. 4 in.; overall length, 13 ft. 11 in.; overall width, 5 ft. 5 in.; height, 4 ft. 11 in.; ground clearance, 6½ in.; weight, 2,552 lb.; turning circle, 37 ft.

The price was undecided as we went to press but but should be known when the first shipment clears the Customs in this month.



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WANTED

PARTS WANTED to suit 1959 Fiat 1100 103D.

Any DOORS, especially Right Front or Right Rear. Also boot lid.

I would also be interested in any other parts to suit the 1100 that members may wish to sell. (02/22)

Contact Con Catena - 0410 459 954



For Sale

2013 VE Series 2 Commodore Berlina Sedan. Silver with black leather trim, tow bar, 140,000 km, 3.0 l motor, service records, rego Sept-22 (DD08LD), \$10,500, offers considered.

Parts for sale;

FIAT 1500 Mk1 & 2 Weber carburettors, Piston ring set 0.6 mm O/S, NOS, part piston ring set 0.6 mm O/S, NOS.

VW 1200 ring set 0.020 in O/S, NOS, same bore as 1500 but wider.

FIAT 125 hubcaps for steel rims, 2 Solex carbies for 125S, 4 door rubbers – used but good condition, diff brake hose NOS, side blinkers NOS, gearbox mount NOS.

Other items – 124 heater valve NOS, 124 tie rod end NOS, 124 speedo, twin cam belt tensioner bearing NOS, FIAT 1100 headlight glass, Morris Mini Minor heater valve NOS.

(04/22)

Phone Terry - 0403 030 909, Lake Macquarie



Please direct all correspondence to:

THE FIAT CLUB OF NSW Inc.

PO Box 3034 Bangor NSW 2234 Australia

BANKING DETAILS:

Bank - National Australia Bank (NAB)

BSB 082-067

Account 03 665 7020

Account Name - FIAT Club of NSW Inc.

SOCIAL MEETINGS

Held at 7:30pm on the second Tuesday of the month at the Bankstown Sports Club, 8 Greenfield Parade Bankstown, NSW, 2200.

Historic Vehicle Registration Scheme

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

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.

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

members@fiatclub.com.au

FIAT Club NSW Library

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.

Advertising with the FIAT Club

Package 1 @ \$100 a year

- Quarter page in FIAT Focus club magazine.
- Small logo on the FIAT Club website.
- Post about your business on the FIAT Club NSW Facebook group 4 times a calendar year.
- You can also reply to comment suggesting to use your business if relevant .

Package 2 @ \$150 a year

- Half-page in FIAT Focus club magazine.
- Medium logo on the FIAT Club website.
- Post about your business on the FIAT Club NSW Facebook group 8 times a calendar year.
- You can also reply to comment suggesting to use your business if relevant.

Package 3 @ \$200 a year

- Full page in FIAT Focus club magazine.
- Large logo on the FIAT Club website.
- Post about your business on the FIAT Club NSW Facebook group 12 times a calendar year.
- You can also reply to comment suggesting to use your business if relevant.

Contact the editor to place your advertisement.

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 navigation menu with links for Home, Magazine, The club, Memberships, Events, Car registration, Motorsport, and Contact us. Below the menu, it states "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". A collage of images includes car interiors, exterior views of various Fiat models, and a group of people at an outdoor event. At the bottom, it lists sponsors: FIAT FORUM AUSTRALIA, Bankstown Sports, X1/9 AUSTRALIA, and MASTERTOUCH AUSTRALIA. A small copyright notice at the bottom left reads "© 2020 Fiat Club of New South Wales Inc." and "Updated 06/04/2020" is at the bottom right.

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

You Tube Channel

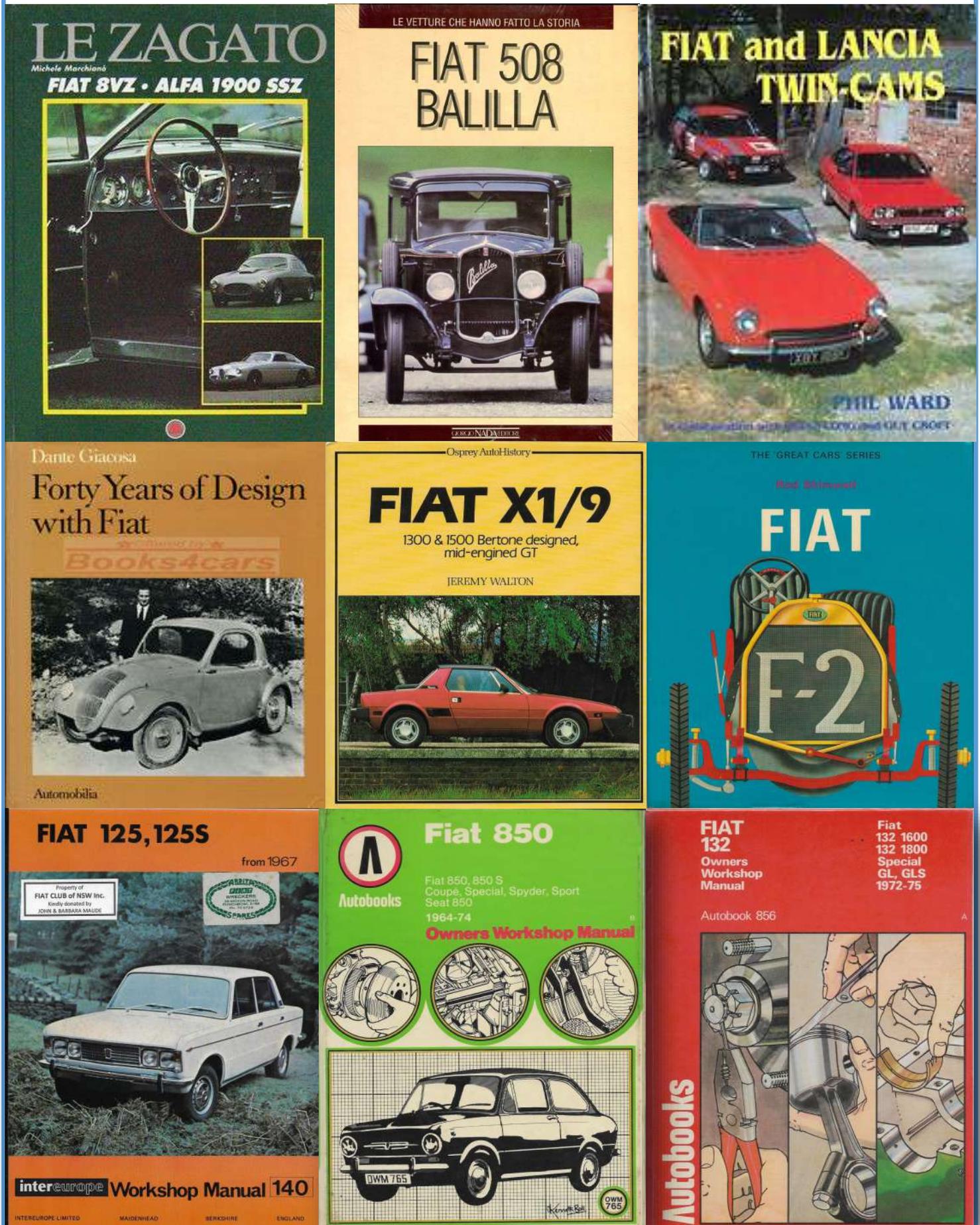
Take a look at our new Youtube channel. Please subscribe to see more historical footage and events.

youtube.fiatclub.com.au

FIAT books available from the FIAT Club Library.

The Fiat Club has a range of books, including histories, memoirs and 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. A full list of books available from the FIAT Club library can be found at;

<https://www.fiatclub.com.au/copy-of-club-regulations>.



Terra, mare, cielo

Da 70 anni la Fiat produce per muoversi sulla terra, sul mare e in cielo. Nel 1968 ha costruito e venduto 1.450.000 autoveicoli, più 300.000 vetture circa costruite su licenza in diversi paesi. La Fiat produce anche autocarri, autobus, filobus, materiale ferroviario, trattori agricoli e industriali, motori Diesel, turbine a gas, aeroplani ad elica ed a getto, motori a reazione e componenti per elicotteri, applicazioni speciali in campo nucleare, elettronico, spaziale, macchine utensili, saldatrici, olio, lubrificanti, carburatori, vernici e containers. La Fiat costruisce anche autostrade, dighe e trafori: in Africa ha costruito dighe e impianti idroelettrici nel Ghana, Nigeria, Rhodesia, Sudan. Nel campo autovetture costruisce la 500, la 600, la 850, la 1100, la 124, la 125 e la Fiat Dino con numerose versioni "Special", sportive e station-wagon.



Ci sono 101 versioni Fiat di autocarri, leggeri, medi, medi pesanti, pesanti: da 25 a 208 Cv. La sua gamma di trattori agricoli comprende 13 modelli a ruote e a cingoli e 20 versioni; quella dei trattori industriali: angledozers e bulldozers cingolati, caricatori cingolati e a ruote. La Fiat cura con grande attenzione l'assistenza: ci sono oltre 11.000 punti di servizio Fiat nel mondo. Linfa di questa organizzazione sono i ricambi, che comprendono 110.000 voci elettronicamente amministrate e rapidamente distribuite.



La Fiat esporta in oltre 150 paesi.

I suoi 30 Stabilimenti sono concentrati per la massima parte a Torino. Autoveicoli Fiat sono costruiti anche in Austria, Bulgaria, Germania, Irlanda, Jugoslavia, Polonia, Portogallo, Spagna, Turchia, Argentina, Cile, Costa Rica, Paraguay, Perù, Venezuela, Uruguay, Egitto, Kenya, Marocco, Sud Africa, Tunisia, India, Iran, Malesia, Thailandia, Nuova Zelanda.



La Fiat occupa 157.000 persone e le assiste direttamente con un suo ente mutualistico. La Fiat addestra parte del suo personale tecnico in una sua scuola tecnico-professionale.



La ricerca scientifica è condotta alla Fiat con grande impegno, modernità di mezzi e di sistemi. E in costruzione nell'Unione Sovietica uno stabilimento capace di produrre oltre 660.000 vetture all'anno, progettato dalla Fiat in collaborazione con l'URSS. La Fiat è un'azienda privatistica. E nata nel 1899 con una cinquantina di operai, a Torino. E lì è cresciuta.





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An Invitation

Dear Fellow Motoring Enthusiasts,

In association with Shannons Insurance and in support of Variety—The Children's Charity and John Hunter Children's Hospital, the *MG Car Club Hunter Region* would like to invite your European car club to join us for

Euro Motorfest 2022 **Sunday 19th June** **Foreshore Park, Wharf Road, Newcastle East**

To assist with organization, we request that all European clubs wishing to participate pre-register their interest. Please email me, Ian Ashton at iashton7@bigpond.com prior to the event with approximate numbers of vehicles attending, no later than 12th June 2022.

A \$10 vehicle display fee will be payable on entry with the event commencing at 8.30am and finishing at 1.30pm. Coffee, food and drinks will be available on site and a raffle will be held.

In the event of wet weather, we will be postponing the event to Sunday 26th June at the same venue.

Visitors to Newcastle may choose to make a weekend visit to our great city by arriving in Newcastle on Saturday. There are plenty of accommodation options, sights to see as well as restaurants and clubs for your enjoyment and entertainment.

MG Car Club Hunter Region is looking forward to your participation in Euro Motorfest 2022, on Sunday 19th June at Newcastle Foreshore Park.

Ian Ashton

Public Relations Officer

MGCC Hunter Region

E: iashton7@bigpond.com

M: 0429 592 823