

# FIAT focus

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



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***Euro Motorfest, Hunter Region, June 18.***

## ***FIATFocus acknowledgements;***

***FIAT Focus*** is the bi-monthly journal of the FIAT Club of NSW. It is issued by email in the first Week of each month (there will now be 6 issues produced each year).

***Many thanks to Martin Gallard and Domenic Squadrito for their contributions to this edition of Fiat Focus.***

***Cover; FIAT Club social meetings are set to return given the good turn out of members at Francobollo Restaurant in Haberfield on April 19.***

***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](http://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 Filipetto; [president@fiatclubnsw.com.au](mailto:president@fiatclubnsw.com.au) Ph. 0423 606 678
- ◆ **VICE PRESIDENT** - Domenic Squadrito; [vicepresident@fiatclubnsw.com.au](mailto:vicepresident@fiatclubnsw.com.au)
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- ◆ **MERCHANDISING** - Kevin Halliburton; [merchandise@fiatclubnsw.com.au](mailto:merchandise@fiatclubnsw.com.au)
- ◆ **HISTORIC PLATE REGISTRAR** - Richard Dalziel; [histrego@fiatclubnsw.com.au](mailto:histrego@fiatclubnsw.com.au)  
Historic Plates form - postal address details are: 12 Page Ave, Wahroonga, NSW 2076
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- ◆ **COMMITTEE PERSON 2** - Ian Sinden; [committee2@fiatclubnsw.com.au](mailto:committee2@fiatclubnsw.com.au)
- ◆ **COMMITTEE PERSON 3** - Tony Studans; [committee3@fiatclubnsw.com.au](mailto:committee3@fiatclubnsw.com.au)
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- ◆ **FIAT CLUB LIBRARIAN** - Lorenzo Aventi; [editor@fiatclubnsw.com.au](mailto:editor@fiatclubnsw.com.au)
- ◆ **PUBLIC OFFICER** - Warren Smith; [publicofficer@fiatclubnsw.com.au](mailto: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
<b>May 2023</b>		
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
<b>June 2023</b>		
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
<b>July 2023</b>		
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
<b>August 2023</b>		
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
<b>September 2023</b>		
Sat 2nd	FIAT Club NSW Motorkhana Championship Rd 5 - Ansell Park (day/night event)	Yes
Sun 3rd	FIAT Club NSW Motorkhana Championship Rd 6 - Ansell Park	Yes
Sun 10th	Fiat Club Coffee Break (TBA)	Yes
Sun 24th	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 OUTING TUESDAY 6<sup>th</sup> JUNE 2023**

**MEET:** Sydney Olympic Park Archery Centre Car Park, Bennelong Parkway, Sydney Olympic Park.

**TIME:** 10.00am

**VISIT:** The Floating Forest & Shipwrecks of Homebush Bay (short walk) & also the Brick Pit Ring walk (view from entrance or 550 metre walk)

**LUNCH:** Club lunch Dundas

More details to follow.

Les: ph 9838 8063      Email: [mumspalace@hotmail.com](mailto:mumspalace@hotmail.com)

**PLEASE NOTE CHANGE OF INTERNET DOMAIN NAME - EFFECTIVE NOW!**

**[fiatclubnsw.com.au](http://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](http://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](http://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](http://www.fiatclubnsw.com.au)

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

Our Instagram Page will be back online shortly.

The new eGroup email address is [egroup@fiatclubnsw.com.au](mailto:egroup@fiatclubnsw.com.au)

Committee members can be emailed on the new email addresses, i.e. [secretary@fiatclubnsw.com.au](mailto:secretary@fiatclubnsw.com.au)

If you have any questions or concerns please email me at [webmaster@fiatclubnsw.com.au](mailto:webmaster@fiatclubnsw.com.au)



# President's Report

Greetings fellow members and welcome to May where almost half the year has gone. Einstein was right – time is not linear but accelerates in equal proportion to the increasing number of grey hairs one accumulates on their head. I also seem to be marking the time of the year by which F1 race is coming up. That and a bit of rallying is the only racing I can really watch these days. For me, Supercars has become a bit too contrived, and Formula E doesn't particularly do it for me. I have found myself watching Bathurst re-runs from the 1960s on Channel 7+. These are wonderful to watch where adherence to keeping a car absolutely standard was the rule, and the variety of car makes participating in the race was astonishing. Great to see the Fiat 850s – sedans and coupes, 124s, 1500s and 2300s skidding and sliding around a very agricultural version of the Bathurst track. Tune in and be pleasantly surprised.

Speaking of Formula E, where are you on the EV debate? How does a car or motorsport enthusiast see this? I also find myself pondering the seemingly inevitable march towards electric vehicles or hybrids in recent times. It is usually when I press the start button on the Spider, and it bursts into a lovely throaty exhaust burble. Would I get an EV eventually? I inadvertently catch myself shaking my head, and a slight blip of the throttle seems to increase the range of head shake. Don't get me wrong, I'm not against EVs per se nor improving the rubbishing of planet earth, but if you love your cars – old or new as I do, then how enthusiastic can you be about a rather sanitary EV that doesn't need too much tinkering with? Any of us that have owned an old Fiat will always have a favorite maintenance story for their car, or a tale of woe of leaking head gaskets, adjusting breaker points, replacing cam belts, spark plugs, or lying under the car in a contorted position removing the starter motor. Grease filled fingernails, barked knuckles and left-over spare nuts and bolts – the origin of which you cannot recall. On these new EVs, you can't even add water to the battery (packs). What does a tinkerer do with an EV? How many times can you wash and polish it? And the driving experience? Oh, but EV's accelerate like a startled cat I hear you say? Well maybe the top end of the EV market but I was just reading an article on the Fiat 500E that shows a 0-62mph of around 7 seconds. On paper my Spider is around 6.8

seconds – but getting there is chock full of exhaust and intake roar, gear swaps and stabbing the accelerator pedal in between. I'd imagine the 500E would be chock full of ... monotonous electric whine? So yes, the performance of the two cars is around the same – but the enthusiast's experience? Imagine the concorsos where we pop our bonnets and admire a lovely bank of batteries or a bland electric motor? Maybe we can bolt a 124 BC tortoise shell air cleaner housing to the top of the electric motor as a nod to the good ole days?

Ansell Park is 18 acres of flood prone land at Windsor that was purchased by a group of Club Members over 45 years ago. They formed a company (Ansell Park Pty Ltd) limited by shares and bought the land with the sole purpose of letting the Fiat Club NSW use it for motorsport purposes, mainly motorkhana's which was very popular in the Club all those years ago. Over the following decades, many generations of Club members and their families enjoyed using this wonderful facility. The Club itself does not own Ansell Park; it remains the property of those people that bought the shares all those years ago. The Club has largely managed the grounds on behalf of the owners during that time, including countless volunteer hours performing ongoing maintenance and keeping the fields mown and trees at bay. The land has laid largely dormant over the last few years due to COVID lockdowns and recent floods. Attrition of most of the directors of the Company over the years has meant the Club has shouldered much of the administrative burden for Ansell Park Pty Ltd over the last decade or so. At the request of some members recently, the Committee has undertaken a preliminary internal review of financial records of both Club and Company to ensure adequate governance and an understanding of the financial reserves of both entities. The Committee has secured a view that Ansell Park Pty Ltd has been financially self sufficient over the last 8 to 10 years because of its leasing's and also holds a reasonable balance of retained earnings. However, this will also be reviewed by an external auditor.

All for now

Dave



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**continental@fiatorque.com.au**

## ***New FIATFocus editor required for 2024 and beyond***

Yes, I have decided that this would be my last year as editor of the club magazine, confirming my announcement at the February AGM. Over the years it has been difficult to find any volunteers to take on the role of editor and it would be unfortunate if the magazine was to lapse if no one was to take on the role. I have said before, being editor over the past ten years has been a very rewarding experience and I am sure it will be for the new editor. The club's Facebook page is an important and effective medium for communicating with the membership and the general public, however, the club magazine is the official communication voice of the club as well as providing a record all of the club's activities.

The new editor will have the assistance of committee members who provide quality monthly reports and articles. To lighten the load, **FIATFocus will now revert to being published every two months** which means only 6 editions will need to be produced each year. The magazine can always revert back to being published each month if desired.

For anyone interested in taking on the role please contact the editor ([editor@fiatclubnsw.com.au](mailto:editor@fiatclubnsw.com.au)) or any member of the committee and let us know of your interest.

## ***National Motoring Heritage Day, May 21st!***

Venues open on Sunday 21st of May that you can drive your classic car to include;

Berry Showground, Berry, 7.00 am to 2.00 pm (email [davidamullinga@gmail.com](mailto:davidamullinga@gmail.com))

Hobby & Motor Show (20th and 21st May), East Kurrajong School of Arts - Stanley Park, East Kurrajong Road, East Kurrajong, from 9.00 am to 3.00 pm.

Motorlife Museum, 80 Darkes Road, Kembla Grange.

## ***Auction News.***

**Shannons** will be conducting another online auction this month running from the 23rd to the 30th of May. Of interest to members will be a 1972 FIAT 850 Spider (on display in the Sydney showroom) and a 1997 Barchetta Roadster in Brisbane. Both cars a left hand drive and do not come up for auction often, especially the Barchetta where it is thought that only a few are in the country.



The 850 Spider is listed as being Abarth enhanced and has is estimated to sell for \$25,000 to \$35,000, while the Barchetta is an import from Japan and its estimated value is between \$15,000 to \$20,000.

These and other vehicles and memorabilia can be viewed at the Shannons website,

**[auctions.shannons.com.au/auction/details/30may2023-2023-shannons-autumn-timed-online-auction](https://www.auctions.shannons.com.au/auction/details/30may2023-2023-shannons-autumn-timed-online-auction)**

**Lloyds Auctioneers & Valuers** currently have a 1971 FIAT 500 for sale on their Auction website;

**Classic, Muscle & Barn Finds Auction - Lot 488 ([lloydsonline.com.au](https://www.lloydsonline.com.au))**

The bidding on this FIAT is due to end around the 25th or 26th of this month.

# Competition

## Huntley Hillclimb, Sunday 4th April.

April 2<sup>nd</sup> saw us return to Huntley Hillclimb for Round 3 of the 2023 NSW Hillclimb Championship. We were joined for the day by Travis McGeorge in the McFiat Super Swift, as Travis continues to build on his skills and confidence in some club level speed events. Non stop rain right up to the event had every driver scratching their head about which tyres they would be running on for the day, with a very wet track and grey skies waiting for us as the day began.

Being a wise local Mic made the call early to start the day on slicks, whilst I prayed for the weather gods to come to the party and started the day on slicks. Unfortunately it rained right before our first run, and Mics call was perfect. The weather kept trying to improve through the morning, and the track had started to dry up before our second run. We were able to attack with more confidence, but a damp and shadow covered track ensured Mic still had a large advantage over me. The skies opened up again just before run 3, so I sat that run out whilst Mic punched out an incredible 34.96 in sketchy conditions.

That was the last of the rain for the day, and the track was starting to dry up for the two remaining afternoon runs. We both stuck to our tyre strategies, and for run 4 I was able to put down a 35.66 in an attempt to better Mics time. Still on wets Mic put down a 35.51, but still had me with that 34.96.



One last go, a damp track, slick tyres, and a target time that was going to be hard to catch. I had a red hot crack at, held it flat right up to the last chicane, lifted lightly through the shadows and run a 35.11 in what I can only describe as sketchy conditions. Mic went for it, and again put down an incredible time of 35.03. He had me working beyond my comfort level all day. Super sketchy conditions, and my gamble on slicks over wets just couldn't match his pace. I've never been able to beat Mic at Huntley, and despite a hard push once the sun came out a little, he had my measure all day. 34.96 vs 35.11,

Victory to the Orange Beast, well done mate!

A huge congrats to Travis for another great event behind the wheel, building all the time on his skills for another great result. Travis was able to improve his times all day, not only wrapping up the day with a new PB, but 3<sup>rd</sup> in class!

Best Regards, **Martin Gallard.**



## Competition Calendar

DATE	EVENT AND LOCATION	Point score
<b>May 2023</b>		
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
<b>June 2023</b>		
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
<b>July 2023</b>		
Sat 15th & Sun 16th	NSW Hill Climb Championship, Tamworth	No
Sun 23rd	NSW Motorkhana Championship - Nirimba	No
Sun 30th	Rain out date for FIAT Club Motorkhana	Yes





# Fiat Nationals 2023

Friday October 27<sup>th</sup> to Sunday October 29<sup>th</sup>

**The Sprint Friday 27<sup>th</sup> October**

**at the Broadford State Motorcycle Sport Complex**

**The Motorkhana Saturday 28<sup>th</sup> October**

**at Bendigo Saleyards**

**The Show n Shine Sunday 29<sup>th</sup> October**

**in the Bendigo CBD.**

**The Presentation Dinner Sunday night**

**is at the Bendigo Harness Racing Club.**

Accommodation has been reserved for the Fiat Nationals 2023 at Bendigo All Seasons Resort Hotel.

To book and receive our special rates please use the code FIAT261023.

Booking are best made via the phone on (03) 5443 8165

Rooms have been reserved with book-in from 26/10/23 until check-out 30/10/23 however there are quite limited rooms available on the 26/10 due to prior bookings. This may not be a big issue as the Sprint on 27/10 is being held at Broadford and people may prefer to book a room in the Broadford area for the evening of 26/10 or for Victorian competitors may choose to drive to Broadford on the morning of 26/10 and then move to Bendigo for the rest of the event.

The room options reserved and prices are: (all prices based on 2 people per room)

Deluxe: 1 x Queen bed; \$180 for Sun – Thur bookings, \$195 for Fri – Sat bookings

Deluxe triple: 1 x Queen; 1 x single - \$200 for Sun – Thur, \$215 for Fri – Sat

Spa: 1 x King bed; \$214 for Sun – Thur, \$235 for Fri – Sat



# coffee break (write up)

30th April 2023  
Maggio's Cafe @ Cammeray



Maggio's Cafe is a great alfresco venue. Lucky for us the wet weather from Saturday dried up in time for our club coffee break on the Sunday.

The family atmosphere allowed club members to bring their partners, kids and even their pets. This was a big treat for my son!

The treat for me is seeing what FIAT models turn up at these events. Our club members always surprise and the surprise for us was seeing Richard's ROVER.

Thanks to all who continue to support the FIAT Club of NSW and these events.

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



FIAT fanatico

[www.fiatclubnsw.com.au](http://www.fiatclubnsw.com.au)

## 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!

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



# FCNSW MOTORKHANA CHAMPIONSHIP



# 3

FINISH  
RED

START  
GREEN

Round

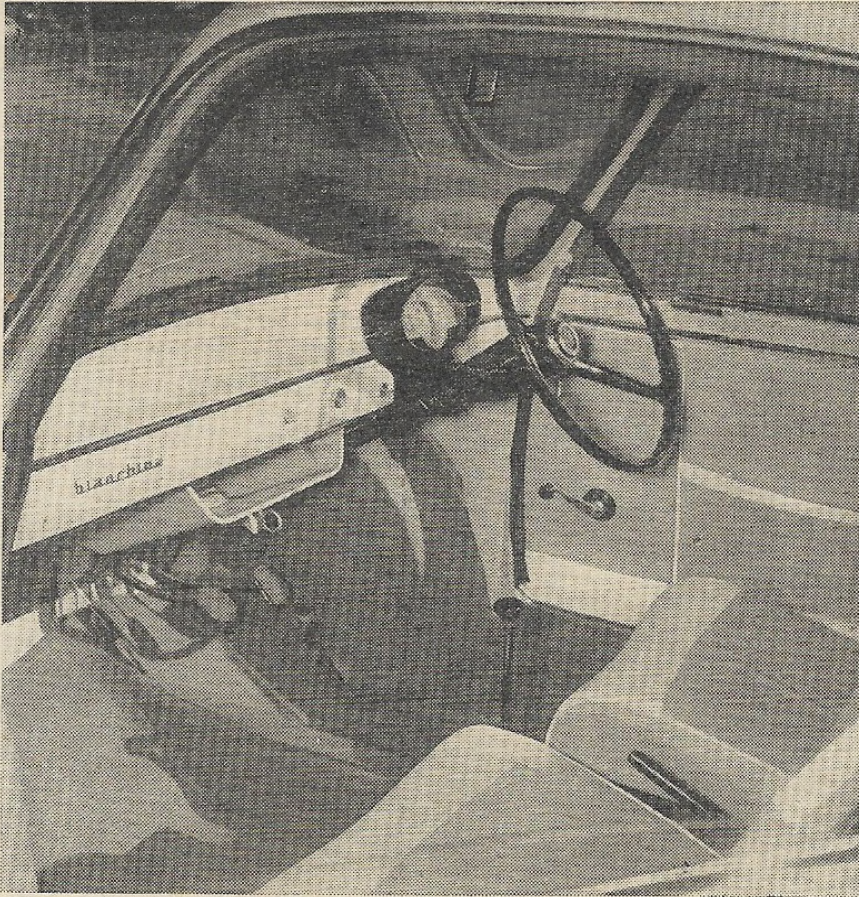
## May 21st - 9am

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.

# PINT-SIZE

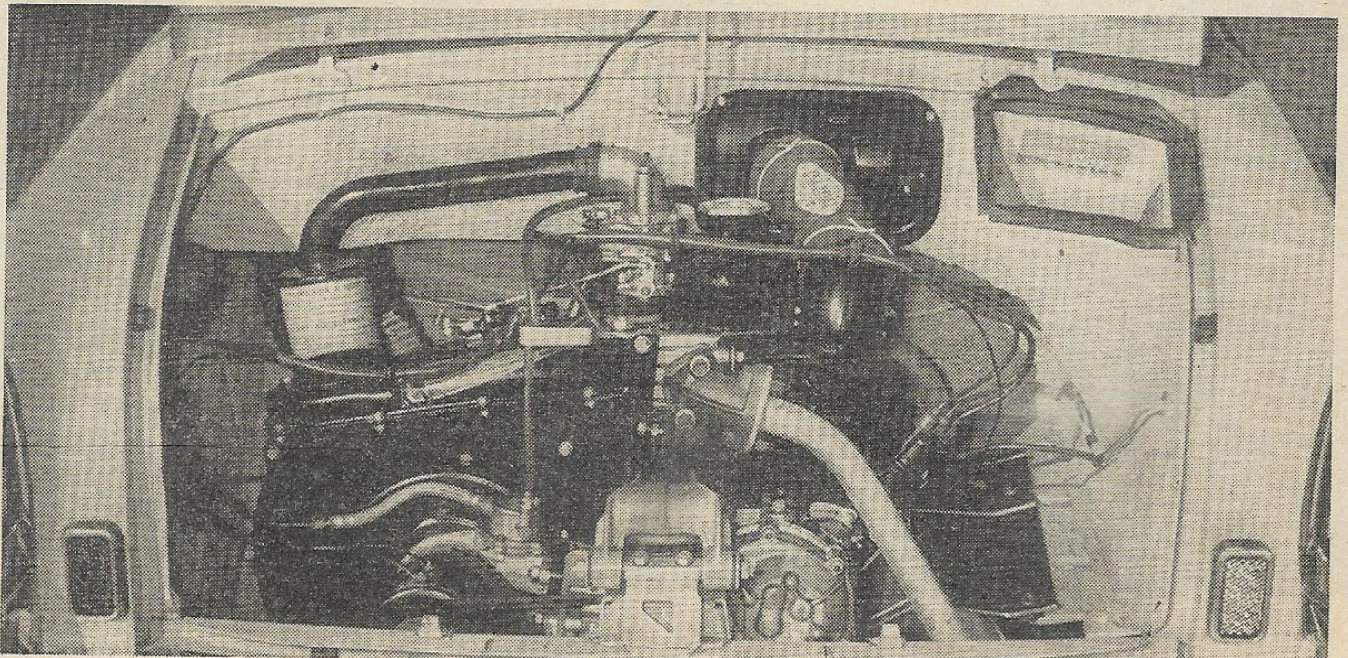
# LUXURY



*With chassis by Fiat and clothing by Bianchina, this tiny Italian coupe offers all the amenities of a big car and the advantages of a minicar.*

*Interior finish is of a very high standard, reports Pedr Davis. Controls are similar to Fiat, but other equipment is better.*

*Power unit is standard Fiat 500 and drives the rear wheels as usual. Note excellent accessibility.*



# FROM BIANCHINA

ONE of the smartest and best finished small cars to come our way in many a year is the recently landed Fiat Bianchina. Selling at £833, this new baby is small in everything but price and appointments. If any minicar car enthusiasts regret that this is one field in which luxury is not catered for, this could be the answer.

The idea of a luxury economy car makes more sense than it may seem at first sight. To put you properly in the picture, let's explain that Fiat don't manufacture the Bianchina. The body comes from the extremely modern Bianchi factory at Milan and appears to have no common panels with the standard body. The mechanical components are identical to the Fiat 500 and no attempt has been made to warm up the motor. Bianchi are a firm of specialised coach builders, but have been in the business for a relatively short time. Both Fiat and Pirelli (the rubber people) are reported to have substantial interests in it.

The Bianchina is the first car of its type we have seen in Australia. It is an extremely attractive vehicle both inside and out. Even though the styling has been limited by the stubby wheelbase of the 500, the Italians have managed a flowing line that gives the car a great deal of personality. The interior trim would do credit to a vehicle at twice the price.

Take a close look at the photographs. In all respects a great deal of attention has been paid to modern innovations. The doors are very wide, the windows high and long and the bodywork uncluttered. There are no window frames on the doors and the door locks operate at the touch of a button. The roof folds down in the best Fiat tradition and when up is entirely rattle-free and weather proof.

On the road the Bianchina reveals itself as a quieter car than its Turin counterpart and is more comfortable. It shares the featherweight steering,

beautiful handling and spritely performance that makes the Fiat 500 the delight of road testers everywhere.

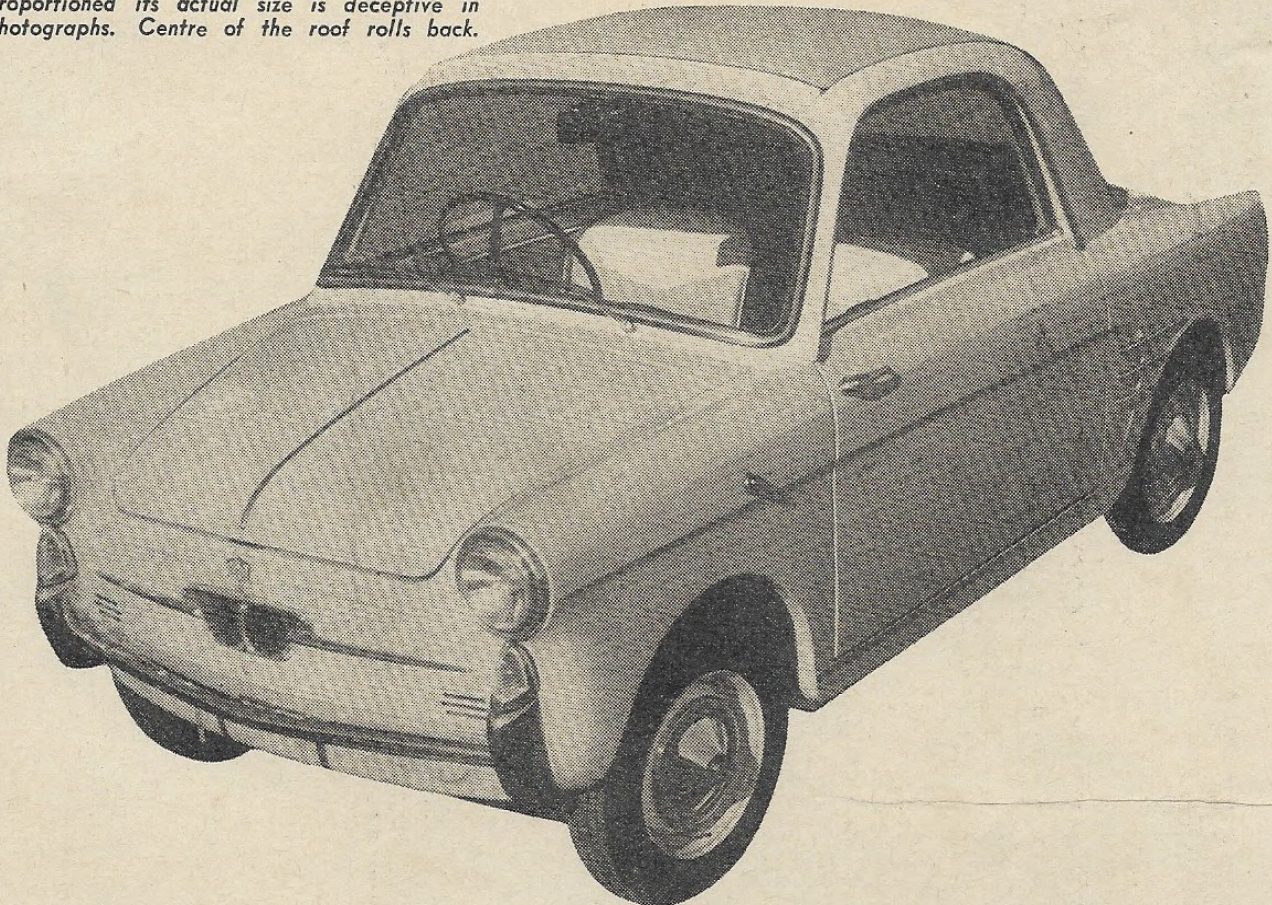
The power plant is, of course, a twin cylinder four stroke, with air cooling and a durability that rivals a Mixmaster. Fiat proved this last year when some European motoring journalists belted a 500 over 62,000 miles of mountainous travel with no attention to the engine other than oil changes, new plugs and one valve grind.

For the record, the 497 c.c. twin cylinder unit develops 15 b.h.p. at 4,000 r.p.m. and is capable of running all day at this speed.

Mounted in the rear, the engine drives the back wheels through a gearbox and differential mounted in one case. The gearing is the same as the Fiat 500; consequently, maximum speeds are around 25 m.p.h. in second, 38 m.p.h. in third and 57 m.p.h. in top.

(Continued on page 83)

Although very tiny, the Bianchina is so well proportioned its actual size is deceptive in photographs. Centre of the roof rolls back.



## PINT-SIZE LUXURY FROM BIANCHINA

(Continued from page 49)

The Fiat and Bianchina are approximately the same weight, but the latter is one inch longer, half an inch higher and half an inch wider. By some alchemy of design magic, Bianchi have managed to find more rear seat passenger room, with no loss of area in which the front seat passengers can stretch their legs.

The car we drove had been held up by the Italian shipping strike and Turin Distributors, who now handle Fiat in N.S.W., had no time to shake the factory dust off the Pirelli tyres before the motor show. In spite of the fact that the engine was as tight as the proverbial tom-tom, we went for a leisurely cruise.

Our first reaction was to comment on the comparatively low noise level compared to the Fiat 500. When this design first came into our hands we bemoaned the fact that Fiat, who have always had an enviable reputation for quietness in their smaller models, had abandoned this quality in favour of lightness and air cooling. By suitable sound proofing between the engine compartment and the rear seat, the Bianchi people have managed to get the best of both worlds.

The exterior of the test car was two tone grey and green. Pleasing use of twin colours for the trim work inside also enhanced the appearance. Soft plastic is used throughout the inside and the doors are fully covered, with map pockets and padding which probably also makes a contribution to quietness. Rubber mats cover the floor.

The windows wind down without the support of door columns, in true convertible fashion but they do not disappear from sight. At the lowest point, an inch and a half of glass remains above the door level. As in the Fiat 500, no luggage space is provided, the designers obviously believing that the best place for luggage in a small car is on the rear seat. In the Bianchina there is also a small parcel shelf under the dash panel.

Interior appointments include a combined rear vision mirror and roof light (identical to the Fiat unit), a heater and air cooler and twin sun visors. The absence of ash trays in the midst of so much drew a few comments from our staff, but otherwise criticisms are few and far between.

The roof is a true one-man affair. It can be raised or lowered from inside the car in less time than it takes to open the sunshine roof in some models. The Bianchina cannot be called a convertible because its hood does not fold down into the body. Instead, it rests on the car's hind-quarters, standing above it no more than six inches.

The driving controls are typical Fiat 500. The pendant pedals are set rather high and the driver has to bear down on them. This causes them to give the impression of requiring more pressure than is actually the case. The pedals are offset towards the centre of the car though most drivers would become as accustomed

to this as quickly as they would to changing the gears.

The starter lever and choke are placed on a centre tunnel and the gear lever and handbrake lie between the front seats. The dash panel, if you will allow the unintentional pun, is quite dashing, with bright enamel and tasteful decoration. The instruments are clustered together directly in front of the driver and consist of a 70 m.p.h. speedometer and a fuel gauge, with warning lights for the ignition and oil pressure.

A hand throttle is provided and

though it would be useful in this country for long trips, its real purpose is to keep the engine ticking over at a high speed first thing on an icy European morning.

If you like your motoring in a small and economical car, with well above average comfort and lines that are not bettered in its field anywhere, it is hard to go past the Bianchina. It has the 63 m.p.g. economy of the Fiat, the same liveliness and a larger measure of silence. Of course, the rice tag of £833 is substantially higher. #



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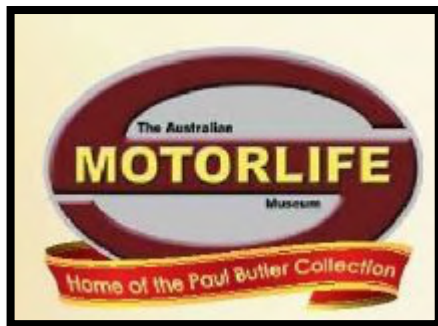
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NATIONAL MOTORING HERITAGE DAY - Sunday May 21st May 2023 This is the 17th National Historic Motoring Heritage Day, a day celebrated annually on the 3rd Sunday of May is an initiative of the AUSTRALIAN HISTORIC MOTORING FEDERATION and is supported by heritage and historic motoring clubs throughout Australia.

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# FIAT NEWS

## Fiat's new electric SUV spied undisguised

The successor to the Fiat 500X has been spotted uncamouflaged, giving us a better look at the styling of the small electric crossover.

By Eilidh McNaughton  
carexpert.com.au

The Fiat 600, the electric SUV successor to the Fiat 500X, has been spied undisguised during a film shoot in Italy.

In images shared on Instagram account cochespias, we can see the Fiat 600 being followed by a film crew on Italian streets. Another image of a different vehicle was shared by Italian site Tiscali.

While the model has been



in which the lights themselves sit in the bottom half, with the LED daytime running lights running along the bottom edge of the circle.

The interior was spied previously and appears to feature a large, circular instrument cluster reminiscent of a Mini, as well as a rectangular, tablet-style touch screen sitting atop the centre stack.

The SUV is expected to be underpinned by the CMP/e-CMP platform, with similar technical specifications to the Jeep Avenger and other small Stellantis small crossovers like the Citroen C4 and Peugeot 2008.

Petrol-powered and hybrid powertrains are also supported by the CMP/e-CMP architecture and may be introduced in key markets.

The related Avenger, for example, offers a petrol engine only in a handful of European markets like Spain.

Like the Avenger, it's expected power will come from a 115kW/260Nm electric motor and a 54kWh nickel manganese cobalt

lithium-ion battery to provide a range of about 400 km.

We can expect to learn more about the technical specifications of the model in the coming months, which is expected to debut later this year for the 2024 model year.

The 600 is expected to enter production at Stellantis' plant in Tychy, Poland alongside the Avenger and an upcoming entry-level Alfa Romeo crossover.

While the Fiat 500X is still offered in markets like Europe and the US, it was axed locally in 2021 as the brand "refocused towards consumer preferences".

Fiat now sells only the ageing 500 city car and large Ducato van. However, the local lineup will gain the electric 500e mid-year.

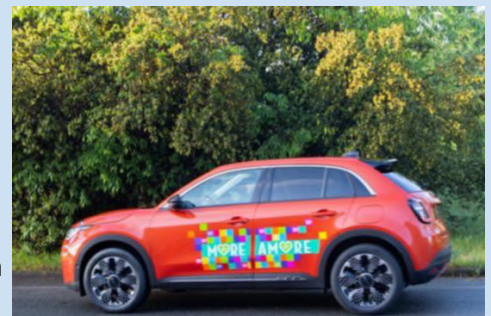
The Italian brand is focusing on its electric expansion, confirming earlier this year that it will reveal two new electric vehicles (EVs) this year, possibly under the Panda and Punto nameplates.



previously spied in camouflage wrap, these images show the styling of the vehicle which appears to be production-ready.

The '600' logo adorning the front, and the custom licence plate, confirm that the model will drop the 500X to adopt the 600 badge.

Styling up front is similar to the smaller 500e. There's a circular area



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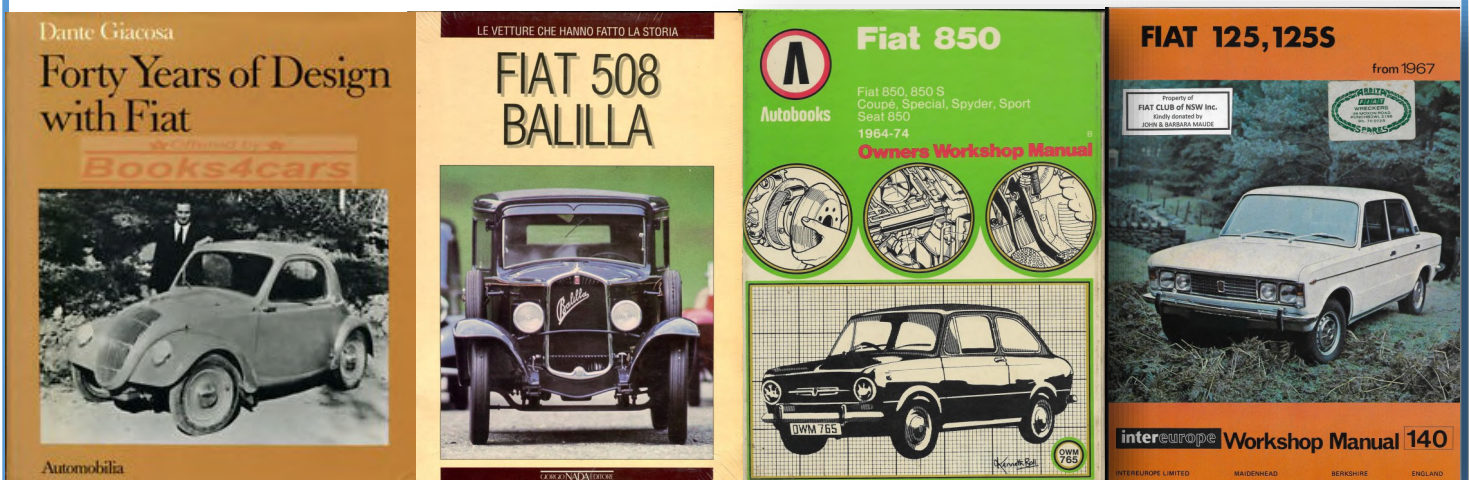
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