

FIAT focus

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



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

Dear Members,

Notice is hereby given that the **Annual General Meeting of the Fiat Club of New South Wales will be held on Sunday 12 February, 2023, at the Fiat Club's grounds, Ansell Park**, at 2 Percival Street, Clarendon, on the corner of Percival Street and Hawkesbury Valley Way. Lunch is to be provided.

Please note that **the club will need a new President as this position is vacant. The Secretary and Editor will not be seeking re-election either and these positions will also need to be filled by new members.**

All members are invited and encouraged to attend.

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

Nominations should be sent to the Secretary (secretary@fiatclub.com.au) 7 days prior to the event, or can be made on the day of the meeting if there are no formal nominations received prior. Nominations must be accepted by the nominee and be seconded by a member.

All members who attend and vote on the day must be a 2022-23 financial member of the Fiat Club of New South Wales

Elected positions available for nomination are listed below

PRESIDENT

VICE PRESIDENT

TREASURER

SECRETARY

MEMBERSHIP SECRETARY

EDITOR

WEBMASTER

COMPETITION SECRETARY

EVENTS COORDINATOR

ASSISTANT COMPETITION SECRETARY

ANSELL PARK CO-ORDINATOR

CMC DELEGATE

LIBRARIAN

HISTORIC PLATES REGISTRAR

ASSISTANT HISTORIC PLATES REGISTRAR

MERCHANDISE OFFICER

COMMITTEE PERSON

Fiat Club of NSW Inc.

Annual General Meeting, 12 Feb 2023

Nomination Form for 2023 Office Bearers and Committee

I, (print full name) :

of (print address) :

wish to nominate for a committee position with the Fiat Club of NSW Inc. as circled below.

Office Bearers: **President, Vice President, Treasurer, Secretary, Membership Secretary**

Specific Committee: **Editor, Webmaster, Competition Secretary, Events Co-ordinator**

General Committee: **Assistant Competition Secretary, Ansell Park Co-ordinator, CMC Delegate, Librarian, Historic Plates Registrar, A/Historic Plates Registrar, Merchandise Officer, Committee Person**

Appointments: **Patron, Auditor and Public Officer**

Signed by the Nominee:

Proposed by: Seconded by:

Please forward your signed nomination form to the club Secretary (secretary@fiatclub.com.au)

Nominations should be received 7 days prior to the advertised AGM meeting date.

The secretary can arrange for your nomination to be seconded by a club / committee member.

FIAT Club of New South Wales Annual General Meeting **Sunday 12th April, 2023 At Ansell Park, 2 Percival Street,** **Clarendon, on the corner of Percival Street and** **Hawkesbury Valley Way.**

The FIAT Club Annual General Meeting (AGM) is about to be held in about two weeks time. Nominations are sought for all committee positions that will become vacant on the day (some committee members may not be seeking re-election and will need to have a volunteer fulfil the role).

Nominations are to be received by the Secretary (email secretary@fiatclub.com.au) seven days before the AGM (that is, received by Sunday 5th February).

A free sausage sizzle will be available for those who attend the AGM. In addition, a display of FIAT will be held on the main field for a photo shoot and for all to enjoy.

The formal notice of Annual General Meeting appears on the previous page and includes the nomination form to be sent to the secretary.

Kind regards to all, Lorenzo Aventi, Secretary, FIAT Club of New South Wales.

Stellantis Pays Tribute To Record-Breaking Abarth 500 With One-Off Restomod

BY JARRYD NEVES IN CLASSIC CARS. From carbuzz.com This article has been edited, for the full article, go to carbuzz.com/news/stellantis-pays-tribute-to-record-breaking-abarth-500-with-one-off-restomod

The Abarth Classiche 500 Record Monza '58 also celebrates Monza Circuit's 100th anniversary. Stellantis Heritage has unveiled the Abarth Classiche 500 Record Monza '58, a one-of-a-kind creation based on a '70 Fiat 500.

The vehicle was built to celebrate the 100th anniversary of Monza Circuit, the world's third-oldest motor racing track. This delightful little gem was inspired by the work of Carlo Abarth, who, in 1958, shattered six records at Monza in Abarth's first-ever tuned 500.

As such, the recreation sports green paintwork is similar to the hue on the record-breaking original. An extra set of lights have been fitted to the front end - along with an Abarth grille and badging - while the bumpers have been removed. On the front and side, you'll note the red "Fiat 500 Abarth" decals. The rear-quarter panel boasts "Record Monza" badging.



The recreation!



The original!

There are a few subtle differences between the recreation and the original vehicle. The restomod, based upon a later model, has larger taillights and conventional front-hinged doors. The '58 500, however, is equipped with suicide doors, smaller rear light clusters, and stands taller than the replica.

It's not only visual changes that have been made. The two-cylinder engine has been tuned, with displacement increased to 595 cc thanks to the Abarth Classiche 595 Tuning Kit. The company says this is inspired by the original kit offered by Abarth in the sixties.

No mention of performance is made, but we're guessing the figures are comparable to Abarth's original car, which was tuned to produce 26 horsepower, enough for a top speed of 73 mph.

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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 Bill Freame from the FIAT Car Club of Victoria for allowing us to include his article on electronic ignition systems in this edition of Fiat Focus.

Cover; A rare FIAT in Australia, the 124 Special T with a 1600 cc DOHC and 5 speed gearbox. This vehicle is owned by Joseph Lazzaro. (Photo– Warren Smith)

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.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 to be held every three months at a venue to be advised

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

CLUB COMMITTEE AND OFFICIALS

- ◆ **PATRON - Mr Nat Zanardo OAM**
- ◆ **PRESIDENT - Vacant**
- ◆ **VICE PRESIDENT - Murray Irwin; vicepresident@fiatclub.com.au**
- ◆ **SECRETARY - Lorenzo Aventi 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**
- ◆ **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; committee2@fiatclub.com.au**
- ◆ **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**

Life Members

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

Former Life Members

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

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
February 2023		
Tues 7th	Oasis run to Mooney Mooney	No
Sat 11th	Gnoo Blas Classic Car Show, Orange	No
Sun 12th	FIAT Club AGM / Picnic Day, Ansell Park, Clarendon.	Yes
Sat 18th	Gerringong Car Show (see flyer in this magazine)	No
Sun 26th	Fiat Club Lunch Break - Cavallino Restaurant, Terry Hills, 12.00 pm to 2.00 pm	Yes
March 2023		
Tues 7th	Oasis run to Valley Heights Rail Museum (TBC)	No
Sun 12th	Fiat Club Coffee Break - The Grid Café, Oran Park, 8.30 am to 10.30 am	Yes
Sat 18th	FIAT Club NSW Motorkhana Championship Rd 1 - Ansell Park (Day/night event)	Yes
Sun 19th	FIAT Club NSW Motorkhana Championship Rd 2 - Ansell Park	Yes
Sun 26th	Fiat Club Burger Break - Originals Burger Co. Brookvale, 5.00 pm - 7.30 pm	Yes
April 2023		
Sun 2nd	Auto Italia, Queanbeyan	Yes
Sun 9th	Fiat Club Coffee Break (TBA)	Yes
Fri 14th - Sun 16th	FIAT Nationals, Albury, NSW	Yes
Sun 30th	Fiat Club Coffee Break (TBA)	Yes
May 2023		
Tues 9th	FIAT Club NSW Social Dinner	Yes
Sun 14th	Fiat Club Coffee Break (TBA)	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 (TBA)	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
August 2023		
Sun 20th	Shannons Sydney Classic	Yes

DATE	COMPETITION CALENDAR	Point score
February 2023		
Sat 25th	Supersprint invitation - SSCC, Sydney Motorsport Park, Amaroo circuit.	No
March 2023		
Sat 4th & Sun 5th	NSW Hill Climb Championship, Bathurst, Rnd 1 & 2	No
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

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.

Upcoming Events

TUESDAY 7th February 2023;

Drive to Hornsby on the Pacific Highway, at the intersection at the traffic Lights at Hornsby turn right, continue on the Pacific Hwy until you see Westfield Shopping Centre. Turn Left, go over the railway bridge, turn right go through shopping centre.

At the end of shops you will see a large yellow sign on your left Hornsby Aquatic Leisure Centre. This is the start of the Garden Park. Go to the northern end. there are two bench seats and tables plus a toilet block. We will meet here for BYO morning tea at approximately 10.15am. We will depart at approximately 11.15am.

Parking on the Pacific Highway (2 hour Angle parking), you can park both sides of the road.

We continue on Old Pacific Hwy 25km to the Hawkesbury River Bridge. Continue straight over the bridge, approximately 850 metres. After the Bridge you will see the Mooney Mooney Club Sign on your right (ample parking some shaded).

The Mooney Mooney Workers Club are unable to fulfil our booking so this lunch venue is now cancelled. LUNCH will now be at the Hornsby RSL Club, 4 High St, Hornsby. BOOKINGS - not required.

Phone Gary Boyce M 0424 848 909 or Email. garyjude@hotmail.com

NOTE: Pacific Hwy. through Hornsby now known as Peats Ferry Rd. *After parking your vehicles at the club, assemble outside the RSL, cnr Ashley Lane & High st. and I will give you a guided tour of the Hornsby Street Murals before Lunch. This is only a two minute walk from the Club.

CONTACT Les Watton ph: 9838 8063

Tuesday 7th MARCH 2023; EXPRESSIONS OF INTEREST REQUIRED NOW FOR THIS RUN.

We will meet up at McDonald's Cnr. Windsor Rd & Groves Ave. McGraths Hill at 9.00am. Leaving there at 9.30am to drive to the Valley Heights Rail Museum via Yarramundi and Winmalee. Upon arrival we will have a Devonshire Tea, then a tour of the Museum and a train ride. After that we will drive (5min) to the Springwood Sports Club for lunch around 1.30pm & then drive home. Cost for the Museum and ride on a normal open day is \$18 Adult \$15 Conc.

As this is a special booking actual cost will be confirmed later. There will be an extra cost for the morning tea.

Please contact me with your expressions of interest for Museum booking & lunch booking.

Murray Irwin mcix19@outlook.com mob: 0449 896 008



THE GNOO BLAS CLASSIC CAR, BIKE & TRUCK SHOW

Saturday February 11th 2023
ORANGE NSW



INVITED EVENTS

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

Gerringong Car Show, Saturday 18 February, 2023



coffee break (write up)

8th January 2023

Armory Wharf Cafe @ Newington



The first social event for 2023 was held at the Armory Wharf Cafe. This venue provides a great outdoor vibe with its large under cover alfresco eating area. The bonus is it also provides a massive car park looking over a river bank.

It was really good to see some new faces at the event and a nice mix of old and new FIAT's including three ALFA's driven by our club members.



All our cars parked close together to create a mini car display providing a focal point for all of us to gather after breakfast.

We hope the same level of participation continues into the next events.

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



Coffee Break!

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



this month's location

When: Sunday 29th January 2023

Where: **Roastville**
157 Victoria Road
Marrickville NSW 2204

Time: 8:00am - 10:00am



Lunch break....northside!

come join like minded **FIAT** enthusiasts over lunch



this month's location

When: Sunday 26th February 2023

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

Time: 12:00 noon - 2pm



Coffee Break!

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



this month's location

When: Sunday 12th March 2023

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

Time: 8:30am - 10:30am



Burger break!

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



the location

When: Sunday 26th March 2023

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

Time: 5pm - 7:30pm



As Simple as 123!-----by Bill Freame

The following article was kindly sent to the editor by Bill Freame from the FIAT Car Club of Victoria. The article discusses ignition systems including the '123' system from Holland. This piece appeared in the December 2022 edition of Valve Bounce, the magazine of the Gippsland Car Club Inc, and is quite technical, however, I expect there would be a number of readers that will find it interesting nonetheless. Many thanks to Bill for allowing FIATFocus to include it in this edition. -Ed.

An accurate and reliable ignition system is something we take for granted with modern internal combustion motor vehicles, where everything to do with the running of the engine is controlled by electronic devices that we loosely call 'Computers'. These are computer chips developed and then adapted to control the accurate ignition timing needed to minimize the emissions and improve fuel consumption. This was all forced onto the auto manufacturers by strict emissions laws introduced in California, in the USA and then several European countries quickly followed suit. Now if you have no interest in the recent but classic motor vehicles from the past, stop reading this and move on to the next story, because the information explained and contained in this story is probably not for you.

The classic petrol engines of our past were quite simple machines, especially those made during the massive expansion of personal motoring following on from WW2. Ignition was activated by a simple rotating device called a 'Distributor' which has a shaft internally that is rotated at exactly half the crankshaft rotation speed and is used to trigger and distribute the coil voltage to fire the spark plugs by a spring-loaded normally closed switch that is called 'Points'. The points are opened by a multi lobe cam that is rotated by the distributor shaft inside the distributor. Usually, the number of lobes on the cam is the same as the number of cylinders in the engine. Four-cylinder engines will have four lobes, six cylinders will have six lobes, eight cylinders will have eight lobes but with 12 cylinders they would

often have two distributors of six lobes in each, as totally separate distributor units, with the additional expense of needing two coils, one for each of them.

So now having covered the basics of how the ignition system works, as you can imagine, over the life of the engine before the first rebuild, the distributor will have rotated many, many times and most of them were constructed with only simple plain bearings that are only lubricated by the oily mist inside the operating engine. So, obviously, during any reconditioning of the engine, the distributor is an item that should be inspected for wear and repaired to original condition, or a replacement acquired instead. Now as the points are

before TDC to ensure good performance and fuel economy. With weak springs (from age) on the balance weights, the ignition advance will be happening earlier, perhaps by too much thus causing detonation within the cylinder, the engine sounding like something is rattling.

There have been many attempts over the years to get away from the points method of triggering the ignition, especially with the stupid location that some of the distributors are placed in. Many of the small block Chevrolet V-8's have the distributor at the rear of the engine, almost against the firewall and a long way from any of the three sides where a mechanic can be standing. But



operating multiple times during normal operation of the engine, those points are a serviceable item that must be adjusted often and are usually replaced at most major services. Other moving items inside the distributor also wear. There are spring loaded balance weights that wear on their pivot shafts. These balance weights are used to automatically advance the ignition timing as the engine revs increase, where for starting and idling the ignition will be triggering the spark plugs to fire at about 10 degrees before the piston in that cylinder is at 'Top Dead Centre', whereas by the time the engine has reach about 3500RPM, the ignition will have automatically advanced fully to about 32 degrees

in my opinion, worse still is the Ford Lotus Twin-Cam engine where the distributor is mounted on the side of the production Ford engine, hidden under the manifold and Weber side-draught carby's that completely block your vision of the distributor. For that reason alone, there have been many systems that use a rotating trigger wheel past a magnetic switch to trigger the ignition sequence, a system that theoretically should never go out of adjustment. The ignition is still automatically advanced just as with a points system. Pertronix can supply the module system to replace the factory points system.

Continued next page ...

As Simple as 123! - continued

Phil at BOI Performance has been successfully using a system that is manufactured by Albertronic in Holland, under the brand name of '123'. Magnificently engineered and manufactured from quality materials, whenever they are permitted to be used in the competition rules, he will use them in most of his classic cars. A simple explanation of the operation is there is an aluminium disc attached to the distributor shaft, within this disc there are small but very strong magnets, one for each cylinder. They magnetically trigger a switch in the base of the distributor, as they pass by during the rotation of the distributor. There is also some type of computer chip that is within the distributor and there is a total of 16, all slightly different advance curves built into the chip, in the very popular basic model. This makes it very easy to set the tuning of the engine to get the best performance from various octane rated fuels, where it might be advantageous to soften the advance curve to run on 91 octane fuel on the street and 98+ octane for competition

While these basic model 123 distributors offer good tuning outcomes, Phil prefers to use the more adjustable 123 distributors that allow him to set his own parameters within the distributor, by being able to use either 'Bluetooth' or the alternative is to plug in a Lap-top computer to the distributor between dynamometer runs and make additions or subtractions to the ignition curve at various revs, an extremely useful means of tuning when searching for everything

you can get out of an engine. At this time these 123 distributors are not permitted in some racing classes, the HQ Holden class and some of the Historic classes to name just two. However, it is certainly possible to tune an engine with the Lap-top plug in to seek out and obtain the best advance curve and then build (or have built) a more traditional and normal race legal distributor to those specifications for racing. Don't think that this isn't actually happening right now, by many of the winners in those classes.

With these 123 distributors made in Holland, which is a part of Europe, the range of vehicles that these distributors are available for is quite comprehensive. When confronted with a vehicle that is not on the available list, Phil has very successfully converted something from another 123 unit that can be altered to fit the engine. He has yet to be stumped by any requirement. All 123 distributors are very easy to install and to set to the correct ignition timing, with the assistance and operation of an LED light that is built into the distributor to set the static ignition timing before TDC.

As I have mentioned previously, it is possible to have at least two separate advance curves that will best suit the demands of your engine and it is easy to then switch from one to the other. A handy help to the amateur driver, a rev limiter can be set all the way up to 8000 crankshaft revs, however the distributor will continue working beyond 8000 revs but the tachometer in the distributor is graduated only up to 8000. 123 distributors can also have a vacuum

advance connection and for supercharged and turbocharged engines there is boost retard also available.

The sensible people at 123 have even made our lives simple, by making and supplying these quality distributors with either Bosch or Ducellier caps and rotor buttons, instead of attempting to make their own special and unique caps and buttons. Why re-invent the wheel?

PERFORMANCE IGNITION can and do rebuild and supply distributors with modified advance curves that will comply with the racing requirements of various classes as well as the supply of high-performance coils.

PERTRONIX can supply module systems to replace the points mechanism in many distributors and can also supply high-performance coils.

ALBERTRONIC manufacture the three styles of 123 distributor to replace the original distributor, as discussed in this story.

That's the '16 advance curve settings' in the standard basic 123 distributor.

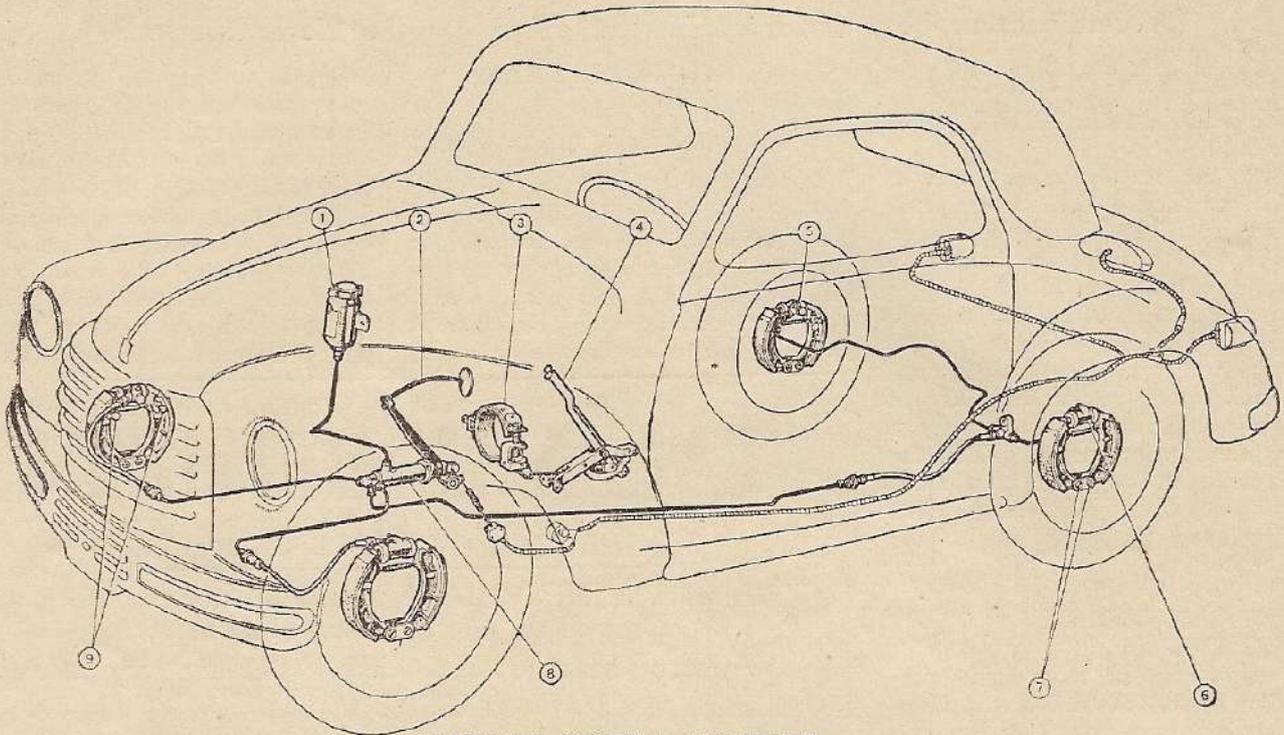
'Programmable by Bluetooth' 123 distributors where you decide and install the ignition parameters between dynamometer runs.

'Programmable by a Lap-top' 123 distributors where you can plug the computer into the distributor to install and change the ignition parameters between dynamometer runs.



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

FIAT 500 - - - - Servicing the Brakes



BRAKE SYSTEM DIAGRAM.

1.—Brake fluid reservoir. 2.—Brake pedal. 3.—Mechanical brake on the transmission. 4.—Hand lever for transmission brake. 5.—Connection and plug, to be placed by a suitable one when purging the pipe lines. 6.—Wheel cylinder. 7.—Brake shoe eccentric pivots. 8.—Master cylinder. 9.—Cams for adjusting the clearance between brake shoes and drums.

PEDAL SHAFT.

Every 1,800 miles: Grease nipple at the end of the brake pedal shaft.

BRAKE FLUID RESERVOIR.

Every 1,800 miles: Inspect the level of the Lockheed fluid and, if necessary, fill up to "Max." level marked outside the reservoir.

BRAKE SHOE CLEARANCE.

Every 1,800 miles: When the brakes are not applied, the wheels (jacked up clear of the ground) should revolve without the brake shoes coming into contact with the drums. When the pedal is pressed half way down, the wheels, turned by hand, should only revolve with difficulty.

If any of the wheels shows an appreciable braking difference with respect to the others, or if the free pedal travel has become excessive, it means that the brake shoes are partly worn.

For the adjustment, the following operations should be performed:—

Take down the wheel and brake drum.

Pull off the eccentric stud which anchors the lower end of each brake shoe and fit it back again, turned through a tooth or two of the serrations in order to approach the linings to the drum, until the clearance at the lower end of the linings has been reduced to about .004 in. (0.1 mm.).

Turn the eccentric studs on which the upper ends of the brake shoes are pivoted until the clearance between the lining and the drum at the above mentioned studs is about .012 in. (0.3 mm.).

It must, however, be borne in mind that this operation can only be properly performed by a service station equipped with the necessary tools.

Every 6,000 miles: Inspect the brake shoes for wear and if the linings are worn out for more than a half of their thickness, replace them.

GENERAL INSPECTION OF THE BRAKE SYSTEM AND AIR PURGE.

The brake adjustment and the air purge are not easily performed by private owners of cars; we suggest, therefore, that cars be sent to the service station for this job. To enable, however, the owner to understand how the adjustment is effected, the operations to be performed are as follows:—

General inspection—make sure of that.

- (1). All pipe lines are in perfect condition, without being cracked or dented, perfectly centred with regard to the holes on the frame and away from sharp edges.
- (2). The rubber connections have not been damaged by coming into contact with oil or grease.
- (3). All pipe clips are thoroughly tightened to prevent vibration of the tubing and possible fracture.

- (4). No leakages are detected. If it is not so, the connections should be tightened, taking care not to twist the pipes.
- (5). The supply tank is three-quarters full of brake fluid. Do not use any substitute for the special brake fluid. Any other fluid might damage the rubber cap washers in the system. Avoid the brake fluid being spilled on the cellulose finish of the bodywork.
- (6). The clearance between the master cylinder pistons and the push rods is the correct one. The corresponding free movement of the pedal should be .27 in. to .32 in. (7 to 8 mm.), measured at the head of the pedal.

BLEEDING THE BRAKE SYSTEM.

If for some reason or other the braking system has been drained, or if a connection in the piping has been loosened, it is necessary on refilling the system to bleed the pipes by actuating the pedal and operating with each wheel as follows:—

Remove the cap and the connection on the wheel-cylinder and screw up instead a special connection fitted to a small hose for outletting the fluid.

Place the end of this hose into any vessel of transparent glass which has already been partially filled with the fluid.

Actuate slowly and several times the brake pedal, so that the fluid comes out into the vessel. Air bubbles

will be noticed, and the pedal should be actuated until bubbles no longer issue with the fluid.

Remove the hose, together with its connection, and put in place the proper plug and connection.

While carrying out this operation, make sure often that the fluid level in the reservoir is high enough.

If the bleeding of the system has been properly effected, on depressing the pedal there will be noticed—after the free initial displacement—a direct action on the fluid, that is without resilience.

If on driving the car, the brake pedal gives exceedingly in when depressed, this means that there are vapour or air bubbles in the piping. A bleeding should therefore be effected actuating repeatedly the pedal so that the bubbles are compelled by the moving fluid to issue in the pump from where they are easily let out in the reservoir.

TRANSMISSION BRAKE CLEARANCE.

Every 1,800 miles: Check the clearance between brake drum and band which should be about .02 in. (0.5 mm.). If not so, the screw must be so adjusted as to bring the centre line of the band closer to the drum, and then the nuts of the stretchers on the ends of the band must be suitably adjusted.

The inspection and the adjustment of the transmission brake can be effected without jacking up the car.

The adjustment may be delayed up to every 6,000 miles if the hand brake is not used often.

FIAT NEWS

Fiat 500 Unreliable? UK Owner Doesn't Agree After 200,000 Miles

Original engine and original gearbox.

By: Angel Sergeev

www.motor1.com .

Fiat is one of the brands that has almost constantly ranked among the worst automotive brands when it comes to vehicle reliability. That doesn't mean the Italian manufacturer makes bad cars in general as the Fiat 500, for example, is among the most reliable and easiest to maintain city vehicles. It turns out a simple white 500 can easily cover 200,000 miles (about 321,000 kilometers) without any major faults. Don't believe us? Then, let's hear what a Fiat 500 owner has to say about their car.

This white 500 was bought back in 2018 for £2,000 or about \$2,400 with the current exchange rates. Just recently, the white three-door hatch reached the magical number of 200,000 miles (321,000 km) and its owner, *Freddie Dobbs*, decided to share his thoughts after five years of ownership. And, probably to the surprise of many people, he has many good things to say about the car.

The Fiat 500's Future:

First, he praises the rust protection of the body and shows how good the paint looks after all those miles. In the video, he also talks about how practical and smart the vehicle is with clever storage solutions. Dobbs also points out how simple and reliable the engine has been so far – a 1.2-liter naturally aspirated gas unit mated to a manual gearbox. The car doesn't even have an air conditioner.

This Fiat 500 hasn't had an easy life and you can probably tell that by the towbar in the back. Yes, you can actually tow with a 1.2-liter engine under the hood and in this case, the vehicle has toured Europe three times with a 661-pound (300-kilogram) trailer attached. It has also been used as an Amazon delivery vehicle in London.

The owner has a lot more to say about his little Fiat. He likes the way it drives, he likes the interior, and he likes the old-school engine. Is there anything he doesn't like? Of course, there's no perfect car. Watch the video at the top of this page and you'll learn so much about the 500 that you'll probably end up wanting to buy one.

Source: *Freddie Dobbs on YouTube*

FIAT NEWS

New 2025 Fiat Tipo to get SUV-inspired makeover

The next-generation Fiat Tipo will switch from hatchback to a family-sized crossover, and our exclusive images preview how it could look

By John McIlroy, autoexpress.co.uk

Fiat is ready for a major renewal as part of the wider Stellantis Group – and the company will make a decisive move in reinforcing its range when it brings a new family-sized Fiat Tipo to the market in 2025.

The Italian brand is judged by many to be a sleeping giant, and over the past 15 years it has struggled to justify the investment required to keep its line-up of small cars up to date. That will change over the next four years, with models – including a reborn Punto and a pared-back Panda – already designed and locked into a product plan that extends far beyond the 500.

Now Fiat boss Olivier François has confirmed that as part of the brand's role within Stellantis (which also includes mainstream manufacturers like Vauxhall, Citroen and Peugeot), it is planning to overhaul its Focus and Golf-rivalling Tipo.

"What I love about Fiat is that we have only two missions – urban mobility and affordable family transportation," François said. "The second of those means room, room, room – space for the money, ingenuity when it comes to little things that simplify your life while using the car for the whole family.

"This is the C-segment [family hatchback] and you will see it in 2025. We need to replace the Tipo. Don't torture me about bodystyle, but it's going to cross over the traditional segmentations, as everyone does now. So it's a little bit SUV-ish, but in an innovative way."

Our exclusive images reinterpret the Tipo as a family-sized crossover, incorporating cues from some more recent Fiats sold outside of Europe. That's because the new model will need to be sold worldwide, appealing to customers everywhere from Turkey to Latin America, as well as in traditional family hatchback markets such as Italy,



Germany, France and the UK. It will also have to replace three bodystyles: conventional hatchback, saloon and estate.

"There is no way that Fiat can become regularly profitable – and it is profitable now, but our plan is for it to become increasingly so – if we don't merge our European and South American line-ups," François said. "The car we will launch in 2023 [expected to be a 500X EV] will still be European, because it is from before [Stellantis]. It takes time to converge.

"But we will start in 2024, 2025 and 2026; this is my horizon for cars that are frozen in design and so forth, and we're going to have one single line-up. It can be electric in one region and combustion engined in another, with only minor differentiation, which allows me to make huge volumes on the same base."

That twin-track approach on powertrains opens up a world of platform possibilities. An arrival date of 2025 puts the Tipo at the end of the lifespan of the CMP/e-CMP architecture – which underpins everything from the Peugeot 208 to the Citroen C4 – but also at the starting point for the all-electric STLA Small platform that will effectively replace it.

The two architectures will share numerous parts, potentially allowing both to be used, but the most likely scenario is that Fiat will stick with CMP for both Europe and Latin America. This will tap into a fully depreciated cost base that will still support a number of big-selling models into the second half of the decade. The company also has its own Latin America-focused platform, called MLA, but it's unlikely to be used because it's fundamentally based on

much older mechanicals that were developed with General Motors, instead of Stellantis ones.

François suggested that the majority of European customers could actually be offered the next Tipo as an EV only, although he hinted at flexibility on the matter – another area where CMP would score highly: "Our ambition – it's not 100 per cent, but I hope we will deliver – is to launch every new model as electric only [in Europe] from 2024. We can do that thanks to Stellantis and the sharing of technology. We have to follow the market, listen to customers, and the cost of batteries is not going down as quickly as we wish.

"We will be ready if the technology and infrastructure allow it, But the beauty is that since we will have the same cars in two regions, one of which is not going to be electric, we have time to pull the trigger. We have vision but can also have pragmatism."

The current Tipo was launched in 2015. Sales in Europe peaked at over 125,000 units in 2016, but have fallen to barely a quarter of that figure. It is currently made at the Bursa factory in Turkey, where there is now considerable spare capacity after Stellantis moved a number of commercial vehicles, including the Vauxhall Combo and Fiat Doblo, to its plant in Vigo, Spain.



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(02/23)

Regards, Abie Fullard Email; abiefullard@gmail.com



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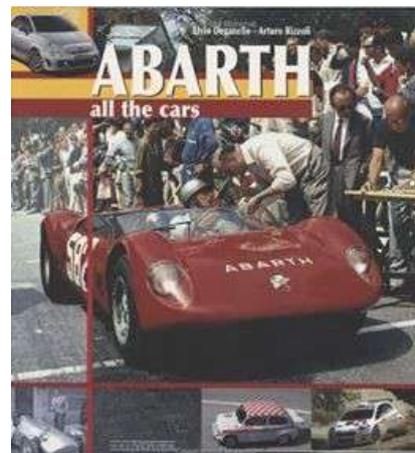
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