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August-2022

FIAT focus

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



Social Meetings sponsored by the Bankstown Sports Club

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*Back Cover - Classic Car Show Berowra, East Hills Charity Car Show,
Greenway Motor Show, Fiat 123 Anniversary Rally - details*

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 Vince Bruzzese, Mark Weinberger, for their contributions to this edition of Fiat Focus.

Cover Photo; A superb example of a FIAT 125 taken at Auto Italia earlier this year. The photo was taken by club member, Vince Bruzzese.

We are now entering Car Show / Display day season for the club starting with the Shannons Sydney Classic on August 14 followed by our much anticipated Concorso on September 25 and lastly the Norton Street Autofesta in Leichhardt on October 30.

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/magazine, 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
August 2022		
Tues 2nd	Oasis Run - Northern Beaches TBC	No
Sat 6th	FIAT Club Coffee Break - Art of Gelato, Carramar, 3.00 pm - 5.00 pm.	Yes
Tues 9th	Social Meeting, Bankstown Sports Club	Yes
Sun 14th	Shannons Sydney Classic - Sydney Motorsport Park	Yes
Sat 27th	FIAT Club Motorkhana Championship - TBC	Yes
Sun 28th	FIAT Club Motorkhana Championship - TBC	Yes
Sun 28th	FIAT Club Burger Break - Originals Burger Co., Brookvale, 5.00 pm - 7.30 pm.	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 25th	FIAT Club NSW annual Concorso 'd' Eleganza	Yes
Sun 31st	FIAT Club Coffee Break - Benzin Café, Dural	Yes
October 2022		
Sat 1st - Sun 2nd	AROCA 6 Hour Regularity Race - Winton	No
Tues 4th	Oasis Run - TBC	No
Sat 8th - Sun 9th	Bathurst 1000	No
Sun 9th	FIAT Club Coffee Break - Armory Wharf Café, Newington	Yes
Sun 9th	Vintage Vehicle Club 1919 to 1930, Gymkhana - Ansell Park	No
Tues 11th	Social Meeting, Bankstown Sports Club	Yes
Sun 16th	FIAT Club Motorkhana Championship	Yes
Sun 23rd	FIAT Club Coffee Break - Sunset Drive-In Cinema, St Ives	Yes
Sun 30th	Norton Street Festival	Yes
November 2022		
Sun 6th	FIAT Club Coffee Break - Patio @ Putney	Yes
Tues 8th	Oasis Run - Remembrance Day	No
Tues 8th	Social Meeting, Bankstown Sports Club	Yes
Sun 27th	FIAT Club Coffee Break TBC	Yes
Sun 27th	FIAT Club Christmas Function TBC	Yes
December 2022		
Tues 6th	Oasis Run - Christmas Lunch (TBC)	No
Sun 11th	FIAT Club Coffee Break The Gelato Factory / Bundeena	Yes

New email address for the FIAT Club E-group!

To avoid confusion with the FIAT Club E-group email address (where members can send emails to all club members) and the address for the Club's membership registrar. As of now, the new FIAT Club E-group email address is; **egroup@fiatclub.com.au**

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

AUGUST 2nd 2022 *TO BE CONFIRMED* Northern Beaches.

MEET: Flower Power Nursery 20-22 Macpherson St. Warriewood. Please wear a name badge if you have one.

MORNING TEA: Garden Terrace Café situated within Flower Power Nursery

TIME: From 11.00am onwards

DEPART: 12.15pm

LUNCH: Sunrise Café 122a Narrabeen Park Parade, Cnr Hunter St, Warriewood "SEE MAP"

TIME: NOT BEFORE 12.30pm OUR BOOK IN TIME IS BETWEEN 12.30 - 12.45pm at this very popular café

Good choice of meals available on the menu. After lunch we can adjourn next door to their Bakery & Gelateria for Cakes & Gelato including "COOKIES & CREAM" Gelato while enjoying the beautiful ocean views.

"CAUTION" Anyone travelling East on Mona Vale Rd. towards Ponderosa Parade Roundabout take extreme care as there are major road works & speed restrictions in this area

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

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

OCTOBER 4th 2022 *TO BE CONFIRMED* South Coast? **DETAILS:** Andrew Yeend m: 0417 474 050.

NOVEMBER 8th 2022 Remembrance Day Run. Seven Hills R.S.L. Club.

MEET: At club before 11.00 am for a small memorial service & an inspection of their war museum before we have lunch at the club.

DECEMBER 6th 2022 Bookings close 1st November.

Christmas Lunch - CHRISTMAS LUNCH ON BOARD THE "BASS & FLINDERS" Enjoy a 3 hour cruise on the Georges River with Morning Tea & Lunch provided. **BOOKINGS & PAYMENT CLOSE 1st NOVEMBER 2022.**

DEPART: From Sans Souci Wharf

Les Watton ph: 9838 8063 m: 0418 973 866

CURRENT PRICING: Jan – July 2022 Adults \$55.00 Seniors \$49.00 *Subject to any price increases in December 2022*

EXPRESSIONS OF INTEREST "REQUIRED NOW" TO CONFIRM BOOKING NUMBERS (bookings may close earlier depending on numbers.

DETAILS: Brian Heaton ph: 9525 6119 m: 0427 682 767 Email: heatonmarg@bigpond.com

INVITED EVENTS

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

Lions Club of Berowra Classic Car Show - Sunday August 7, 9:00 a.m. to 2.00 p.m.

Berowra Community Centre carpark, The Gully Rd. Berowra (www.berowralions.org.au) (see flyer)

East Hills Charity Car Show— Sunday August 21, Kelso Oval, Panania

Sydney Classic Bicycle Show, Lidcombe Oval, Sunday October 30, 10.00 a.m. to 4.00 p.m.

CLUB COMMITTEE AND OFFICIALS

- ♦ **PATRON - Mr Nat Zanardo OAM**
- ♦ **PRESIDENT - Vacant**
- ♦ **VICE PRESIDENT - Murray Irwin; vicepresident@fiatclub.com.au**
- ♦ **SECRETARY - Robert Todarello / Lorenzo Aventi (acting) 0425 374 014; secretary@fiatclub.com.au;**
- ♦ **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 0425 374 014**
- ♦ **WEBMASTER - Mark Weinberger; webtech@fiatclub.com.au**
- ♦ **MERCHANDISING - Kevin Halliburton; merchandise@fiatclub.com.au; 0413 992 369**
- ♦ **COMMITTEE PERSON 1 - Adrian Sandrin; committee1@fiatclub.com.au**
- ♦ **COMMITTEE PERSON 2 - Ian Sinden; committee2@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 Ian Sinden**
- ♦ **HONORARY AUDITOR - Rebecca Gallard**
- ♦ **ANSELL PARK CO-ORDINATOR - Michael McGeorge; Ansellpark@fiatclub.com.au; 0414 965 425,**
- ♦ **FIAT CLUB LIBRARIAN - Lorenzo Aventi; editor@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

Its show time! The season of car shows and displays is now upon us starting with the CMC Shannons Classic at Sydney Motorsport Park on Sunday the 14th of August. Due to Covid, the event had been cancelled over the past couple of years and the classic car community is eagerly waiting for this event to finally happen.

The FIAT Club will have a display of members vehicles on the day along with nearly 2000 vehicles of all makes and models from hundreds of other car clubs. The day is worth a visit for car enthusiasts so feel free to come along with friends and family to catch up with fellow members for a chat and to admire their classic FIATs. Tickets are \$20 at the gate (children under 12 get in free). For more details go to [Shannons Classic at Sydney Motorsport Park \(sydneyclassic.com\)](http://sydneyclassic.com)

Next on the calendar will be the **FIAT Club of NSW Concorso 'd' Eleganza on Sunday 25th September**. This is another event that has had to wait in the wings for a couple of years due to the Covid epidemic so we are hoping to get a big roll up of members displaying their pride and joy or just visit to enjoy the scenery. Entry is free to members who display their vehicles (there will be a small fee for non members). Anyone who just wants to visit can do so free of charge.

The third display day making a return will be the **Norton Street Autofesta in Leichhardt** to be held on Sunday the 30th of October. More details will be provided closer to the event.

The recent **Club Lunch Break at Enzo's Cucina attracted** in Camden was well attended despite the venue having been flooded along with much of Sydney last month. The management and staff worked hard to clean up the restaurant and the many members who went there on the day had a very enjoyable time. Thanks to all who made this day possible.

The FIAT Club is happy to announce that **Ian Sinden** has agreed to be the **CMC delegate** for the FIAT Club. Ian will attend meetings, either in person or by zoom, and report to the club any agenda items that are of importance for our members. We thank Ian for taking on this role which had been vacant for a few years.

You may notice that the secretary's report has been replaced by the **Minutes of the Committee Meeting**. Previously the minutes published have been from the monthly social meeting, but as the two seem to report on the same issues and topics it was considered to be more relevant and up to date to publish the outcomes from the committee's meetings. The report will be supplemented by any relevant items raised at the social meeting

One of the important topics for members is **the conduct, or even continuance of, monthly social meetings**. The number of attendees over recent years has been low, though Covid may be a factor here. Next month's meeting will continue as scheduled (probably being a less formal), however the committee are open to ideas that members would like to suggest. Some considerations include meeting up at a café or Pizza Bar for a meal, or even a restaurant, invite a guest speaker to the venue, hold the meetings every second month... Anyone in the committee will be happy to hear from you either at one of the weekend coffee or lunch breaks, or just email or call them. Their contact details are on page 5 of the magazine. We really would be happy to hear from you ...

It was reported in last month's magazine that **Ansell Park had been flooded again** for the third time in two years. Club events at the grounds have had to be cancelled again as the surface is boggy and and as a result dangerous to visit. While this is an inconvenience to the club and other who wish to use the grounds, we spare a thought for the residents of the Hawkesbury and surrounds who's homes have been inundated with mud and sludge and have had to clean up again. The club has lost some of its assets, but it is very little to those people and families in the area and the surrounding suburbs that have lost their possessions and possible their homes.

New Members

A warm welcome to the following enthusiast:

Graeme Wellington & Irena Taylor – 1973 Abarth 124, 1972 Fiat 124 BC, 2012 Fiat Scudo Van.
Zsuzsi Papalia, – 1981 Fiat 124 Spider, 1969 Fiat 500 Sedan, 1971 Fiat 124 Spider

Fiat Club NSW – Committee Meeting – July 26, 2022.

Welcome: Bankstown Sports Club.

Lorenzo Aventi opened the meeting at 7.39 p.m.

Attendance: Murray Irwin, Lorenzo Aventi, Susan Halliburton, Kevin Halliburton, Adrian Sandrin, Cheryl Sandrin, Giovanni Ciampa, Richard Dalziel, Mark Weinberger, Ian Sinden.

Apologies: Robert Todarello, Maurizio Puglisi, Michael McGeorge, Martin Gallard.

Previous minutes: Accepted. Business arising— I Sinden suggestion for a drive around Sydney surrounds which may include Hunter Valley, Bathurst and other locations. Event to occur over the Oct school Holidays. Ian to investigate further and report back.

Secretary's Report / Correspondence: Ansell Park Sub-Committee Report:

Ansell Park has again been flooded due to heavy rains. July Motorkhana cancelled. August MKs TBA.

Cleanup will have to wait until the grounds are safe to walk on.

Social Events Report:

Recent Events:

Break by the Bay, Carrs Park July 10. Nice venue but poor weather kept numbers down. Could get crowded when weather is good.

ENZO's Cucina, Camden. Well attended, good weather, drinks subsidized by FIAT Club was appreciated. Acknowledge that staff had to work hard cleaning up after the floods to make the venue available.

X1/9 event in Eden – July 22- 23rd. MW reports it was a successful event.

Next Events:

Art of Gelato, Carramar, 6 August, Saturday.

Shannons Sydney Classic, August 14 – update on event GC.

Use pit lane for X1/9 / 127 / 124 spider. Will need a write up on vehicle histories, X1/9 & 127.

Burger Break Aug 28th, Brookvale.

Competition Report:

Recent Events:

Huntley Hillclimb attended by Graham Bates & Graham Mumby was a spectator.

Nirimba State MK, July 24, attended by McGeorge & Gallard families.

Next Events:

No Club motorkhanas until further notice. Next MK was for August 27 & 28 but is TBA / TBC.

Supersprint Wakefield Park for Aug 14 cancelled due to curtailment of WP activities as instructed by the Land & Environment Court.

HVS / CVS - we have 140 members with 206 vehicles on HVS.

Reminder for members with vehicles on HVS to renew their Club membership.

Membership Report:

Total members - TBA as memberships are being renewed at present

Communications Update:

Editor—Club magazines received; Il Topolino, Fiat Lancia Mania, Piston Slap, Lancia Fancier. Pugilist magazine received through the post.

Quattroruote and Classic car magazines made available to members at the social meeting.

Webmaster—MW & AS investigating the implementation of a digital wallet for members. Allows payments to club to be made via their phone. Event reminders and membership renewals reminders can be sent for those members who are happy to use this service.

Presidents Report: Nil.

Fiat Fixations & ClassiFiats: Richard's 850 has been operating faultlessly recently.

CMC Report: Ian Sinden has agreed to take on the role of CMC Delegate.

Next CMC meeting scheduled for Tues 27 September.

General Business:

Club President - The committee expressed a preference to have the role to be filled Full Time and will continue to run the Club until the end of the year or until the next committee elections.

Social Meetings - A number of suggestions were made regarding the format of the social meetings. Acknowledged that Covid may have impacted attendances, however the committee are willing to consider changing format of meetings to make them more entertaining to members, such as;

- less formal agenda with meetings where dinner is available, Pizza bars, cafes.
- Where possible, engage a guest speaker.
- Consider bi-monthly as opposed to monthly meetings.

Discuss your thoughts with a committee member – it's your club, The committee will be happy to hear from the membership..

FIAT Club Concorso date confirmed for Sunday September 25.

Autofesta Leichhardt will be on Sunday 30 October.

L Aventi will be the acting Club Secretary until further notice.

FIAT Focus will now publish of the Committee meetings.

Meeting closed: 9.15 p.m.

The next social meeting be on Tuesday 9 August 2022 – 7:30pm at the Bankstown Sports Club. The next committee meeting will be on August 23, 7.30 pm (via zoom).

Competition & Calendar

Recent floods on the Hawkesbury have affected Ansell Park again and the motorkhana scheduled for July 31 has been cancelled. The motorkhanas for August 27 & 28 have yet to be confirmed until an assessment of the Ansell Park Grounds has been undertaken.

Despite the setbacks the club's motorkhana competition have had to endure this year, the McGeorge and Gallard families have been able to compete in the NSW championships with their latest venture at the Nirimba complex on held on July 24. We will expect a brief report later, however, in the meantime we have a few photos from the event presented below. LA.



Travis, Michael, Haley and Wayne McGeorge in front of the McGeorge's 127 Motorkhana Special.



Martin and Abbie Gallard.



DATE	EVENT AND LOCATION	Pointscore
August 2022		
Sun 7th	NSW Hillclimb Championship - Ringwood	No
Sat 27th	FIAT Club Motorkhana Championship - TBC	Yes
Sun 28th	FIAT Club Motorkhana Championship - TBC	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

X1/9s Visit Eden, NSW

Happy 50th Birthday to the FIAT X1/9!

This year the beloved FIAT X1/9 turns 50 and to celebrate Fiat Club NSW/VIC & X1/9 Australia members drove to the picturesque town of Eden on the magnificent NSW South Coast.

The first time we visited Eden was back in 1998 and it's become somewhat of a tradition to visit Eden. What a terrific way to celebrate this unique cars' production and a fantastic opportunity to catch up with like-minded enthusiasts.



A significant number of cars turned up this year - 15 in total - to mark the half-century of this much-admired car.

Here's a fun fact: of the 1250 cars that were imported to Australia, only 171 remain road registered as of today. We are becoming a rare breed!

The Seahorse Inn Hotel was our central point and most of us stayed there, enjoying the welcoming staff and recently restored facilities. A celebratory dinner and quiz night was enjoyed by the owners - after all, there's nothing like a



healthy dose of competition to get the party started! And of course, there was a photo shoot which took place at Eden Wharf and on the lawns of the Seahorse Inn Hotel.

Several inquisitive locals asked about our activities and wanted to know why Imlay Street was suddenly filled with so many X1/9's! Well, why wouldn't they? it is a rather rare, curious and marvellous sight to see so many of these wonderful little sports cars in the one location, but I may be biased!

Later that day we took the opportunity to visit the Eden Killer Whale museum - established in 1931. We also couldn't resist a visit to the Longstocking Brewery, on the fringe of Pambula Village.



It was time to get back on the road, but it would have been remiss of us not to visit the beautiful, historic town of Tilba and then onto Bega. Both of these towns are known for their cheese factories and produce. We were not disappointed, sampling much of the delicious local



produce and bringing a fair share home with us for good measure.

Big thanks to the locals for making us feel welcome once again.

Regards
Mark Weinberger
X1/9 Australia





coffee break (write up)

10th July 2022

By the Bay Cafe @ Carrs Park



Only the brave and daring of our club members ventured out in the cold weekend rain to catch up for a coffee and breakfast at 'By the Bay' Cafe & Grill in Carrs Park. A great location over looking the tranquil waters of Kogarah Bay, south of Sydney.

A small group of 7 club members enjoyed each others company and talked all things FIAT and beyond!

We will definitely plan another event here as the food was great and the atmosphere cool casual.

The highlight of the morning was staging a quick photoshoot of our cars arranged in a row over looking the water view. Great idea by Gavin Tory!

We hope the next time we come back to By the Bay Cafe & Grill, the weather is more favourable so we can enjoy the outdoor seating area.

We look forward to seeing many more of our FIAT fanatico friends at the next club event.

Keep safe.

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



FIAT fanatico

www.fiatclub.com.au



lunch break (write up)

24th July 2022

Enzo's Cucina @ Camden



The rainy wet weather we have come to be accustomed to of late, cleared to reveal a sunny Sunday...perfect for a drive out to Enzo's Cucina in Camden overlooking a beautiful vineyard.

It was truly a miracle to think that only a few weeks earlier Enzo's was under water with the level reaching their ceilings due to the recent flood.

The owners have to be commended for their spirit and drive as this recent flood has been the third to set them back in the last few years on top of the COVID restrictions and closures.

The FIAT Club members showed their support by attending a lunch break which was fantastic...the food was great and we'll definitely be going back.

The highlight on the day was the surprise to our members when it was announced that all drinks would be covered by the FIAT Club to say 'thank you'...for their support of the club and attendance to support Enzo's Cucina.

Thanks again everyone, we look forward to seeing you at the next events.

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

FIAT fanatico

www.fiatclub.com.au

The following article is taken from *Classic & Sports Car* magazine (UK), September 2021 edition.



THAT RIVIERA TOUCH

With the Dino and 2300S, everyman marque Fiat set out to prove that Alfa and Lancia didn't have the monopoly on coupé glamour

WORDS MARTIN BUCKLEY PHOTOGRAPHY MAX EDLESTON



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Gorgeous Dino is the cleaner shape, with this late 2300S featuring fussier detailing than the earlier models. **August 2022** for real glamour.

FIAT Focus

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Channelling the spirit of *Il Sorpasso* and *La Piscine*, the Fiat 2300S and Dino coupés still make seductive cases for themselves, tapping directly into that idea of a louche and sophisticated 1960s Riviera lifestyle that, probably, never really existed. They transport us to an eternally sun-dappled place of Campari-sipping afternoons where, with a light cashmere pullover draped over tanned shoulders, playboys with nothing better to do (and never short of a Bardot or a Cardinale to occupy the passenger seat) gunned these expensive-looking grand-touring cars up mountain roads in search of hedonism, be it an illicit liaison or the perfect cocktail.

With air horns to scatter the riff-raff and looks to turn heads in any company, the 2300S by Ghia and the Bertone-styled Dino that replaced it as Fiat's flagship in 1967 are cars that speak not only of the glamour of their period, but also of the unbridled ambition of Fiat in the '60s.

As the biggest car manufacturer in Europe, at the centre of the Italian post-war economic miracle, this firm's almost total domination of the domestic market gave it the resources to do anything it set its mind to: be it jet engines, refrigerators or exotic GTs.

Born with more than a touch of Maranello magic in the blood – but, in a funny way, almost cooler in 2021 because it is *not* a Ferrari – the Fiat-badged 2-litre Dino was the opening gambit in the Turin giant's seduction of Enzo Ferrari. Looking for a means of homologating his 1½-litre, four-cam 65° V6 for Formula Two FIA rules Enzo knew that, with his limited production capacity, the only way to get the job done was to ask Fiat to build the unit and design a car around it as a means of selling them.

Two cars, in fact. The Pininfarina Spider was launched in late 1966; its appearance had been so heavily anticipated that the required 500 had already been sold by the time the Coupé, a generous 2+2 based on a longer wheelbase, was launched at Geneva the following year. Giorgetto Giugiaro had started designing this body as early as 1963 but Marcello Gandini, his successor at Bertone, finished the job.

Although the production Dino engine used the same billet crank as the 1.5- and 1.6-litre competition units, 2000cc was deemed to be the minimum requirement for road use in these relatively heavy cars. This meant a wider bore along with a general civilianising – and productionising – of the original Vittorio Jano/Franco Rocchi design under the guidance of former Ferrari man Aurelio Lampredi.

Engine aside, various well-judged shortcuts were taken to get the Dino twins into production in less than two years. The chassis architecture owed something to the Fiat 124 Spider while the front suspension was 125, as was the live rear axle with its semi-elliptic springs and quad dampers, but with a Borg-Warner limited-slip diff.

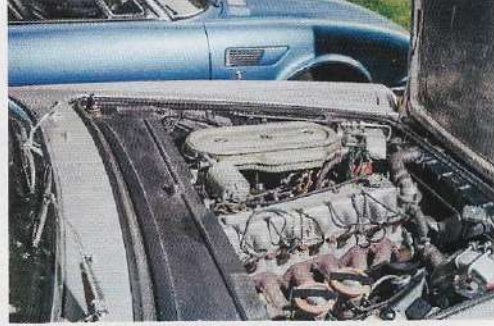


'With air horns to scatter the riff-raff and looks to turn heads in any company, they speak of Fiat's unbridled ambition in the '60s'

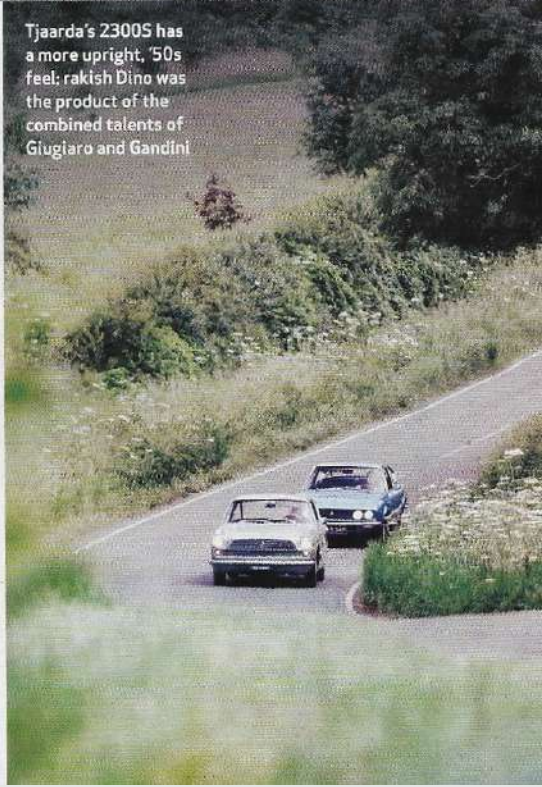




Richly finished cabin is classy without being opulent. Right, from top: tall glasshouse means plenty of space; Abarth-tuned twin-Weber 'six' makes 135bhp



Tjaarda's 2300S has a more upright, '50s feel; rakish Dino was the product of the combined talents of Giugiaro and Gandini





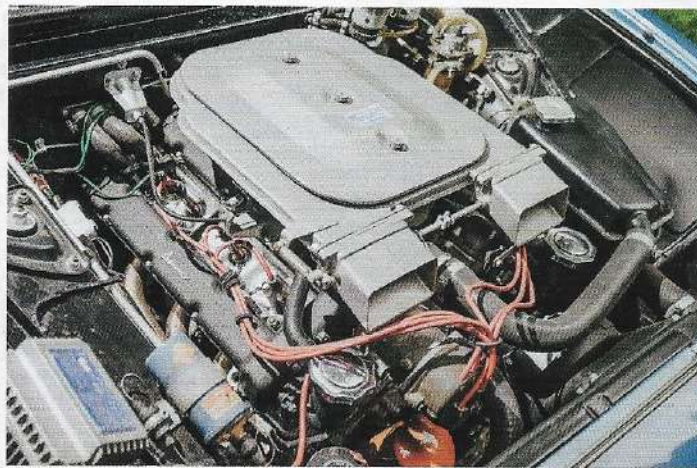
The Dino feels every inch a mass-production Ferrari. Left: glorious-sounding quad-cam V6 is an all-alloy jewel in early 2-litre form

With 3670 produced through to the end of 1968, the 2-litre Coupé handsomely outsold the less costly Spider. It lived on in 2.4-litre form (with 130-type rear suspension and Lamborghini Espada-style dash) until '73, but purists tend to favour the earlier car. Some saw it as the spiritual successor to the Aurelia B20, although its real mission in life was to take on the Porsche 911.

It was also a direct replacement for the 2300S, the model that had successfully established Fiat's credentials in the world of luxury GT cars since '61. The marque's most exciting offering since the much more rarefied 8V of the mid-'50s, the 2300S muscled in on a territory that aristocrats Alfa Romeo and Lancia had previously had to themselves. It was an upmarket move by a firm that saw no need to maintain the status quo and had every reason to believe it could do the job just as well – perhaps even better – than the established names, with a car that was well worthy of the 'poor man's Ferrari' sobriquet it quickly earned. (It was a third of the price of a contemporary 330GT.)

The total of 7000 examples built through to 1967 shows that Fiat's instincts were on the money, with sales of the more expensive 135bhp 2300S far outstripping those of the 105bhp 2300N, or *Normale*. Hardly surprising when you realise that the cooking version represented a saving of just £84 on a £3000 car.

The shape, by Ghia's Tom Tjaarda, had first been seen at the 1960 Turin show as a proposal for a low-volume specialist model based on the 2100 saloon. But Fiat bosses saw the potential and the Coupé re-emerged a year later as an official model, based on the latest 2300 *berlina* running gear. The Coupé body was stamped out



Sculpted bucket seats front and rear add to the sporty feel. Above: unexpected badge

by OSI, with assembly by Ghia and Fiat at a rate of 25-30 cars per day.

For the 'S', Lampredi extracted a further 30bhp from his straight-six by raising the compression ratio, specifying a high-lift camshaft and fitting a pair of twin-choke Weber carbs to make the most of the efficient cylinder-head design with opposed valves and hemispherical combustion chambers.

Abarth built the engines for the 'S' – complete with a tuned exhaust and finned aluminium sump – and proved the durability of the design by averaging 110mph for three days at Monza. For those not satisfied with 135bhp, the tuner also offered a bored-out 165bhp version, said to be good for 132mph.

Yes, the 2300S cost £1000 more than an E-type Jaguar in the UK, where just 70 right-hookers are thought to have found buyers through to January 1968 – rocker-turned-actor Adam Faith among them. Yet even at that price the Fiat 2300S Coupé was always warmly reviewed by the press. Le Mans winner and motoring writer Paul Frère paid it a personal tribute by replacing his Porsche 356 with a 2300S in 1961. He kept it for six years.

There was always a lot to be said for the Fiat 2300S, and there still is. Martin Neil's left-hand-drive example was recently acquired from Italian car specialist David Honeybun's European Classic Cars. It is a post-1965 model and thus an unofficial 'Series 2' version with the fussier wheeltrims, chrome side mouldings, ventilation flaps in the front wings and an alternator. From the way the doors thump shut to the crisp spring action of the front-hinged bonnet, everything about the 2300S feels substantial and well made.

There is something slightly more ephemeral

about the detailing of the Dino, but a lot of thought went into the engineering of this body, particularly its sophisticated fresh-air ventilation. Styling was moving forward so quickly in the '60s that the difference in visual language between 2300S and Dino Coupé is like comparing Audrey Hepburn's black Givenchy number from *Breakfast at Tiffany's* with an André Courrèges Mini-Dress: both are elegant, but from such different sensibilities that it is hard to believe only six years separate them.

"Our' 2-litre Dino is almost certainly the best in the UK, perhaps in Europe, having received the attentions of specialist Mark Devaney of 24 Hundred, The Dino Workshop. A full rotisserie restoration totalling 1500 hours included new hand-fabricated sills, half wings and doorskins, and a fully rebuilt drivetrain. It's odd to think that it originally only came in to have its windscreen wipers fixed. "I even found a new-old-stock front grille for it at the Padova show," says Devaney. "It could be the last in the world – still in its Fiat wrapper."

The lozenged-honeycomb design of that grille is one of the themes of Bertone styling at the time, echoing some of the Lamborghini Miura's detailing. Step inside and there is something Miura-like about the dashboard architecture and the expansive views across the bonnet through the deep 'screen, with the same clap-hands wiper arrangement as the 2300S.

The Dino has the edge in headroom and back-seat space over the 2300S, but the wraparound rear windscreen of the older car makes it feel even more airy and easy to see out of.

The seats in both cars are trimmed in vinyl. The Dino's are skinnier yet slightly more comfortable than the fat chairs of the 2300S, but I felt more at home with the floor-hinged pedals and the position of the earlier car's beautiful Nardi wheel that puts the Dino's helm to shame. You don't get the passenger foot-brace and transmission-hump grabhandle in the Ferrari-engined car, either, but it trumps the 2300S in having electric front windows as standard.



FIAT DINO 2000 COUPÉ

Sold/no built 1967-69/3670
Construction steel monocoque
Engine all-alloy, dohc-per-bank 1987cc V6, triple Weber carburettors
Max power 160bhp @ 7200rpm
Max torque 126lb ft @ 6000rpm
Transmission five-speed manual, RWD
Suspension: front wishbones, coil springs, anti-roll bar **rear** live axle, leaf springs; telescopic dampers f/r
Steering worm and roller
Brakes ventilated discs, with servo
Length 14ft 9 $\frac{1}{2}$ in (4515mm)
Width 5ft 7 $\frac{1}{2}$ in (1708mm)
Height 4ft 4in (1320mm)
Wheelbase 8ft 4in (2540mm)
Weight 2825lb (1281kg)
0-60mph 8.5 secs
Top speed 130mph **Mpg** 17-20
Price new £3736 **Now** £70,000

FIAT 2300S COUPÉ

Sold/no built 1961-67/7000
Construction steel monocoque
Engine iron-block, alloy-head, ohv 2279cc straight-six, twin Weber carburettors
Max power 135bhp @ 5600rpm
Max torque 145lb ft @ 4000rpm
Transmission four-speed manual, RWD
Suspension: front wishbones, torsion bars **rear** live axle, leaf springs; telescopic dampers, anti-roll bar f/r
Steering worm and roller
Brakes discs, with twin servos
Length 15ft 1 $\frac{1}{2}$ in (4610mm)
Width 5ft 5in (1651mm)
Height 4ft 5 $\frac{1}{2}$ in (1359mm)
Wheelbase 8ft 9 $\frac{1}{2}$ in (2680mm)
Weight 2790lb (1266kg)
0-60mph 10.5 secs
Top speed 120mph **Mpg** 17-23
Price new £3000 **Now** £35,000



Gorgeous Dino is the cleaner shape, with this late 2300S featuring fussier detailing than the early cars, but both offer real glamour

The infamous 'bells and whistles' for the handbrake and choke appear to have been disabled on this particular 2300S. Its long, wide if not particularly deep boot made it a popular choice with Italian smugglers in its day but, at the business end, its engine bay cannot compete with the visual impact of the Dino's quad-cam V6. It's nice to see one with the proper tin airbox fitted (rather than black sponges), complete with flaps on the front acting as chokes for the triple Weber 40s. Exotic dual servos augment four-wheel disc brakes on the 2300S, whereas the Dino's ventilated discs have a single servo.

If the long, deep in-line 'six' of the 2300S doesn't quite look the part it certainly sounds it, at least once you have got past the fussy, clicky-clack tickover that comes with generous tappet clearances. From its steady 800rpm idle to a self-regulated 6000rpm, this engine is superbly smooth and lusty. There's more than a hint of the BMW 328 in its feel and sound, but no 328 ever revved this freely. There would be no point in going to 7000rpm but it sings so sweetly you feel it would cheerfully tolerate it, even if the sheer volume of glorious, throaty intake noise would cause most people to ease off. The flipside of this is an engine with ample middle and bottom-end flexibility, matched to a well-plotted set of widely spaced ratios (60mph in second, 80 in third) in a gearbox with a much more precise and pleasing action than its long, kinked lever suggests.

It has a hefty movement that goes with the rewarding physicality of driving this masculine car. It is matched to a smooth-acting clutch and the solid precision of the steering, which is heavy at low speeds but direct and reasonably high-g geared with 3½ turns between impressively

compact locks. The 2300S urges you to drive it hard and is easy to place and play with, but also stable and predictable. The skinny Pirelli tyres are more grippy than they look and it is hard to reconcile the 2300's smooth, rattle-free ride with such apparently crude rear suspension.

In the Dino you have an extra 25bhp and 2000rpm to play with, plus an additional gear, and they are all there to be used if you want to feel the benefit on the road. Sitting on much

'Gravity pulls me towards these two and they remain irresistible, even if my ownership falls into the "failed dream" category'

fatter tyres it feels lower and slightly wider than the 2300S, with a more Italianate driving position. Like the earlier car the Dino starts readily: spooling camshafts and chattering chains compete with barely muted induction sounds that don't need to be synthetically enhanced as they are in so many modern exotics.


The engine alone must have made this car worth the price of admission in the '60s, perhaps even a bargain, at £3736. There is something almost sentient in the way this V6 winds out with such smooth, strident, symphonic punch, yet it is still tolerably flexible from 2000rpm. It sounds faster than it is (0-60mph in 8.5 secs isn't going to blow anyone's hat off these days), but the joy of the Dino comes from matching gears with

engine speed, glorying in the way the revs pick up and shut down with such razor-sharp alacrity.

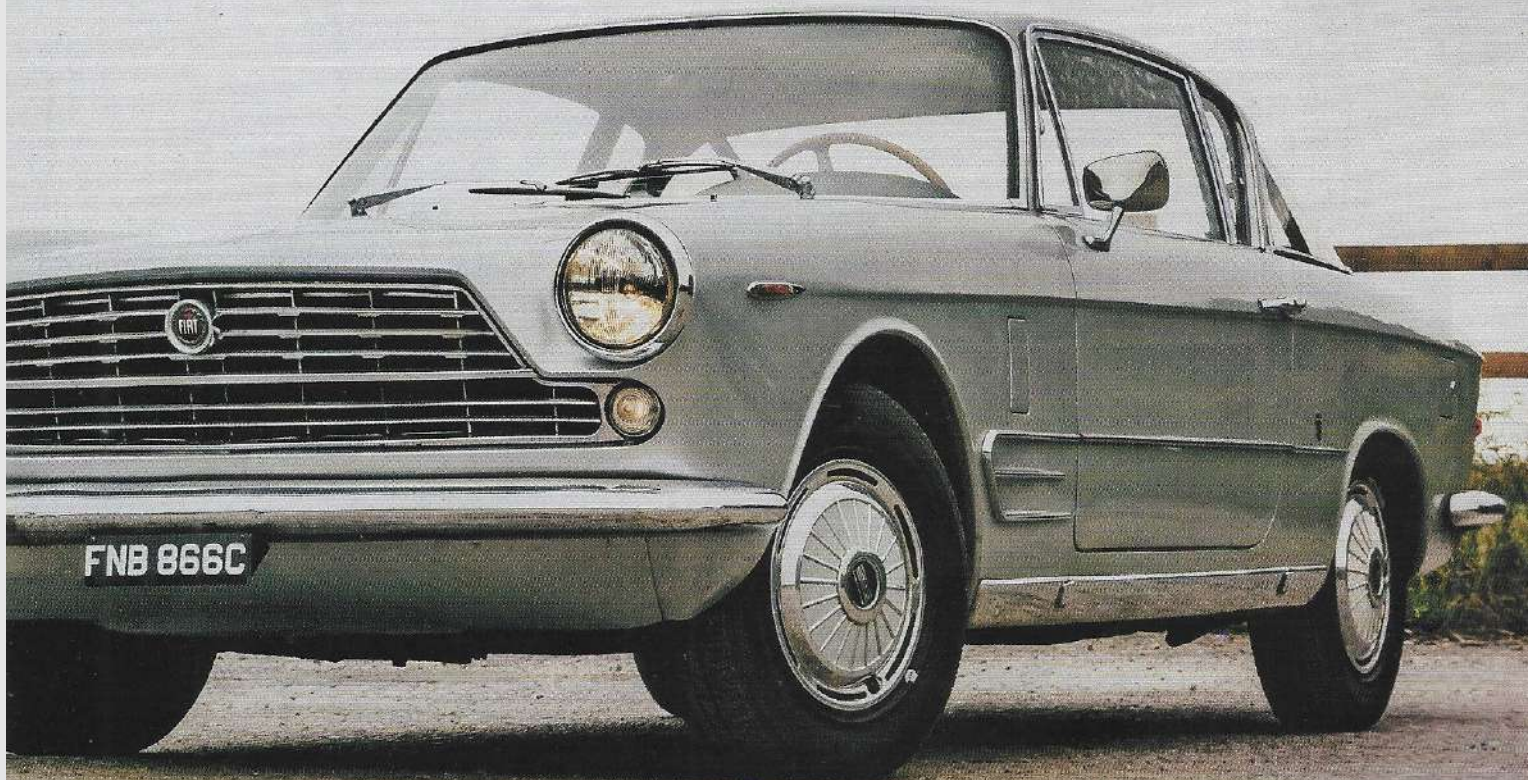
The Dino 'box shares its casing with the 2300 but has new internals, with a bolted-on fifth and an oil pump. It has more compact movements but the ratios are just as well-chosen, so playing tunes on it is obligatory when you go in search of twistier terrain. Fiat didn't have time to develop the de Dion rear end it wanted for the 2-litre Dino but, all things considered, it is hard to find significant fault with the way the live axle puts its power down, with no sign of wind-up or tramp.

The steering, heavy at low speeds, feels slightly vague around the straight-ahead but much less ponderous on lock. It helps the Dino stride confidently through long, fast, open curves where it loads up just enough to earn your trust. There's not much roll even in quite slow corners, and such understeer as there is you can cancel out with judicious use of the throttle, tweaking your line of exit without getting out of shape.

I have a huge affinity with both these Fiats. Gravity pulls me towards them and they remain irresistible, even if my ownership experience falls sickeningly into the 'failed dream' category on each occasion. As cars bought with heart not head they are poster-children for over-reaching Buckley ambition exceeding depth of pocket.

Great examples of the 2300S and Dino, such as these two, are a different game. Today I'd happily still give a home to either without hesitation. But if I had to come down in favour of one or the other, something just tips the balance, for me, in favour of the 2300S. 

Thanks to 24 Hundred (dinouk.com); European Classic Cars (europeanclassiccars.co.uk)



Upcoming Events!

Gelato Break!

Come join fellow club members for a gelato and chat...



destination

When: Saturday 6th August 2022

Where: Art of Gelato Michelangelo
30 The Horsley Drive
Carramar NSW 2163

Time: 3pm - 5pm



Burger break!

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



the location

When: Sunday 28th August 2022

Where: Originals Burger Co.
1/34 Winbourne Rd,
Brookvale NSW 2100

Time: 5pm - 7:30pm



CMC Shannons Sydney Classic

Sunday 14th August 2022

Sydney Motorsport Park, Ferrers Rd, Eastern Creek NSW 2766

The FIAT Club of NSW would like to invite all members to bring their FIAT's (of all models road or race) to this years CMC Shannons Sydney Classic (cars of any standard welcome)

limited tickets available per club
[only 15 spots + 5 pit lane spots allocated to FIAT Club of NSW]
cost per ticket \$25

please RSVP and pay for your ticket as soon as possible
contact: Giovanni Ciampa (events@fiatclub.com.au)

cars to be on display by: **10:00am**



Concorso d'Eleganza

Sunday 18th September 2022

Gough Whitlam Park, Bayview Ave, Earlwood NSW 2206

The FIAT Club of NSW would like to invite all members to bring their FIAT's (of all models road or race) to this years Concorso d'Eleganza (cars of any standard welcome)

NOTE: Featured Model this year is the FIAT X1/9

entry free for club members

cars to be on display by: **9:30am**
judging commences: **10:00am**
trophy presentation: **2:00pm**



Nikis for sale

For sale - two FSM Nikis. Have ben laid up for a while and are rusty but may be good for some rare parts.

VIN SUF126A0009550843, VIN SUF126A0009528715.

Reasonable offers considered but must be considered a job lot. Cars are located in West Wallsend. (08/22)

Contact Peter Evans - 0435181246, email peter.eeans1952@hotmail.com



For Sale—1927 FIAT 503 for retoration

For sale 1927 Fiat 503. The car was running in the 1960s and my father was intending on restoring it. He barely started, but he did collect many additional parts.

Spare parts include:

- 1 x differential complete with brake drums and drive shaft.
- 2 x engines (complete with manifolds)
- 1 x radiator.
- 5 x wheel rims (there are 9 in total)
- 3 x magnetos
- 2 x steering columns
- 1 x front axle with leaf springs and wheel hubs
- 2 x front leaf springs (3 pair in total)
- 1 x petrol tank.
- 2 x gearboxes (complete with foot pedals)
- 2 x brake and gear lever assemblies
- 2 x fan blades
- 2 x horns

The car and parts are stored in a shed in Western Australia (200km Southeast of Perth).

Considering \$2,00 as a fair price for the lot. (08/22)

Contact Glen Hart; email heartone@primis.com.au





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

For Sale

2010 Fiat 500 Sport automatic. 65033 km. Rego until November - CPK 32L

VIN ZFA31200000411729

Rego until mid Nov

Contact Gentry Winters; Mob: 0437 976 707



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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



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Please visit our website
www.x19.com.au

TO REGISTER YOUR

X1/9

join others on the Facebook group

Australian X1/9s or Email
 register@x19.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.

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/magazine>.

Contact the Club Librarian at

Editor@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'. Below this is a collage of images including car interiors, exterior views of various Fiat models, and a group of people at an outdoor event. At the bottom, there are logos for sponsors: FIAT FORQUE, Bankstown Sports, X1/9 AUSTRALIA, and MASTERTOUCH AUSTRALIA. Small text at the bottom left reads '© 2020 Fiat Club of New South Wales Inc.' and at the bottom right 'Updated 06/04/2020'.

Facebook



Instagram



You Tube



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

You Tube Channel

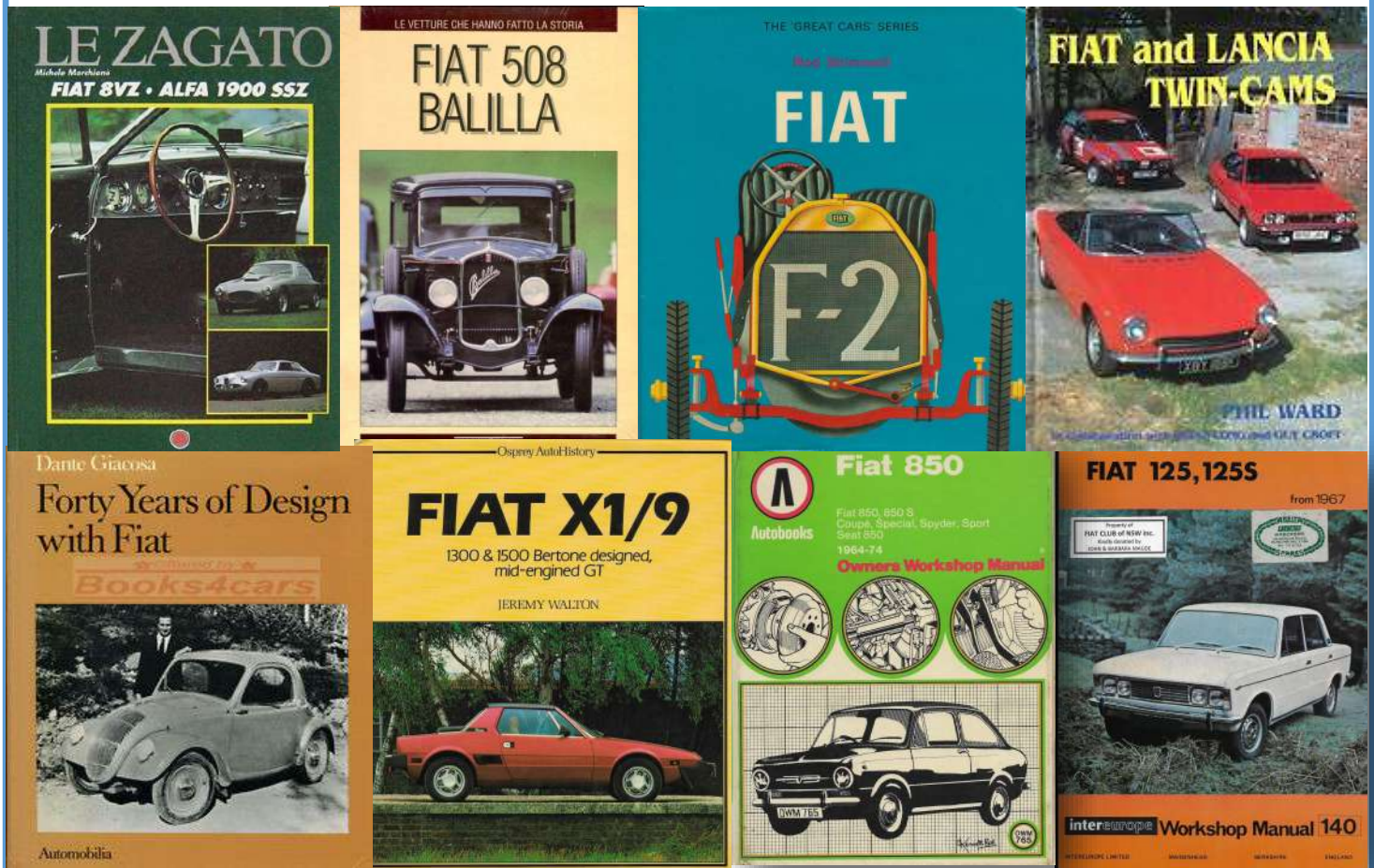
Take a look at our new Youtube channel. Please subscribe to see more historical footage and events.

youtube.fiatclub.com.au

FIAT 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>.



CLUB MERCHANDISE



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



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Sticker \$ 2.00

Sticker \$ 2.00





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CLASSIC CAR SHOW



Sunday 7th August 2022

9.00am ~ 2.00pm

**Berowra Community Centre Car Park
The Gully Road, Berowra**

**Entrance: \$5.00 per adult
(Children free)**

- ★ BBQ ★ RFS display ★ Classic cars
- ★ 4WD display ★ Retro cars ★ and more
- ★ Fun for all the family



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EAST HILLS CHARITY
CAR SHOW
SUNDAY 21ST AUGUST 2022

The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. A great family day out with the goal of the event to support a different charity each year.

Crohn's & Colitis
making life more livable
This year the East hills Charity Car Show is extremely proud to be supporting the Crohn's & Colitis Australia
www.crohnsandcolitis.com.au

EAST HILLS CHARITY CAR SHOW
www.easthillscarshow.com.au



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**AN ITALIAN CAR SHOW IS COMING TO
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SATURDAY OCTOBER 22, 2022

An event you don't want to miss!

We are taking over Greenway Wetherill Park to exhibit the best of the best in Italian motoring.

Join us and display your Italian automotive pride and joy.

'Best in Show' and 'Best Car Club'
will be awarded on the night!

Connect with Italian car enthusiasts in a buzzing outdoor atmosphere.

Optional Return to Melbourne Tour

For those so inclined an opportunity to explore a little further.

Sunday afternoon travel East through Nagambie and Euroa to overstay in Bonnie Doon

Monday we head off on a leisurely and interesting route back to Melbourne through the Black Spur.

These days are just about enjoying the cars and seeing the sights. We know you won't be ready to say goodbye.

The talk of the touring days will be the planning to meet up again for Fiat 125 in 2024 in NSW and the big one in 2026 when we travel to Perth for the drive back East in the footsteps(?) of the 1926 FIAT Club of WA adventure.

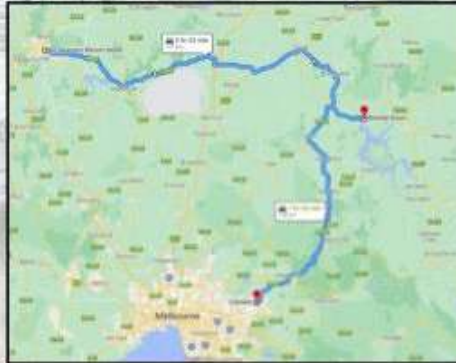
See you there

Payment details:

FIAT 123
BSB 814-282
Acc. No 30369100
Ref: Surname (Please email details)



Tour Overview



Contact

Event Co-ordinator - Roger Beattie
fiatcentral.victoria@gmail.com
Ph 0400 177278 (if urgent)



FIAT 123 Anniversary Rally

A Social Gathering of FIAT Enthusiasts

Featuring

Dinner and "Parade Under Lights"



Bendigo Victoria

10-13 November 2022



Program

Thursday 10th:

- Afternoon Registration at the All Seasons Resort
- Evening Catch up with Friends

Friday 11th:

- Morning Run to Maldon
- Evening Dinner and Parade Under Lights at Bendigo Harness Racing Club

Saturday 12th:

- Bendigo National Swap Meet or
- Day Run to The Great Stupa Buddhist Temple
- Evening Run to Castlemaine and BBQ Dinner

Sunday 13th:

- "Coffee and Cars" display at Downtown Bendigo

Sunday 13th / Monday 14th:

- Optional Tour returning to Melbourne

The Event

- 3 Days (Optional 5 Days) of Organised Events including Drives, Displays and Socialization
- 2-Course Dinner with Friends at The Bendigo Harness Racing Club
- BBQ Dinner in Castlemaine on Saturday evening.
- Unique Evening Car Display
- "Parade Under Lights" with Commentary
- Participants Showbag
- Awards and Presentations
- Event Merchandise

Event Cost

Driver and Vehicle	\$100
Additional Adults	\$70
Children (U13)	\$40
Early Bird Registration (by 1st August)	
Driver and Vehicle	\$90
Additional Adults	\$60
Children (U13)	\$40

(Friday 2-Course Evening Dinner and Saturday evening BBQ included)

Accommodation

Accommodation will be at a premium due to other events in Bendigo including the Bendigo Swap Meet.

We have been able to reserve 40 rooms close by at

The All Seasons Resort,
171 McIvor Hwy
Bendigo.
Phone (03) 5443 8166.

Please book directly with the Resort and quote the FIAT 123 Event for a cost of \$149.

The City is well served by accommodation providers including Hotels, Motels and private options from all the regular providers.



Cabin and Camping Options.....

Big4 Bendigo Parklane (03) 5449 3335 Big4 Bendigo Ascot (03) 5448 4421

Cancellations will be accepted for covid or like reasons.

The accommodation providers have their own standing policies and should be checked upon booking.