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November/December 2023

FIATfocus

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



Social Meetings sponsored by the Bankstown Sports Club

CHRISTMAS LUNCH

Sunday 26th November 2023

(12noon for a 12:30pm start / finish 4pm)



PANORAMA HOUSE

RESTAURANT • FUNCTION CENTRE • BAR • HOTEL • MOTEL

811 Princes Hwy, Maddens Plains NSW 2508

The Fiat Club of NSW would like to invite club members and family to celebrate Christmas 2023 together.

\$35 per adult (club members subsidized)

non club members \$50 per person

children \$15 (between 4yrs-12yrs)

lunch includes:

3 course menu - served alternate

entree Nanna's Beef Meatballs / Caesar Salad

main Chicken Breast / Chargrilled Scotch Fillet Dianne

dessert Warm Sticky Date Pudding / Brandy Snaps Basket

PAYMENT: we ask members to pay the full amount via direct debit to
FIAT Club of NSW Inc, BSB 082-067 Acc No. 03-665-7020

PARKING/ACCESS: the venue has it's own private outdoor carpark.

RSVP by Friday 10th November 2022 to **Susan Halliburton** (m. 0413 184 148) treasurer@fiatclubnsw.com.au



FIAT fanatico

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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, Susan Halliburton, Warren Smith & Lorenzo Aventi for their contributions to this edition of Fiat Focus.

Cover; Classic FIATs at this year's Club Concorso. (photo Lorenzo Aventi)

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.

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
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- ◆ **COMMITTEE PERSON 1** - Adrian Sandrin; committee1@fiatclubnsw.com.au
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- ◆ **COMMITTEE PERSON 3** - Tony Studans; committee3@fiatclubnsw.com.au
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- ◆ **FIAT CLUB LIBRARIAN** - Lorenzo Aventi; editor@fiatclubnsw.com.au
- ◆ **PUBLIC OFFICER** - Warren Smith; public_officer@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
November 2023		
Sat 4th	FIAT Club NSW Motorkhana Championship Rd 5 - Ansell Park (day/night event)	Yes
Sun 5th	FIAT Club NSW Motorkhana Championship Rd 6 - Ansell Park	Yes
Sun 12th	FIAT Club Pizza Break - Patio @ Putney	Yes
Tues 14th	FIAT Club NSW Social Dinner	Yes
Sun 26th	Christmas Lunch – Panorama House (see page 2 for details)	Yes
December 2023		
Sun 3rd	Lago Di Mac - Lap of the Lake Macquarie	No
Sun 10th	Burger Break - Chubby Buns Burgers (Ryde)	Yes
January 2024		
Sun 14th	Coffee Break - Armory Wharf Cafe (Sydney Olympic Park)	Yes
Sun 28th	FIAT Club Pizza Break - Patio @ Putney	Yes
February 2024		
Sun 11th	FIAT Club of NSW Annual General Meeting—Ansell Park	Yes
Sun 25th	FIAT Club Dinner Break - Skinny Tony's Really Italian (Five Dock Park)	Yes
March 2024		
Sun 10th	FIAT Club Burger Break - Original Burger Co. (Brookvale)	Yes
Sun 24th	Chestnut Picking - Nutwood Farm (22 Danes Way, Mount Irvine NSW)	Yes
Sun 31st	Easter	
April 2024		
Sun 7th	Auto Italia - Queanbeyan	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

NOVEMBER 14th 2023: (second Tuesday) Remembrance Day Run, Wisemans Ferry.

DECEMBER 5th 2023: Christmas Lunch, Sutherland Shire.

I have had little interest in a visit to Linwood House & a local club lunch at Guildford. This will not go ahead as planned.

DETAILS & BOOKINGS: Les, Email. mumspalace@hotmail.com Ph: 9838 8063

INVITED EVENTS

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

President's Report

I recently stumbled upon an article during a mindless thumb scroll written back in 2016 by a Rob Sass in Hagerty magazine. He posed the question "What is an analog car?" An interesting enough article, perhaps over well-trodden ground, but he did paint a reasonably nice historical perspective of vehicle development using several nice examples of cars that someone of my 'vintage' would relate to. He wrote that "like vinyl records and mechanical watches, an analog device doesn't need to break things into zeros and ones in order to function". Perhaps a bit cliché, but I've sometimes quipped about being an analog-guy, usually when being unable to get something electronic to work, unable to properly launch Netflix or Kayo (or even finding the App amongst 100 different ones or pathways) or getting into an argument with Alexa when she won't do what I ask her unless I get the syntax of the command perfectly correct.

Pondering Sass's article had me recollecting my own car experiences over the years and ultimately drawing comparisons on the cars I owned in my relative youth – the iconic 60s, 70s and 80s. I still have some 124s and 131s in the garage – and they are delightfully analog. Not one ounce of digital anywhere (or is that a gram?). You stick a key in the door to unlock it (or in the Fiat 125s I owned – the quarter lock latch would always fall off, so you just pushed the quarter glass open and reached around to the knob to unlock it). To start the car, you inserted the key and twisted it clockwise. I fitted a push button start to my first race car and thought it was so cool and out there. You pulled up the handbrake, not a switch. You wound the windows up and down via a rotary handle. Most cars had three pedals. The 'aircon' was a '4 by 80' (4 windows down at 80 kmh) or at best two sliders below the dash to open various flaps for hot or cold air and this was supplemented by an electric fan to push said air more quickly through the cabin. Better still, raspy exhausts were achieved by fitting "hot dogs", fuel was delivered by carburetors or if you had a fancier model, maybe a mechanical fuel injection. Worms and rollers turned the car until rack and pinions came into vogue around the 80s – and not driven by wire; knobs, pedals and cables operated the clutch, the carby, the choke,

accelerator, a radio station was sought by turning a different knob; headlights and high beams came on upon command (usually to blind oncoming traffic) and didn't do some sideways and vertical dance upon start up nor think about going into high beam only when it had thought it was safe to do so. Seat belts weren't necessarily retractable, an airbag was a term of endearment for the mother in law, and you had to consult a Gregory or a UBD to find your way around (people under 40 just google it). Only Dick Tracey had a mobile phone (worn on his wrist – and yes people sub 50 should again google the reference). Sport-mode was a switch in your head, ABS was a point on the continuum of panic, lane assist was wandering over the cat's eyes where your own eyes rattled, and words like Wi-Fi, internet of things, and Uber would have drawn blank stares.

Don't get me wrong, I've got some modern cars in the driveway as well. With all the opposite features to those I have mentioned above. And they are equally delightful, in that they are orders of magnitude safer than the cars I describe above, they have better reliability (I recently found out that from the dealer that the auto transmission oil in the wife's Subaru never needs replacing – what happened to adjusting the bands and replacing the filters?), they always start and run perfectly and are comfortable and relatively easy to drive. The only issues I've had with the 124 Abarth is a puncture and a flat battery. It is great to drive – but it is a vastly different experience to my 124CC. As Mr. Sass suggests, the older cars are a little harder to drive, perhaps that defines the word – "engaging"? He also points to the rage that vinyl records and wind-up watches are making a comeback in recent years. What is old is new again? But as he concludes – analog cars are never making a comeback, so let's preserve what we have.

Some great Club events coming up this month. Most importantly the Club Christmas Party – unfortunately I'll be away on that date but get in quick to reserve your seats. The Club is subsidising member tickets. See elsewhere in the magazine for details.

Dave

The FIAT Club of New South Wales notifies members that its **Annual General Meeting is to be held on Sunday the 11th of February 2024 at Ansell Park.** All committee positions will be up for re-election and all members are encouraged to stand for one of the roles available which include the following positions; Office Bearers: President, Vice President, Treasurer, Secretary, Membership Secretary Specific Committee: Editor, Webmaster, Competition Secretary, Events Co-coordinator..

General Committee: Assistant Competition Secretary, Ansell Park Co-coordinator, CMC Delegate, Librarian, Historic Plates Registrar, A/Historic Plates Registrar, Merchandise Officer, Committee person.

Please send expressions of interest for any of the committee positions to the Club secretary.

New Members

A warm welcome to the following enthusiasts:

Eugenia Sciglitano – 2013 Fiat 500 Gucci

Peter Bone – 2011 Fiat 695s

Margaret Bone

Liam Bone

Olivia Dooley

Nick Murray – 2019 Abarth 695 Rivale

There are not many events left this year for members to participate in but one that we are looking forward to is the annual **Christmas function that will be held on Sunday 26 of November at Panorama House** off the Princess Highway, just before Wollongong (see the flyer on page 2). Bookings are required by November 10.

I caught up with Warren Buckingham at the concorso while admiring his lovely FIAT 22300s where I enquired about this year's **"Lago de Mac" (the lap of Lake Macquarie)**. The event has been running for a few Years now and invites owners of Italian exotic and nearly exotic machinery to participate in a drive around the picturesque Lake Macquarie and enjoy car displays, food stalls and entertainment throughout the day. Warren is very much involved with the Combined Italian Auto Organisation (C.I.A.O) who is very much organising the event. For more details, check out the C.I.A.O. Facebook page at www.facebook.com/LagodiMacqAllItalian/ for more details.

By the time this magazine has been sent to you, the **FIAT Nationals** for 2023 would have been run. Susan Halliburton was there and provides the following interim report;

We had 16 members go to Bendigo this year for the Nationals; Gayle & Graham Bates, Graham & Margaret Mumby, Phillip East, Ian Jorgensen, Martin Gallard, Ian & Lindsey Allison, Wayne McGeorge, Roger Malcolm, Dean Ryan, Tony & Sue Studans, Kevin & myself (Susan).

As participants competing in the National's where low this year we did very well. In the Supersprint were Graham Bates & Marty. In the Motorkhana were Kevin, Marty, Ian and Phil. Marty and dean displayed their cars in the Show & Shine.

The boys did very well ending up with 10 trophies. Marty won the Iron Man award & Phil East won 1st place Novice.

Ian Jorgensen was a regular competitor at Ansell Park for many years and now that he lives in far North Queensland it's great to see that he can still come to the nationals at times.

Graham & Margaret Mumby decided to make the most of their trip to Bendigo my making it an extended holiday around Victoria. Susan Halliburton.

Many thanks to Susan for the update. Expect a report on the event in the next issue of FIAT Focus.

Vale of Richard Carlson.



From Warren Smith comes the news that Richard Carlson from Victoria has passed away.

The Fiat Club of NSW Inc. extends its deepest condolences to the family and friends of Richard Carlson who was an absolute legend within motorkhana circles. He won the outright trophy 16 times for the Fiat Car Club of Victoria at the Fiat of Italy Cup.

I took the photo attached at the 2019 Fiat Nationals at Taillem Bend, SA. With him are Glenn Smith (left), and Wayne McGeorge (right).



Martin Gallard with the 2023 Iron Man Award plus the 9 other awards won by FIAT Club NSW members

Expression of Interest -Ansell Park Pty Ltd

Board of Directors

Applications are sought from people with suitable qualifications and experience for the role of Non-Executive Director. This is a voluntary position.

Interested people should submit a short, concise CV or their questions to the email below.

Closing date Friday 8th December.

Email: info@ansellpark.com.au

50th Australian Motorkhana Championship



The 2023 AMC was held at HMAS Nirimba, Quakers Hill from September 30 to October 1. 64 drivers entered the event to battle it out, some coming as far as SA, QLD & even WA. Plenty of NSW drivers entered. Mic, Travis & I were also joined by Phil East from the Fiat Club of NSW.

The Saturday practice was much needed for the three of us. Mic realized there was a gear selection issue with his 127 only the weekend before, and had only the week of the event to get to the bottom of the issue. Despite spending many hours on it, the end result was that the car had to be held in reverse gear when being driven. That may seem like a small issue, but with 4 out of the 12 tests being reverse events, try taking the time to hold reverse gear whilst dodging poles and doing reverse flicks! My 126 was putting along nicely, and just the ability to get more time on the new engine was what I needed more than anything. Although in dire need of a proper wheel and steering alignment with a huge amount of understeer, the car was comfortable



enough for a run on Sunday. Both cars had rear tyre issues, luckily I had a bank of spares ready off the black 126 to keep us running. That said it was extremely hot, and both cars had fuel tanks that were at near boiling temperature. With plenty of seat time under our belts locked in, we retired early for the day to give both cars a rest and our bodies a refuel after the heat of the day.



Sunday's event proper was extremely hot, with high winds giving the event and every gazebo a hard time long before any cars started to tackle any of the tests. Both cars came out of the blocks well, with no more mechanical issues appearing during the morning loop of runs. There was some very clean driving from Mic and Travis. A small spin for me saw me lose a few seconds, but no major harm done. That said, a few seconds is about 7 places in the final standings at National level. 6 tests down we were all just getting into our stride and ready for some longer tests better suited to our cars when an intense westerly came through and tore the event apart. Drivers scrambled to collect all the flags that literally blew up to hundreds of meters away, and despite the long wait and patience of all drivers and officials, the wind would just not relent. With the minimum amount of required tests more than done to declare the event official, the call was made to cancel the remaining tests. A real shame, but totally the right call for all the officials

trying to run the event.

As always, Mic and Travis were in the fight and we were pushing each other all the way. Travis is getting so much closer to his dad, I genuinely think it's time for Mic to be concerned!

From here it was back to Muirfield Golf Course for the presentation dinner, and the air conditioned comfort quickly washed away the heat of the day over a great meal and a couple of beverages with our fellow competitors. Travis did a great job, bringing home the 127

in 45th outright, 4th Junior, and 3rd in Class H. Mic was consistent as always, 31st outright and 2nd in Class H. An awesome effort by Team McFiat! The red 126 performed extremely well on debut after the long rebuild, bringing me home 26th outright, 1st in class, and the first ever Australian Champion for Class H. I am extremely happy with this result, it's a huge reward for the amount of time and effort I have put in to the car over the year.



In a field of 15 motorkhana specials, Phil East brought his Honda Special home 4th outright, and 3rd in class F. More importantly, Phil received an award from Motorsport Australia & Colin Bond for 50 consecutive years of driving in the Australian Motorkhana Championship. An incredible effort Phil, congratulation on this achievement.

Mic & I have already identified a stack of areas for improvement in both our cars and our driving, so watch this space. Not sure our cars can challenge the open wheelers at the front, but I have no doubt we can muscle our way to the front of the tin tops with some more seat time under our belts.



Next destination, 2023 Fiat Nationals!

By Martin Gallard, Photos - Lorenzo Aventi.

UPCOMING EVENTS



Pizza break!

come join like minded
FIAT enthusiasts enjoy
pizza and pasta...

the location

When: Sunday 12th November 2023

Where: **Patio @ Putney**

83 Charles Street,
Putney NSW 2112

Time: 5:00pm - 8:00pm



Burger break!

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

the location

When: Sunday 10th December 2023

Where: **Chubby Buns.**

748 Victoria Road,
Ryde NSW 2112

Time: 6pm - 9pm



LAGO DI MAC



All Italian Festival

On the beautiful
foreshore at Lake Macquarie
Thomas H Halton Park Eleebana

Sunday 3rd December 2023

Italian car & bike display

Italian Food & Wine

Entertainment

For more information or to register
your interest contact Carlo at
info@gdp.net.au or phone
0412 494 094



Lake Macquarie set for biggest
Italian celebration ever.

Lago di Mac will celebrate their
third **Lap of Lake Macquarie** this
December with a day filled with Italian
flair, flavour and automotive heritage.

This year's event will feature a massive
display of classic Italian cars, Italian
bikes and scooters from enthusiasts from
all over the country.

The Italian extravaganza will also feature
a smorgasbord of culinary delights
served up by a stack of Italian food
vendors.

Sunday 3rd December 2023

Starts 10.00 a.m. All day event.

[https://\(www.facebook.com/LagodiMacqAllItalian/](https://(www.facebook.com/LagodiMacqAllItalian/)

2023 FIAT Club of NSW - CONCORSO D'ELEGANZA

The 2023 FIAT Club of New South Wales Concorso d'Eleganza was held on Sunday 10th of September at Gough Whitlam Park in Undercliffe. This was the first time the Concorso was back at Gough Whitlam Park since 2019 due to cancellations in 2020 and 2021 due to Covid and last year's event being held at Rhodes.

A cool start to the day was followed by a glorious sunny spring day, perfect for an Italian Car Show. The event included car displays from the Alfa Romeo Owner's Club of Australia, The Lancia Motor Club of NSW, Italian Made Social Motoring Club and of course, the FIAT Club of NSW. The Club had over 30 cars on display with many more members visiting throughout the day.



The FIAT Club and the IMSC were allocated to different area this year due to the Alfa Club expecting to have more of their members attending and therefore needing some more room. Initially, there were some concerns that there would not be enough room for ourselves, however, it turned out that there was plenty of room on what was a pleasant tree lined display area.

The crowd enjoyed the celebration of Italian machinery. It was great to speak to members of the crowd and listen to what they enjoyed about the cars, whether they had their classic on display or just spectating.

While all the cars on display were wonderful to see, there were a few that I had not seen in person until this day. Roger Shackleton and I traded some emails a few years ago and it wasn't until today that I was able to meet him and his beautiful FIAT 1500. Roger is from England and back in the day he used to run round in Mini Coopers and Cortinas, as well a number of other British cars he had access to while working at a dealership. A few years ago, as Roger tells me, he was interested in a classic car and was considering something like a Cortina, however, he thought about getting a classic that he was less familiar with rather than something he had already experienced. He had always liked the FIAT 1500 and when one came up for sale he went for it. Further work went into Roger's car after he acquired it and to day it drew a lot of attention from onlookers wanting to know more about the FIAT or from those who had the pleasure of owning one of these models previously. The 1500 certainly drew a lot of admirers.



Tony Halcrow brought along his lovely 124 AC Coupe. For many, the AC is a favourite out of the 124 Coupes (however, it would be hard to say as a FIAT Fanatic you don't like all BC and CC coupes as well), and Tony's example is a beauty and the interior is just as good as the rest of the vehicle. The AC is a low mileage vehicle which has been taken out of hibernation by Tony. The last historic rego tag from 2009 is still on the car. Tony is justifiably proud of his AC and it was nice to see his grandson accept the 3rd place Coupe trophy on his behalf.



I invited some friends to Gough Whitlam park for the day as I know they always enjoy looking at classic cars. One car that they (and of course hundreds of others) were impressed with was Bob Cortese's FIAT 130 Pininfarina Coupe. As much as I have admired these art pieces nothing prepared me for the

high standard that this 130 was presented. From the immaculate deep blue paintwork to the "as new" velour upholstery, all thought that this was a FIAT 130 they would love to have. I heard the Bob doesn't take this car out too often. If that is so, I sincerely thank him for letting me and many others enjoy seeing one of FIAT's finest.



Continued next page ...

2023 FIAT Club of NSW - CONCORSO D'ELEGANZA

Many old faces attended the Concorso and I was able to catch up with them throughout the day. It was nice to see Warren Buckingham with his FIAT 2300S Coupe. These Coupes seem to become more appreciated lately as I have been receiving more inquiries over the past few years checking if any were for sale. Just recently, two very fine examples sold for very high prices.



Martin Gallard brought his FIAT 126 Motorkhana Special which had just been completely rebuilt. Martin had spent many hours this year working on his car and it certainly looks the part. There was plenty of interest in this vehicle and Marty was all too happy to answer any questions and explain what work had gone into this machine. Underneath the body shell is a heavily modified chassis, brakes and suspension with a mid mounted 2 litre twin cam motor. Marty is planning to run the 126 at the Australian Motorkhana Championships and after that, he is considering taking it to the FIAT Nationals at the end of October.

While there is much reason to celebrate the history of FIAT in Australia, the reintroduction of FIAT passenger cars into the country some seventeen years ago has provided a fleet of modern FIATs for us to enjoy. About ten cars from the 2000s on were also displayed and mainly included Abarth versions of the 500 and 124 Spider, all very shiny and as immaculate as the classics from years past. It shows that club enthusiasts can enjoy motoring even in a modern classic.



During the course of the morning various volunteers judged the cars that had been entered in the Concorso d'Eleganza and the winners



were announced by Club President, David Filippetto. Kerry Maroney was the outright winner with his immaculate FIAT 850 Coupe (he was also the winner of the Coupe Class). The car is a credit to Kerry as he has kept it in pristine condition since he restored it some thirty or so years ago. Other class winners included Luca Bartolomei (Sedans - FIAT 600D), Dean Ryan (Convertibles - X1/9), Saul Cher (Historic - FIAT 600), Maurizio Puglisi (Modern - Abarth 500), Brian Dapcevic (Modified - X1/9) and Martin Gallard (Competition - FIAT 126). Congratulations to all prize winners and the members who displayed their vehicles and to everyone who came along and enjoyed the day. A special thanks to those members who volunteered to do the judging; Martin Gallard, Adrian

Sandrin, Joe Catena, Ian Sinden and Maurizio Puglisi.

You will find full results and photos from the Concorso in the following pages.

By Lorenzo Aventi.



David Barzan, Daniel Sullo & Joe Catena



Peter & Valerie Jakrot



David Filippetto ready to present the awards!

2023 CONCORSO D'ELEGANZA RESULTS

Outright Winner - Kerry Moroney – FIAT 850 Sport

CLASS	PLACE	ENTRANT	CAR / MODEL	TOTAL SCORE
SEDANS	1 st	Luca Bartolomei	Fiat 600D	150
	2 nd	Claudio Casacchia	Fiat 128	149
	3 rd	Joe Catena	Fiat 131	142
	4 th	Bruno Napoli	Fiat 131	133
CONVERTIBLES	1 st	Dean Ryan	Fiat X1/9	133
	2 nd	Adrian Sandrin	Fiat 124 Spider	128
	3 rd	Justin Berthold	Fiat 124 Spider	114
	4 th	Ian Sinden	Fiat X1/9	112
	5 th	Enrico Bruni	Fiat 124 Spider	102
COUPES	1 st	Kerry Moroney	Fiat 850 Coupe	154
	2 nd	B Cortese	Fiat 130 Coupe	146
	3 rd	Tony Halcrow	Fiat 124 AC	137
HISTORICS	1 st	Saul Sher	Fiat 600 Abarth	129
	2 nd	Warren Buckingham	Fiat 2300 S Coupe	117
MODERN	1 st	Maurizio Puglisi	Abarth 500	135
	2 nd	Adrian Sandrin	Abarth 500	134
MODIFIED	1 st	Brian Dapcevic	Fiat X1/9	138
	2 nd	Daniel Sullo	Fiat 124 CC	117
COMPETITION	1 st	Martin Gallard	Fiat 126 (Niki)	



Kerry Maroney - Outright Concorso winner & 1st Coupe class



Luca Bartolomei

*Dean Ryan -
1st Convertibles*

*Saul Sher -
1st Historic*

Maurizio Puglisi

*Brian Dapcevic
1st Modified*

*Martin Gallard -
1st Competition*

2023 FIAT Club of NSW - CONCORSO D'ELEGANZA



**Adrian Sandrin -
2nd Modern &
Convertibles**

**Joe Catena -
3rd Sedans**

**Justin Berthold -
3rd Convertibles**

**Tony Halcrow -
3rd Coupes**

**Warren
Buckingham -
2nd Historic**



**Above, left to right; Luca Bartolomei - FIAT 600D, Dean Ryan - X1/9, Saul Sher - FIAT 600 Abarth replica.
Below, left to right; Maurizio Puglisi - Abarth 500, Brian Dapcevic - X1/9,
Martin Gallard - FIAT 126 Motorkhana Special.**



**Above, left to right; Justin Berthold - FIAT 124 Spider; Tony Halcrow - FIAT 124 Coupe AC;
Joe Catena - FIAT 131.**

2023 FIAT Club of NSW - CONCORSO D'ELEGANZA



Above, left to right; Adrian Sandrin - Abarth 500 & Fiat 124 Spider, Warren Buckingham - FIAT 2300S Coupe.
Below, left to right; Claudio Casacchia - FIAT 128, Bob Cortese - FIAT 130 Coupe, Daniel Sullo - FIAT 124 Coupe.



Above, left to right; left to right; the FIAT 124 Spiders of Alfonso Piccioni, Enrico Bruni & Nick Vasile.
Below, left to right; Steve & Chris Gorman's FIAT 124 Spider, Bruno Napoli - FIAT 131.



2023 FIAT Club of NSW - CONCORSO D'ELEGANZA



Above, left to right; Graham Mumby, Adrian Sandrin, Richard Dalziel, Joe Catena, Nicholas Filipetto, Susan Halliburton, Ian Sinden and Steve Gorman. Below, centre; Enrico Bruni, Charles Ryan, Dean Ryan.



Above, left to right; Richard Dalziel - FIAT 850 Coupe, David Barzan - FIAT 850 Sedan, Roger Shackleton - FIAT 1500 Mk 2.

Below, left to right; The X1/9s of Ian Sinden, Diran Fabricatorian and Dean Martin



2023 FIAT Club of NSW - CONCORSO D'ELEGANZA



Above, Some of the moderns on display, Plenty of awards to add to the trophy cabinet for some. Below & right; displays from other clubs at the venue.





Drive Day (write up)

24th September 2023

Motorlife Museum @ Kembla Grange



A great day was had by those club members who drove to the MotorLife Museum at Kembla Grange.

The day provided perfect weather for a drive and the museum had so much motoring memorabilia to see.

An interesting mix of items to see that allowed for great conversation to follow afterwards over a picnic lunch.

A big thank you to everyone who attended.
See you all at the next event.

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



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www.fiatclubnsw.com.au



fish n chip break (write up)

8th October 2023

Chubby Fish @ Allambie Heights



The first time the FIAT Club of NSW held a fish n chip break. Chubby Fish in Allambie Heights provided a good place to drive up and chill out while enjoying the classic meal of fish n chips

It was great to see club members bring along their families of all ages and enjoy each others company.

A nice mix of cars came out, looking stunning in the evening light. Plenty of parking in this residential location.

Thanks to all who came along, see you all at the next event.

Ciao Giovanni Ciampa
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Drive Day (write up)

22nd October 2023

Hydro Majestic @ Blue Mountains



A small group of club members gathered for the drive to the Hydro Majestic at the Blue Mountains. The extremely hot weather must of been the reason for members to have been scared off from attending on the day, or furiously preparing for the FIAT Nationals coming up!

None the less, it was great to see a modern Abarth 124 Spider and a classic 124 Spider drive together and park together on the day. A nice mix of old school cool and modern tech styling.

A big thank you to Domenic for sharing his photos with us.

everyone who attended.
See you all at the next event.

Ciao Giovanni Ciampa
(social events co-ordinator)
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Stellantis buys \$2.5 b stake in Chinese EV startup Leapmotor.

By John Mahoney carsales.com

Deal could see Leapmotor electric cars sold throughout Europe – and possibly even Australia

Stellantis has snapped up a \$US1.6 billion (\$A2.5b) stake in Chinese EV start-up Leapmotor, with the deal paving the way for Leapmotor electric cars to potentially be sold throughout Europe – and possibly even Australia, if the business case stacks up.

The pay-off for Stellantis is that the auto giant – which owns a vast group of brands including Peugeot, Opel, Fiat, Alfa Romeo and Jeep, among others – will get access to Leapmotor’s advanced EV technology that should fast-forward the development of its own EVs.

Stellantis expects all of its sales in Europe to be EVs by 2030.

Full details of the deal, which sees Stellantis take a 20 per cent stake in Leapmotor, have yet to be made public.

Leapmotor EVs could be sold via Stellantis’ extensive global dealer network, but it’s not yet known which Stellantis brand will be tasked with adopting the Chinese brand, which currently has five models in its stable – two SUVs, a sporty coupe, city car and a mid-size sedan.

Founded just seven years ago, Leapmotor has shown rapid growth and last year sold 111,000 cars.

Commenting on the deal, Stellantis boss Carlos Tavares said: “The Chinese offensive is visible everywhere.

“With this deal we can benefit rather than being the victims of it.”

2023 Fiat 500 to continue with petrol power

But the 15-year-old city-hatch is down to just one high-spec variant

Carsales.com

The all-new 2023 Fiat 500e may have just landed Down Under, but the iconic urban runabout isn’t quite done with its internal combustion heritage just yet, as evidenced by the release of the 2023 Fiat

500 DolceVita.

The sole remaining petrol variant of the venerable Fiat 500, following the axing of the cheaper Lounge grade, is now priced from an unchanged \$27,220 plus on-road costs in MY23 guise, marking a \$4120 base price increase for the Italian micro-car first released 15 years ago.



However, for a lot less than the battery-electric Fiat 500e (\$52,500 plus ORCs), it comes loaded with high-end equipment like a fixed glass roof, 7.0-inch digital instrument cluster and 7.0-inch infotainment system with smartphone mirroring, voice control and climate control.

Other standout features include heated wing mirrors, newly designed seats, tyre pressure monitoring, alloy wheels, cruise control, tinted windows, chrome exterior trim and LED running lights.



Some of the headline gear was once included as part of the old Lusso option pack, but is now fitted as standard in the name of value and purchasing simplicity.

Customers have eight exterior colourways to choose from – Gelato White, Bi Colour White and Black, Passione Red, Sicilla Orange, Pompeii Grey, Rugiada Green, Blu Ottanio and Vesuvio Black – as well as two different finishes for the steering wheel and surrounding surfaces: black or ivory.

Hiding under the bonnet is the familiar 1.2-litre four-cylinder petrol engine buzzing out 51kW/102Nm and driving the front wheels via five-speed automatic transmission.

It’s predictably down on power and torque compared to the electric 500e (87kW/200Nm), but the trade-off is no range anxiety and an asking price not far off half that of the new-generation EV.

How much does the 2023 Fiat 500 cost?

500 DolceVita – \$27,220

500e La Prima – \$52,500

Abarth Australia prices its first EV

500e Turismo and limited edition Scorpionissima here later this year from circa \$60K

By MATT BROGAN Goauto.com.au

ABARTH Australia has this week detailed pricing for its forthcoming 500e Turismo and Scorpionissima twins, the all-electric hot hatch duo in showrooms from later this year priced from \$58,900 and \$60,500 plus on-road costs respectively – a massive \$27,450 over the starting price of the outgoing petrol model.

According to the Italian importer, the 500e models are the most responsive and exciting in the brand’s celebrated history, each equipped with a front-mounted electric motor delivering 114kW and 235Nm, or enough to accelerate the vehicle from 0-100km/h in 7.0 seconds. Driving range is listed at 252km.

Abarth says that “electric is the perfect technology to enhance the driving experience by bringing better acceleration, greater balance, better handling, more stability, and better roadholding” – all massive claims given the competence of the much-loved turbocharged petrol predecessor.

Featuring a reproduction of the iconic Monza exhaust ‘roar’, via a cleverly engineered Sound Generator, the characterful hatch will be available in five vivid paint hues: Acid Green, Poison Blue, Antidote White, Venom Black and Adrenalin Red.

Later this year, Abarth will introduce the limited edition 500e Scorpionissima to local showrooms – just 219 examples will be made available locally of the 1949 produced – with the ‘standard’ Turismo trim to follow in early 2024. Additional features include unique decals and a digital certificate of authenticity.

Each supports three different charging modes and is equipped with a CCS Combo Type 2 socket that enables both AC and DC charging. The maximum (DC) charge rate is listed at 85kW meaning it should be possible to charge the 500e’s 42kWh battery from zero to 80 per cent in around 35 minutes.

Continued next page ...

FIAT NEWS

Highlights of the local specification include 18-inch diamond-cut titanium grey alloy wheels, Alcantara upholstery, and sports seats with contrasting double stitching.

As was the case previously, the Abarth versions of the 500e will top the Fiat derivative, which is available locally soon from \$52,500 drive-away.

Longer and wider than before, the Fiat 500e La Prima will be offered in a single three-door hatch variant priced at more than double its petrol-powered sibling (the entry-grade 500 Lounge starts at \$23,100 plus on-road costs).

Fiat's four-seat 500e will be offered with

a 42kWh battery pack, equivalent to the long-range variant available in Europe where a more affordable short-range offering with a 28kWh battery pack is also available.

The 500e is powered by an 87kW/220Nm electric motor driving the front wheels and is said to offer a driving range of 320km (13.0kWh/100km) based on the European WLTP standard and is said to accelerate from 0-100km/h in 9.5 seconds.

With fast charging capabilities up to 85kW, the Fiat 500e may be charged from zero to 80 per cent in 35 minutes.

Like the Abarth range, the Fiat 500e

rides on an all-new platform that has enabled Fiat to offer more technology than before, including Level 2 autonomous driving capabilities, adaptive cruise control, lane-keep assist, speed limit recognition, blind-spot monitoring, 360-degree camera technology and driver attention monitoring.

Parent company Stellantis has also endowed the 500e with its fifth generation Uconnect multimedia array with a significantly larger 10.25-inch touchscreen and wireless connectivity to Apple CarPlay and Android Auto. 2023 Abarth 500e pricing*: Turismo (a) \$58,900 (+\$27,450 over 595 Scorpione)

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For Sale

1970 Fiat 850 Sport Coupe,

This car is rust free having been in the hands of a long-standing Fiat enthusiast, in South Australia, for many years. The **odometer shows over 85,000 miles**, and the **car drives well**. The engine is in a very good state of tune and the **gearbox is very pleasant to use**, especially now with a **new clutch**.

Brakes have recently been thoroughly overhauled, with new master cylinder, front disc rotors and pads, so the car stops very well. **All electrical components function correctly**, as does the **cooling system**, which now sports a larger than standard radiator core, ensuring cool running at all times.

Paint and interior are 'tidy', rather than immaculate, with no exterior panel damage or scratches. The dash top is, as usual with these little cars, quite badly cracked, but the seats are all intact, as is the original carpet. All mechanical work on the car under my ownership has been completed to a high standard by Automoda, of Haberfield.

As much as I have a sentimental attachment to this car, which is identical to one I owned 50 years ago, I realise it's probably no longer suitable for someone of my age, living in congested inner Sydney. (10/23)

Contact Philip French; **MOB 0414 544 713**



Please direct all correspondence to:
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BANKING DETAILS:

Bank - National Australia Bank (NAB)
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Historic Vehicle Registration Scheme

Postal address and contact details for the FCNSW - Historic Plates Registrar;

Richard Dalziel
12 Page Ave Wahroonga NSW 2076
P: 02 9489 3553
M: 0412 709 228

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Package 3 @ \$200 a year

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Contact the editor to place your advertisement.

FIAT books available from the FIAT Club Library.

The FIAT Club of New South Wales LIBRARY has a range of FIAT and general interest themed motoring books, magazines and workshop manuals available to members to borrow. A list of publications is included on the Club's website at fiatclubnsw.com.au/Library . Contact the Club Librarian at editor@fiatclubnsw.com.au for details.





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