

FIAT focus

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



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FIATFocus acknowledgements;

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

Many thanks to Martin Gallard, Adrian Sandrin, Giovanni Ciampa and Warren Smith for their contributions to this edition of Fiat Focus.

Cover; Ken Lowe's 500 parked outside of the Originals Burger Co. at the club's "Burger Break" last month (photo - Giovanni Ciampa).

FIATFocus Magazine is available from the FIAT Club of New South Wales website. If you wish to obtain any of the issues from 2019 to the present just go to the club's website at www.fiatclubnsw.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.

INVITED EVENTS

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

East Hills Charity Car Show - Kelso Oval, Panania, Sunday 18 June.

Euro Motorfest 2023 - Hunter region, Sunday 18 June, details to follow.

CLUB COMMITTEE AND OFFICIALS

(Please note the new Committee and their new email domain addresses below)

- ◆ **PATRON - Mr Nat Zanardo OAM**
- ◆ **PRESIDENT** - David Filippetto; president@fiatclubnsw.com.au Ph. 0423 606 678
- ◆ **VICE PRESIDENT** - Domenic Squadrito; vicepresident@fiatclubnsw.com.au
- ◆ **TREASURER** - Susan Halliburton; treasurer@fiatclubnsw.com.au
- ◆ **SECRETARY** - Warren Smith; secretary@fiatclubnsw.com.au Ph. 02 9605 2301 / 0419 754 515
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- ◆ **SOCIAL EVENT CO-ORDINATOR** - Giovanni Ciampa; events@fiatclubnsw.com.au
- ◆ **ASSISTANT COMP SECRETARY** - Martin Gallard; assistcompetition@fiatclubnsw.com.au
- ◆ **WEB TECHNICAL** - Kevin Windsor
- ◆ **MERCHANDISING** - Kevin Halliburton; merchandise@fiatclubnsw.com.au
- ◆ **HISTORIC PLATE REGISTRAR** - Richard Dalziel; histrego@fiatclubnsw.com.au
Historic Plates form - postal address details are: 12 Page Ave, Wahroonga, NSW 2076
- ◆ **COMMITTEE PERSON 1** - Adrian Sandrin; committee1@fiatclubnsw.com.au
- ◆ **COMMITTEE PERSON 2** - Ian Sinden; committee2@fiatclubnsw.com.au
- ◆ **COMMITTEE PERSON 3** - Tony Studans; committee3@fiatclubnsw.com.au
- ◆ **CMC DELEGATE** Ian Sinden; committee2@fiatclubnsw.com.au
- ◆ **ANSELL PARK CO-ORDINATOR** - Michael McGeorge; Ansellpark@fiatclubnsw.com.au
- ◆ **FIAT CLUB LIBRARIAN** - Lorenzo Aventi; editor@fiatclubnsw.com.au
- ◆ **PUBLIC OFFICER** - Warren Smith; publicofficer@fiatclubnsw.com.au

Life Members

- | | | | |
|----------------|-----------------|---------------------|--------------------|
| • Tony Bray | • Pauline Gotch | • Ian Allison | • Michael McGeorge |
| • John Godfrey | • Warren Smith | • Tony Studans | • Naomi McGeorge |
| • Wal Gladding | • Alan Steele | • Kevin Halliburton | |
| • Hank Breen | • Graham Mumby | • Susan Halliburton | |
| • Steve Gotch | • Doug Tory | • Wayne McGeorge | |

Former Life Members

- | | | | |
|---------------------|-------------------|------------------|---------------------|
| • Gladys Channon | • Adrian Phillips | • Peter Minett | • Tom Hay |
| • Margaret McIntyre | • Ted Ansell | • Colin Crampton | • Christopher Davis |
| • George Simmonds | • Nancy Simmonds | • John Braid | • Leonie Steele |
| • Pat Fletcher | • John Maude | • Eric McDonald | |

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	Point score
April 2023		
Wed 18th	Social Meeting - TBA	Yes
Sun 30th	FIAT Club Coffee Break - Maggios, Cammeray	Yes
May 2023		
Tues 2nd	Oasis Run - Western Sydney parklands	No
Sun 14th	FIAT Club Coffee Break - Benzin Café, Dural	Yes
Sun 21st	FIAT Club NSW Motorkhana Championship Rd 3 - Ansell Park	Yes
Sun 21st	National Heritage Motoring Day	Yes
Sun 28th	FIAT Club Coffee Break - Pasticceria Massimo Papa, Fairy Meadow	Yes
June 2023		
Sun 11th	Fiat Club Coffee Break (TBA)	Yes
Sun 18th	FIAT Club NSW Motorkhana Championship Rd 4 - Ansell Park	Yes
Sun 25th	Fiat Club Coffee Break (TBA)	Yes
July 2023		
Sun 9th	Fiat Club Coffee Break (TBA)	Yes
Sun 30th	Fiat Club Coffee Break (TBA)	Yes
Sun 30th	Rain out date for FIAT Club Motorkhana	Yes
August 2023		
Tues 8th	FIAT Club NSW Social Dinner	Yes
Sun 13th	Fiat Club Coffee Break (TBA)	Yes
Sun 20th	Shannons Sydney Classic	Yes
Sun 27th	Fiat Club Coffee Break (TBA)	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 details.

Upcoming Events

OASIS RUN TUESDAY 2nd MAY 2023:

START: Western Sydney Parklands, Plough & Harrow East off Elizabeth Drive, Abbotsbury. Entry opposite Windsor Rd. at traffic lights.

SIGN: Treetop Adventure Park & Plough & Harrow. Enter & turn right. **PARKING:** Next to toilets.

TIME: From 10.30am onwards. **B.Y.O.** Everything for morning tea. Fair amount of covered seating available.

"KIOSK IS CLOSED ON TUESDAYS"

LUNCH: Kemps Creek Sporting & Bowling Club, 1490 Elizabeth Drive, Kemps Creek.

LEAVING: Plough & Harrow, Turn Right & continue for approx 6k. Pass through Mamre Road roundabout (be aware of massive road works) & club is on your left just after exiting roundabout. Entry sign may still be obscured by road works but the club is visible to your left.

TIME: 12.00 noon for 12.30pm Bistro

Lunch Specials Or Order Off The Main Menu.

"BOOKINGS ARE REQUIRED FOR CLUB STAFFING BY TUESDAY NIGHT 25th APRIL 2023" PLEASE, PLEASE, PLEASE BOOK WITH ME AS THE CLUB REQUIRES EXACT NUMBERS OF PERSONS ATTENDING.

Les: ph 9838 8063 Email: mumspalace@hotmail.com

PLEASE NOTE CHANGE OF INTERNET DOMAIN NAME - EFFECTIVE NOW!

fiatclubnsw.com.au

Dear Fiat Club Members,

Due to developments outside of our control, the Fiat Club of New South Wales Inc. no longer has use of the previous internet domain name fiatclub.com.au, which we have used for the past 14 years.

As a result, we have moved our internet presence to a new domain name fiatclubnsw.com.au

So please ensure you update your email applications, address book and any filtering / Junk / Spam rules to use the new address for emails to/from the Fiat Club of NSW Inc.

The Fiat Club of NSW web site address is now www.fiatclubnsw.com.au

Our Facebook Page remains the same <https://www.facebook.com/groups/fiatclub>

Our Instagram Page will be back online shortly.

Please be aware that any emails sent to @fiatclub.com.au will be redirected for a period of time, however after that period has elapsed they will be received by a third party.

The new eGroup email address is egroup@fiatclubnsw.com.au

Committee members can be emailed on the new email addresses, i.e. secretary@fiatclubnsw.com.au



President's Report

Dear Members,

I hope you are enjoying your wonderful Fiats in what has been somewhat dismal weather – well for what seems like ages. I'm a little shy in taking any of mine out in the rain, preferring to keep them dry and covered, in a bid to keep away the dreaded tin-worm but we are seeing some warm and sunny autumn days here and there lately, so hopefully you are finding some good opportunities to enjoy your cars.

It's been a month or two since taking on the role as President again, and firstly I'd like to acknowledge the way the new Committee has mobilised and taken up the many challenges of the new year. The Committee aims to improve the way the Club is run and managed and most importantly – keep driving member value.

The Club membership has doubled in size over the last 10 years and sits a little over 300 now. It is a broad demographic, well dispersed across the Sydney region as well as having many members out into rural areas. The one uniting factor is a passion for our cars, and then the social way we can come together to enjoy them. The general classic car movement has gained significant momentum over the last 10 to 20 years, and indeed about half of our members bring their fantastic historic Fiats into our midst. Many members enjoy the casual socials of pizza and gelato, while others like nice cruises on lovely roadways that includes a nice coffee stop somewhere. Others like to display their cars at Show n Shines or concorsos, some just like to meet in a carpark, stand around each other's Fiats and have a good chat.

Covid lockdowns of the last few years and the heavy rains / floods of last year have significantly tempered the ability of our members to come together as much as they'd have liked. However, this year the Committee will be looking to provide a good variety of events that the broad demographic of our members with all of their individual needs and preferences can be met. Keep an eye out for a survey in the next few weeks where we will be looking to understand those preferences even more.

I wish you all, your family and friends a safe and wonderful Easter break. The weather looks good for the long weekend – get out there with your Fiats.

Dave.

New Members

A warm welcome to the following enthusiasts:

Guido Guseli - 1950 Fiat 1400 Sedan

Phillip East - 2014 Fiat 500 Sedan

Chris Hancock - 1984 124 Pininfarina Coupe

Leo Papalia

Coffee Break!

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



this month's location

When: Sunday 14th May 2023

Where: **Benzin Cafe**
1/242 New Line Road
Dural NSW 2158

Time: 8:00am - 10:00am



Coffee break.....northside!

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



this month's location

When: Sunday 30th April 2023

Where: **Maggio's**
457 Miller Street
Cammeray NSW 2062

Time: 8:00am - 10:00am

Maggio's

BAKERY • PASTICCERIA • CAFE



Coffee Break!

come join like minded **FIAT** enthusiasts over a coffee and italian style pasteries...



this month's location

When: Sunday 28th May 2023

Where: **Pasticceria Massimo Papa**
130 Princes High Way,
Fairy Meadow NSW 2519

Time: 9:00am - 11:00am



Competition

Club Motorkhana Championship - Rounds 1 & 2.

After what felt like an eternity away, it was great to get club members back out to Ansell Park for a return to our club motorkhana championship. Saturday 18th kicked off Round 1 with a day/night event, with 11 drivers tackling 4 tests in the afternoon sun, with the following 4 tests run in the dark after a dinner break. The traditional flags are replaced by coloured lights once the sun sets, which is a real challenge for drivers. A very special mention to Travis McGeorge.



Travis was offered the chance to drive the 127 motorkhana special for the Sunday event if he was able to beat Michael (both driving the corolla). Not only did he beat Mic, but did so by over 10 seconds. Way to go Travis! It was also great to see some of our other club junior drivers entered in the event, all driving the tests with great confidence. Luke, Abbie & Hayley all drove fantastically, continuing to build on their confidence behind the wheel.



Sunday 19th was a traditional day event for Round 2, and the heat certainly made

for a challenging event. 16 drivers entered with a few members from the Southern Sporting Car Club coming along for some fun. As promised, the 127 motorkhana special arrived in the morning, and not only did Travis get to drive this car for the day, but Michael also very generously let Hayley & Abbie drive this car as well. Watching the kids master the clutch pedal and launch the car into the tests was fantastic to watch. We were also



joined by new club members Phil East &

Christopher Stevens, who drove their 500 with plenty of precision all day to bring home top honours for the day respectively. Seeing so many of our club regulars come back out for some fun was a great morale boost.



A huge thank you to all of our volunteers that battled the heat to help run the day, we could not do it without you. May 21st will see us return to

Ansell Park for Round 3. It would be great to see more of our club members join us for the day for some low pressure grass roots motorkhana fun. Its an easy event for all skill sets, so please don't hesitate to contact the committee if you would like to know more about how you can join us for the day.

Best Regards,

Martin Gallard.



Competition

Provisional Motorkhana Results DAY NIGHT 18th MARCH 2023 FIAT Car Club NSW R1

O/R	Class	Entrant	Class	Gate Slalom	Pentagon	Gables	Cloverleaf	Bowler	Accordion	Double Loop	Square Slalom	Total
				Adj Time	Adj Time	Adj Time	Adj Time	Adj Time	Adj Time	Adj Time	Adj Time	
1	1	Martin Gallard	D	30.59	32.76	44.43	29.35	26.36	41.43	32.22	26.34	263.48
2	2	Rebecca Gallard	D	31.75	31.69	48.54	28.43	26.85	41.22	42.00 WD	28.82	279.30
3	1	Travis McGeorge	C	33.78	33.86	50.61	36.10 G	24.22	45.25	35.81	32.22	291.85
4	2	Russell Matthews	C	33.19	34.59	53.06	31.00	27.38	45.59 1F	42.00 WD	28.63	295.44
5	3	Luke Bailey (J)	C	34.41	32.74	53.32	30.72	28.80	48.34	35.22	34.23	297.78
6	4	Graeme Bailey	C	33.87	32.56	61.15 WD	30.84	28.80	42.03	37.00	34.64	300.89
7	5	Michael McGeorge	C	32.00	43.14 WD	48.92	37.53 1F	27.90	42.50	40.50 G	30.41	302.90
8	6	Naomi McGeorge	C	36.03	34.12	56.15	33.57	28.40	46.34	35.63	35.40	305.64
9	1	Peter Jakrot	A	41.03 DNS	38.14	61.15 WD	38.57 DNS	33.09	51.34 DNS	42.00 WD	33.25	338.57
10	7	Abbie Gallard (J)	C	38.81	43.14 WD	64.06	37.78	35.78	52.53	41.37	39.57	353.04
11	8	Hayley McGeorge (J)	C	36.75	36.87	80.65	38.57 WD	34.42	51.00	41.68	44.35	364.29

Provisional Motorkhana Results 19th MARCH 2023 FIAT Car Club NSW R2

O/R	Class	Entrant	Class	Serpentine	Tee Slalom	Plumb Crazy	Square Slalom	Bulls Eye	Gables	X Four Points	Boule Bone	Total
				Adj Time	Adj Time	Adj Time	Adj Time	Adj Time	Adj Time	Adj Time	Adj Time	
1	1	Phillip East	C	32.34	22.38	31.62	28.19	32.47	42.94	24.44	39.72	254.10
2	2	Christopher Stevens	C	32.35	22.50	31.46	28.40	34.75	44.13	24.37	39.91	257.87
3	1	Martin Gallard	D	30.16	27.13 1F	40.50	26.81	32.47	43.62	25.06	37.72	263.47
4	3	John Walker	C	31.25	22.28	38.69	29.59	36.72	43.50	25.63	36.91	264.57
5	2	Michael McGeorge	D	33.66	20.22	39.59	32.00	38.32 G	44.25	23.75	38.53	270.32
6	4	Luca Sandrin	C	31.22	24.00	34.75	28.96	33.84	44.84	33.15 WD	41.25	272.01
7	5	Grant Moiler	C	32.06	22.87	34.43	30.87	38.25	47.71	26.47	42.03	274.69
8	6	Adrian Sandrin	C	34.35	26.71	32.75	32.28	36.37	46.90	28.15	46.40	283.91
9	1	Peter Jakrot	A	36.12	25.56	36.97	31.32	38.44	49.78	27.72	44.69	290.60
10	3	Rebecca Gallard	D	36.50	24.34	36.28	26.62	36.59	45.10	33.15 WD	53.07 WD	291.65
11	4	Travis McGeorge (J)	D	41.50 WD	25.28	33.82	36.94	47.25 2F	52.50	25.28	39.91	302.48
12	7	Luke Bailey (J)	C	35.72	25.85	41.56 G	38.25	46.78 WD	51.13	26.37	44.37	310.03
13	8	Scott Moiler	C	41.50 1F	26.37	37.93	32.32	41.78	52.63	33.15 WD	48.07	313.75
14	1	Gavin Crank	F	36.34	37.25	33.22	37.47	41.37	57.63 WD	33.15 WD	46.47	322.90
15	5	Abbie Gallard (J)	D	43.91	35.03	45.50 WD	40.38	46.78 WD	72.87	39.25	52.60	376.32
16	6	Hayley McGeorge (J)	D	45.28	34.00	45.57	45.21	60.19	68.53	40.35	57.87	397.00

Penalties: F = Flag Down, G = Garage Penalty, WD = Wrong Direction, M = Mechanical, DNS = Did Not Start, DNF = Did Not Finish

WD times were calculated using "Double Fastest" method or slowest time plus 5 sec whichever is faster.

DNS, DNF slowest time plus 10 seconds.

Classes ;

- A.SWB rear wheel drive
- B.LWB Rear Wheel Drive
- C.Front Wheel Drive
- D.Specials
- F.Four Wheel Drive



**FCNSW
MOTORKHANA
CHAMPIONSHIP**

3

Round

May 21st - 9am

Ansell Park - Percival St Richmond

Come join your fellow club members and test your skills in the 2023 FCNSW Motorkhana Championship. All skill levels welcome, and the perfect opportunity to get your practice in for the 2023 Fiat Nationals.

Competition

NSW Hillclimb Championship Rounds 1 & 2.

The 127's returned to Mt Panorama Bathurst for NSW Hillclimb Championship Rounds 1 & 2.

Leading into the year I have been thinking about areas of my 127 that could be improved. Mic is only getting faster, and it shows he's been putting in the work to understand the way the suspension works in his car. I've stuck with the set up that was determined when I first built my 127 several years ago, but I bleed time with wheels losing grip due to the front sway bar lifting the inside off the ground. The good chaps at Fiatorque suggested I swap out the sway bar for independent arms, and then I stewed on it for a week or two. A couple of bits off the internet, plenty of design in my sleep, some welding and boom some proof of concepts were created in my garage. I had absolutely no idea how this would perform/feel, so I took the car out to Road & Race Performance Rydalmere before going anywhere near the concrete walls of Bathurst. With a tick of approval and some great feedback as to how to improve my initial idea, it was locked and loaded and on the way.



Bathurst put on some perfect weather for Saturday Round 1, with blue sky as far as the eye could see. The weather was perfect for the morning, and despite my incredible nerves around my suspension, my first run was a PB of 35.58. The car felt incredibly solid, and even with some solid slides on cold tyres there was room to improve. A tweak of the tyres for run 2, and I was able to improve again to a new time of 35.07. Not shabby at all! Run 3 was alright at 35.41, but it was all eyes on run 4 to put it all together. Unfortunately Mother Nature came to ruin everything with minutes to go, and rain on the windscreen around Bathurst is pretty much a sign to cool it. Even then 36.66 is not an awful result.

Mic improved with every run, working hard to get his car to launch of the line to bring home a PB of 36.77 in his final run of the day despite the changing weather. An awesome effort by Mic, forever making me work super hard for it.

First blood to the Grey Goose, tomorrow should be epic.

From this point it absolutely bucketed down for hours, just enough to pretty much soak everything. As fast as it came, it disappeared for a perfect star filled night. Classic Bathurst!

Mother Nature came to the party for Round 2 on the Sunday. The run up Mountain Straight is a fast one, so it was great to have the blue sky on us all day, paired with some confidence in the cars handling from the day before. Straight out of the box both Mic and I were putting down fast times, and both setting new PB's on our second run which is always a good sign you are doing something right.

For run 3 I decided to try something different, and tackle the big turn into The Cutting in third instead of back to second. A bit of a dab on the brakes and it made it through comfortably for yet another PB again. Mic was also trying something different, and also smashed his PB on his third run. As always, it was going to come down to the last run to see who could keep it together. I had a ripper start, slightly lifted into Quarry Bend despite my brain begging not to, slight brake and ripped it into The Cutting in third to push it all the way home to a new PB of 65.65. That was all I had.

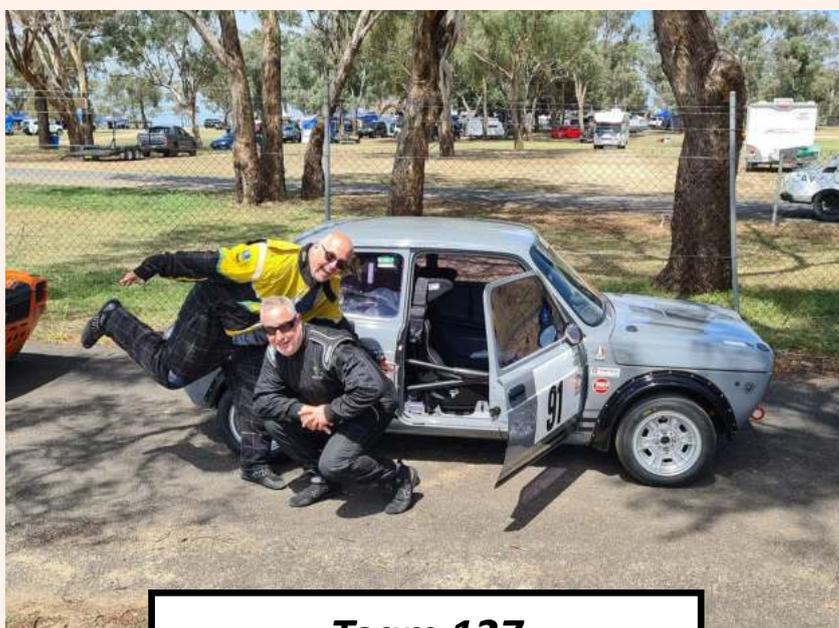
Mic was fired up, but missed a gear on his final run leaving his PB of 67.58 in run 3 as his final time. An awesome result for Mic, constantly taking chunks out of his previous times as he learns to extract everything from his car. Team McFiat Racing pushed me all the way, what an epic battle!

Round 2 to the Grey Goose, but Huntley is next and that's Mics backyard.

Sunday April 2nd sees us tackle the Huntley Hillclimb Dapto for Round 3 of the NSW Hillclimb Championship. A battle to be continued!

Best Regards,

Martin Gallard.



Team 127

Competition

FIAT Nationals 2023 – Update

Dear Fiat Nationals Group,

I'm pleased and excited to advise that we now have the event venues confirmed for the Spring Fiat Nationals.

After a lot of chasing different venue options we have locked in the Sprint at the Broadford State Motorcycle Sport Complex on Friday October 27th and the Motorkhana at the Bendigo Saleyards on Saturday October 28th and Show n Shine on Sunday October 29th at a location still to be defined in Bendigo.

The Broadford track is regularly used for car sprints and is a very challenging and interesting course with quite a bit of elevation involved and good facilities. The saleyards are regularly used for motorkhana and autocross and used for both VMC and AMC events.

These venues offer us a great event with practical costs, enabling us to be able to run the events exclusively for our entrants only, with minimal financial risk.

We will base our accommodation in Bendigo which is a large regional city and has many options for accommodation, presentation dinner and Show 'n' Shine venues. We are now working hard on getting the (preferred) accommodation venue confirmed and we will advise this as soon as possible to enable bookings.

The Vic Nationals Team are now running with this to get it all together and get the paperwork out ASAP.

Thanks for your patience and I'm looking forward to seeing you in Broadford/Bendigo in October.

Robert Judd,

Vic Fiat Nationals Team.



DATE	EVENT AND LOCATION	Point score
April 2023		
Sat 1st & Sun 2nd	NSW Hill Climb Championship, Huntley	No
Sat 15th	Vintage Sports Car Club/ Alvis Car Club hire of Ansell Park	No
Sun 23rd	NSW Motorkhana Championship - Armidale	No
Thur 27th	Supersprint, Sydney Motorsport Pak - SSCC	No
Sun 30th	NSW Motorkhana Championship - Nirimba	No
May 2023		
Sat 6th & Sun 7th	NSW Hill Climb Championship, Kempsey	No
Sun 14th	NSW Motorkhana Championship - Nirimba	No
Sun 21st	FIAT Club NSW Motorkhana Championship Rd 3 - Ansell Park	Yes
June 2023		
Sun 4th	NSW Motorkhana Championship - Nirimba	No
Sat 10th & Sun 11th	NSW Hill Climb Championship, Grafton	No
Sun 18th	FIAT Club NSW Motorkhana Championship Rd 4 - Ansell Park	Yes
Sun 25th	Huntley Hill Climb - come and try day	No



coffee break (write up)

12th March 2023

The Grid Cafe @ Oran Park



The Grid Cafe at Oran Park provided a great venue for a club coffee break.

The weather was perfect for sitting outdoors and enjoying the morning sunshine.

The highlight was meeting up with Vince's friends, Ant & Ric in their classic Suzuki Jeep. Afterwards they kindly invited us to their man cave which proved be any automotive enthusiasts dream!



Looking forward to seeing many more cars and members at the next event.

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





burger break (write up)

26th March 2023

Originals Burger Co. @ Brookvale



Originals Burger Co. has proved to be a very popular venue for our club members. The venue has a family friendly atmosphere, which proved true with the fantastic turn out of 25 club members with their family and friends all mixing together enjoying the evening.

The highlight was seeing the variety of FIAT models turn up, in particular a new car to the club which is a red 850 coupe now owned by Philip French. Many discussions were had about the history of the car and how it came to be in his possession.

Keep a watch of FIATfocus, our website and our Facebook page to keep up to date with our next social and competition events.

See you all at the next event.

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



The biggest FIAT of them all

GORDON WILKINS has just driven the new, medium-size, six cylinder Fiat and here is his report on this model from Turin.

A BRAND new Fiat is a rare thing nowadays, especially one which is completely new from beginning to end with a cleverly-designed six-cylinder engine, transmission, suspension, brakes and body.

The new car is called the Fiat 1800 or 2,100, according to the size of engine, the big engine being the main line for export. It is a fast, quality model, imaginatively equipped with up-to-the-minute styling. It replaces the four-cylinder 1400 and 1900. It has the angular lines which Italian coachbuilders have popularised, an entirely new engine with

hemispherical combustion chambers, new four-speed all synchromesh gearbox, new front suspension by torsion bars, brakes with light alloy drums and a clever new anti-skid device.

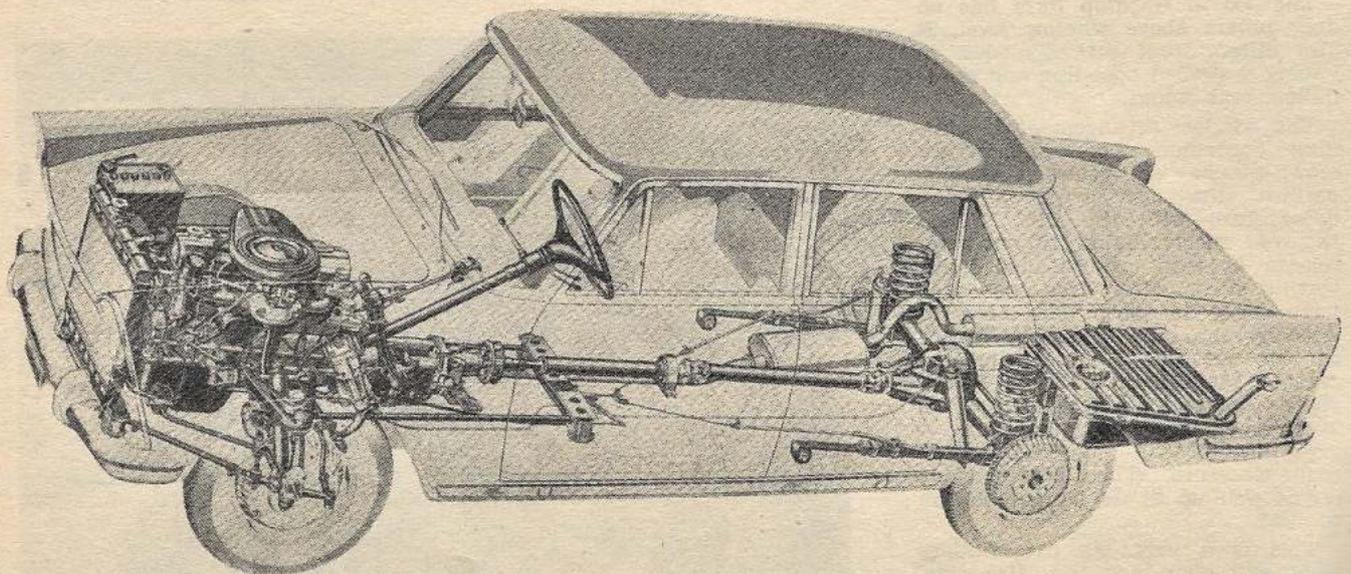
Prototypes have been running for over three years and have been tested in all types of climate from Africa to Sweden. Body styles are sedan and station waggon, plus a de-luxe 2,100 with more room which will go into limited production for V.I.P.'s.

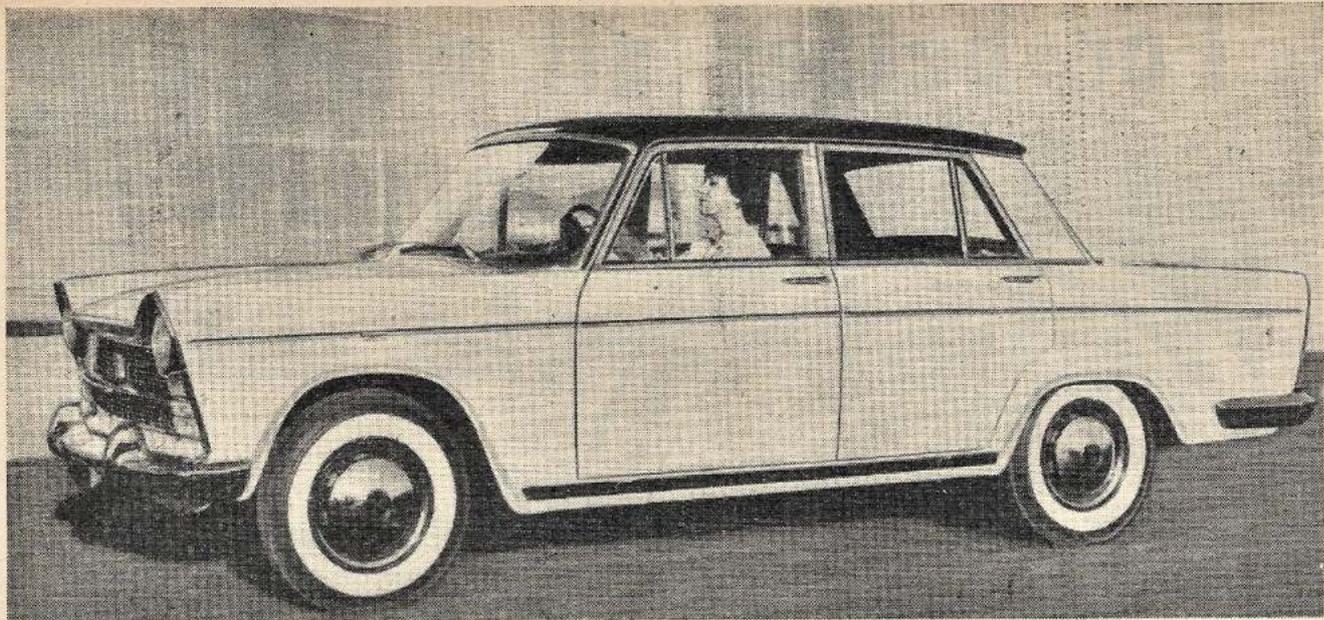
Body lines were developed in Fiat's own styling division by Boano

Junior, son of the former independent coachbuilder who did some dream cars for Ford, of Detroit. Before the design was finalised Farina was consulted and devised refinements to line and equipment, particularly on the station waggon.

The unit structure is entirely new. The trunk lid opening is fairly shallow, stopping short above the number plate to increase torsional stiffness. Front suspension, by torsion bars, is generally similar to that originated on the Morris Minor and later adopted by Chrysler. A single lower arm is splined to the torsion bar and a light diagonal tie rod

A total breakaway from previous Fiat practice, the new 1800 and 2100 have torsion bar suspension at the front, coils at the back with special quarter elliptic-like locating arms. Engine is a hefty six cylinder unit.





Although Boano Junior designed the new Fiat body, Farina did the finishing touches and left his unmistakable mark of sharp lines, roof overhang and cowed headlamps.

takes the braking effort. Above is a simple pressed steel wishbone. Ball joints act as steering pivots and there is an anti-roll bar.

Rear suspension is developed from the Fiat 1400 system using coil springs. The axle is located on trailing arms which are like quarter elliptic springs in reverse, smoothing out drive and braking impulses on the way to the body. Lateral location used to be by a torsion bar with its middle clamped to the axle and its ends fixed to the frame, but is now by a special kind of Panhard rod which fixes the rear roll centre exactly. It is attached to the axle via a rubber bush which is perforated to give slight lateral play but firm vertical location.

The engine is a highly efficient unit with compression ratio of 8.8 to 1. The two versions differ only in bore size, the smaller one being chiefly for the home market and other countries where taxation is based on engine size. Dimensions are:—

1800: Six cylinders, 72 x 73.5 mm., 1795 c.c., 85 b.h.p. (SAE).
2100: Six cylinders, 77 x 73.5 mm., 2054 c.c., 95 b.h.p. (SAE).

The shallow iron block ends level with the crankshaft centre line, the crankcase being completed by a deep steel sump. The light alloy cylinder head has fully machined combustion chambers of modified hemispherical form made up from sections of four spheres. It has been given the name of "polyspherical", which may lead to confusion with the low cost Chrysler units which have a single rocker shaft. Fiat uses push rods and two rocker shafts, but valves are at a fairly narrow angle and the exhaust is slightly offset to allow elbow room for the plug at the side. This gives a compact rocker box and eliminates the oil sealing problems experienced with a central plug.

Clutch and brakes are hydraulic-

ally operated from pendant pedals. Brakes, with two leading shoes at the front have radially finned aluminium drums with iron liners. Front brakes have the Baldwin booster, a simple hydraulic device which multiplies pedal effort during hard braking. The rear brake circuit contains a brilliantly simple anti-skid device which acts like a booster in reverse. During hard braking, pressure in the rear lines rises much less steeply than in front thus minimising the tendency for the rear wheels to lock in an emergency. The harder you brake the more the braking effort is concentrated on the front wheels, which is as it should be.

New Fiat On the Road . . .

Doors are wide with arm rests on each. They have the same Wilmot Breeden zero-torque door locks as on the new B.M.C. cars, but made under licence in Italy. Bench seats at the front and rear are finished in two-tone plastic. The two-spoke safety wheel with horn ring and dropped centre is neatly faired into the fascia. Below it are gear lever and triggers for headlamps and direction indicators. Front seat back rest is in two halves, each separately adjustable down to full recline by the Reuter system. The cowed instrument panel contains ribbon type speedometer, oil pressure gauge, thermometer, clock with seconds hand, ammeter and fuel gauge with reserve warning lamp. The heater-ventilation system has one fan at the front and another at the rear which demists the rear window. Driver and front passenger have separate fresh air controls. Among items not usually found are warning lamps to show if side lamps or hand brake are left on, electrically retractable radio aerial and bonnet release inside a lockable glove box, which also has an interior light. The hand brake twists to release, the ignition key works the starter,

the pedals, as on all Fiats, are perfectly arranged for heel and toe work while brake and throttle and the steering column gear shift work sweetly.

The new engine is great. It revs as sweetly as a turbine and is quiet at all speeds. I had short runs on both the 1800 and 2100, pushing up the hills outside Turin, against a back-drop of the snow covered Alps glistening in the winter sunshine. Both are lively, but the 2100 has a really surprising ability to storm up steep hills in top with a full load. Because of the deep windows you seem to sit high in the car looking down on the short, low bonnet with an excellent view all round and a sight of all four wings. Head room is good in front and up to average current standards in the rear. Seating is generously proportioned for four, except that rear leg room is not exceptional. The car will take five, but I would not rate it a six-seater.

The ride over cobbles, potholes and tram lines is absolutely smooth and level with no sign of pitch and very little roll on corners. Road noise is low, but there was some whine from the indirect gears. An indicated 60 m.p.h. is possible in third gear without pressing to the limit. Fiat claim the maximum for the 1800 is 87 m.p.h. and for the 2100 93 m.p.h. Their figures for steady speed fuel consumption are (in miles/imp. gallon):

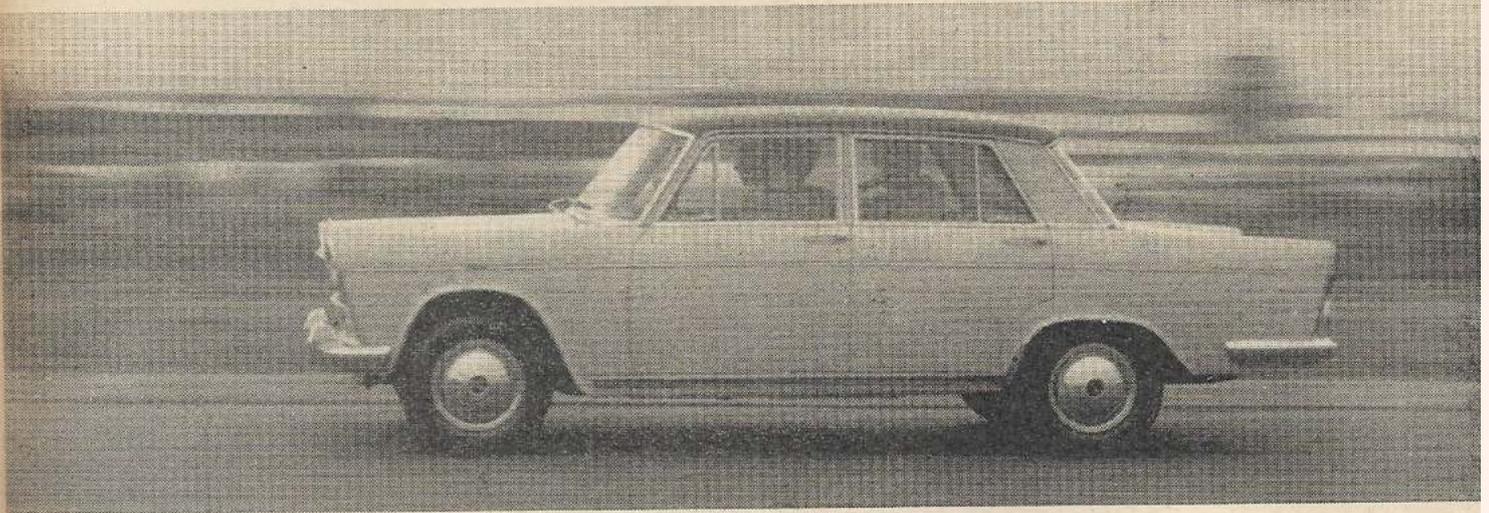
	1800	2100
40 m.p.h.	31	30
55 m.p.h.	23	22½
68 m.p.h.	23	22½
Kerb weight is 2,530 lb.		

Hard driving with a full load down a steep mountain road produced no sign of brake fade. First impression rates this as a well-balanced, fast, highly roadworthy addition to Europe's medium-sized cars. I look forward to getting to know it better. #

Big, luxurious, fast and good-looking, the newest Fiat saloon offers a good combination of fine motoring for reasonable money, reports PEDR DAVIS.

wheels
NEW CAR TRYOUT

Fiat's luxury 1800



Handsome profile of the 1800 shows Farina influence. Note clean lines and good visibility in all directions.

TO replace the Fiat 1400 and 1900, the Italian factory has redesigned their first six cylinder car since the war. It is also the most stylish Fiat ever to leave Turin. It is one of those cars whose photographs do not do it justice. And this is the first thought which crossed our minds when we saw the test car parked across the road.

Whether or not Pinin Farina had a hand in the final design is a moot point. Originally, the Fiat factory said he was responsible for the styling, but when we raised the subject with Farina during his last visit to Sydney, he waved his arms and poured out a torrent of Italian words which left the impression that he did not design the car.

Officially, Farina is credited with having "influence on the final details". Be that as it may, there is no doubt that the 1800 has the familiar Farina "square rigged" look, now the hallmark of most B.M.C. designs. It is a sensible look as it combines excellent fore and aft vision with crisp lines and a maximum of headroom.

Not only is it an enormously attractive car to look at, but the 1800 is superb to ride in. One can be forgiven for doubting that it is a Fiat at all. In contrast to its more austere stablemates, the 1800 has lavish equipment, tasteful decor and the luxurious details usually found in expensive British and German sedans.

Interior wise, everything is planned to give maximum comfort under all motoring conditions. If the driver decides to make use of the available power and road holding, the passengers have each a "panic grip" fastened to the roof above their heads. All the extras you would expect to find in a

car costing close to £1700 are there, plus a few surprise items.

In a way the comprehensive array of instruments and warning lights reminds us of Rover practice. Not content with putting in a petrol gauge and reserve, Fiat engineers have also provided a warning light to glow when the driver is down to his last gallon. Likewise, there is an oil pressure gauge and a warning light. There is also a light which glows when the air circulation fan is on and another which glows a violent red when the driver leaves the handbrake on with the engine running.

As motoring enthusiasts, we like a complete record of what goes on in the engineering department and even though the Fiat 1800 may be an electrician's nightmare, we accord it top marks from an instrument point of view.

The wide range of accessories (fitted as standard) include a thermostatically controlled heating and fresh air cooling system, with demisting for the rear window as well as the windscreen. There is a set of windscreen washers, a cigarette lighter, a "pop out" ashtray, a massive speedometer and a courtesy light within the glove box.

The speedometer is calibrated to 100 m.p.h. and is set out horizontally. The glove box locks, but very sensibly the makers have arranged things so that the catch can be snapped open or closed without the use of the key.

These are things which we noticed as soon as the wide doors of the 1800 were opened. It has a most eye-appealing interior, with two tone plastic trim that resembles soft leather.

Another thing that we noticed immediately was that all four doors operate courtesy lights. The front doors operate the standard Fiat interior light set in the rear vision mirror. The rear doors operate twin lights built into the quarter panels in the rear of the roof.

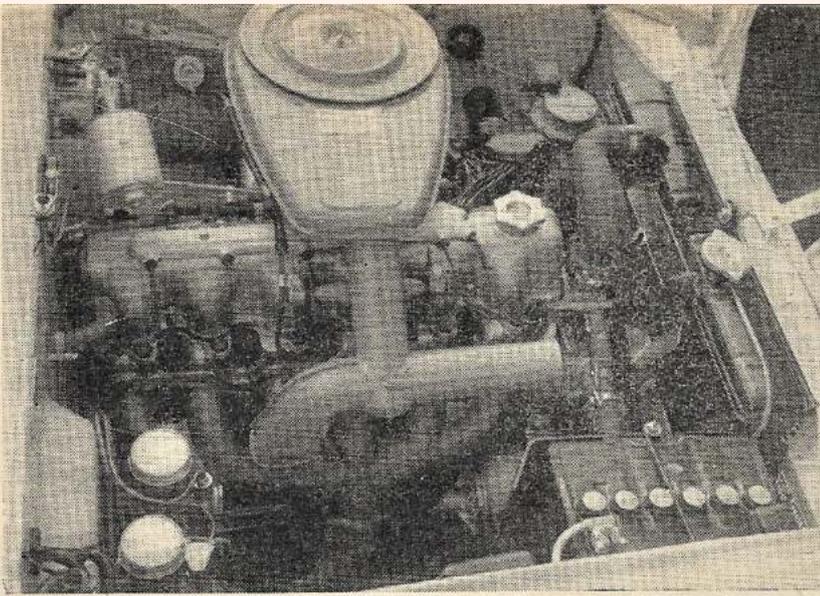
From the driver's viewpoint, the Fiat has the feeling of a very big car. Its steering wheel is large, with a "masculine" grip. The individual front seats have a high back, well padded at the top to give ample shoulder support. In a phrase: most comfortable driving position.

The individual front seats are of the aircraft reclining type. They wind down until they touch the rear seat, though they do not fold flat to form a true camping body.

The controls are conventional. The position of the handbrake is not likely to find much favour with Australian drivers. It is set well to the left. Its action is light enough, but in this day and age it should not be necessary to stretch out bodily to release the handbrake. Women drivers in particular are very conscious of such things. They would hate to snap a shoulder strap each time they grabbed the handbrake.

There is, of course, a third disadvantage of having the handbrake too far over on the left. In the Fiat, the twin front seats follow the usual practice in that they can be lined up to carry a third passenger when necessary. In this case, the driver has to stretch across his passenger to pull on the brake.

The other driving controls are first class. The steering is light and sensitive, while the pendant pedals are



Powerful six cylinder engine of the 1800 has full cross-flow head and hemispherical combustion chambers. Bonnet hinges from the front.

placed at a sensible height, relieving the driver of lifting up his knee each time he applies the brake pedal. Both the clutch and the brake have smooth progressive action and the brakes are so sure and positive that using them gives the driver a real glow of pleasure.

Unfortunately, we could not unleash the full 85 horsepower as the car had scarcely shaken the factory dust from its tyres. Even so, moderate use of the accelerator convinced us that there is ample power for rapid get-aways as well as high speed cruising. Quietness and flexibility are outstanding features of this new six cylinder design; running on a compression ratio of 8.8 to 1, it demands the highest octane petrol available and on this it runs smoothly with only a little evidence of pinging. The output of 85 b.h.p. (gross) is no mean achievement considering that the engine is 17 per cent. smaller than the Holden.

The power and flexibility are allied to a cleverly engineered four speed fully synchromesh gearbox. The synchro works in the best European tradition, allowing lightning changes in complete silence.

On the test car there was an understandable stiffness in the change mechanism, but this should free up with the miles. Having synchromesh on first gear is particularly useful. Admittedly when you have 85 horsepower under the bonnet and a comparatively low overall weight (24 cwt.), there is not much need for changes down into first. Even so, in the stress of modern traffic there are those odd occasions when quick engagement of first is an advantage.

Roadholding is well up to Fiat standards. It is most interesting to note that the designers have swung over to torsion bars on the front in conjunction with wishbones and telescopic shock absorbers. Other details include ball joints serving as steering swivels, a stabiliser bar and progressive action rubber bump stops.

Fiat evidently are of the opinion that various sized cars need different suspension treatment. They use transverse leaf springs on the baby cars, wishbones and coils on the 600 Multipla, swinging arms and coils on the Millicento.

The rear suspension of the 1800 differs once again from other Fiat

models. It employs a rigid rear axle and coil springs with a transverse Panhard rod giving lateral location.

What we liked about the 1800 suspension was that it was soft enough to give a pleasing ride on rough suburban roads (we were not able to pound the car over our usual "horror stretch"), yet firm enough (or should we say progressively firm enough?) to provide pedigree roadholding.

On the technical side, it is worth noting, too, that Fiat have departed from their usual policy of fitting a transmission handbrake and have adopted convention handbrake for the 1800.

The steering is light, precise and sensitive, but its turning circle of 37½ feet is only moderate for a car with a 104" wheelbase.

Earlier we praised the interior finish and appointments. It is worth adding, too, that the doors close with the lightest of hand pressure, yet the dust proofing appears to be generous. Likewise both the bonnet and boot lids close without slamming.

Of particular interest is the engine accessibility. The bonnet flips open in the "wrong" direction, having its hinges at the front. Small torsion bars are used to give a counter-balance effect and so the bonnet opens or closes with a touch of the fingers. The bonnet lock is concealed in the glove box and even now we are not sure whether this is a good or bad idea.

Performance. We can give no figures of our own. In the past we have found the Fiat factory claims to be accurate, and it is worthwhile recording the figures they give for the 1800.

First gear, maximum speed 28 m.p.h.; second, 50 m.p.h.; third, 65 m.p.h.; top, 87 m.p.h.

Petrol consumption: 26 m.p.g. at fast cruising speeds.

The things we particularly liked were:

- The excellent interior finish;
- Comfort and sensible accessories;
- Mechanical silence;
- Performance and first class roadability.

The things which irked us were:

- The handbrake location;
- The high pitched horn. #

Accessibility to the rear seats is good, thanks to the wide doors and good head room. Interior appointments verge on lavish for a car of the price.

Forceful front of Fiat does not belie its potential. Well made and full of clever ideas, the 1800 is Fiat's attack on the six cylinder market.



FIAT NEWS

I had been doing a little research on local car sales volumes for 2022 when I started looking at sales volumes around the world. The FIAT Brand had the best selling model in a number of European countries. In Brazil, as well as having the best selling model outright, FIAT also had the best seller in 4 of the twenty market segments in that country where total volume of vehicles sold was around two million. Interesting that these sales are in a country with a population of 213 million people. Australian car sales for last year was 1.08 million vehicles bought by a population of around 25 million. Australia has always had a high ownership rate for private vehicles and I wondered what sales volumes were achieved by other countries around the world. To the right is a table listing the Top 25 Car Sales by Country for 2023.

Top 25 Car Sales by Country Last Year

Rank	Country	Cars Sold	Year ↑↓%	Pop. (est '000)
1	China	23,563,247	↑ 10%	1,442.59
2	United States	13,689,240	↓ 8%	331.40
3	Japan	4,203,712	↓ 5%	125.44
4	India	3,780,870	↑ 23%	1,350.48
5	Germany	2,651,574	↑ 1%	83.15
6	Brazil	1,957,834	↓ 1%	213.32
7	South Korea	1,672,256	↓ 2%	51.47
8	United Kingdom	1,615,219	↓ 2%	67.89
9	France	1,598,976	↓ 8%	67.75
10	Canada	1,524,379	↓ 7%	36.99
11	Italy	1,317,104	↓ 10%	60.48
12	Mexico	1,089,736	↑ 7%	129.83
13	Australia	1,081,429	↑ 3%	25.67
14	Indonesia	1,048,121	↑ 18%	275.80
15	Thailand	849,388	↑ 16%	66.19
16	Turkey	827,147	↑ 12%	84.68
17	Spain	814,369	↓ 5%	47.42
18	Malaysia	720,593	↑ 42%	32.45
19	Russia	687,370	↓ 59%	145.98
20	Saudi Arabia	625,936	↑ 7%	33.00
21	South Africa	528,963	↑ 14%	60.14
22	Poland	481,597	↓ 7%	38.04
23	Argentina	407,567	↑ 7%	47.33
24	Vietnam	405,232	↑ 33%	96.21
25	Belgium	366,303	↓ 5%	11.58

(source; <https://www.factorywarrantylist.com/car-sales-by-country.html>).



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FOR SALE - 1966 FIAT 2300 S GHIA COUPE

Please note that this vehicle is located in South Africa.

I was wondering if any of your readers might be interested in buying my 1966 Fiat 2300 S Ghia Coupe.

I have owned the car since 1975 and it is in very good running condition, registered and a regular runner to events, even far distances.

It is a Series II, rare RHD with electric window winders.

The price is the equivalent of South African Rans R420,000 (\$42K AUD, Approx. \$24K Sterling). (02/23)

Regards, Abie Fullard Email; abiefullard@gmail.com

(Abie is a member of the FIAT Club of Africa).



FOR SALE

Fiat 1800 twin cam engine. Looks to be complete but no carby. Probably needs a rebuild. \$300.00

WANTED

Lid/top cover for a "turtleback" twin carby air cleaner, as fitted to a 124 1608 BC motor. (03/23)

Contact Glenn Miller, mobile: 0401 656 059, email beta4@bigpond.com



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