

ISSN 2206-3196

September/October 2023

FIATfocus

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



Social Meetings sponsored by the Bankstown Sports Club



Concorso d'Eleganza

Sunday 10th September 2023

Gough Whitlam Park, Bayview Ave, Earlwood NSW 2206

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

NOTE: Featured Models celebrating an anniversary are: FIAT 1100 (70th) / Uno (40th) / Regata (40th) / Punto (30th) / Coupe (30th)

entry free for club members

cars to be on display by: **9:30am**

judging commences: **10:00am**

trophy presentation: **2:00pm**



2023/24 MEMBERSHIP RENEWAL

All 2022/23 memberships are due for renewal as at 1 July, 2023 (excepting those new members who have joined recently). Membership fees remain unchanged.

When renewing your membership, please ensure that you use the updated 2023/24 Membership Form which you will find included in this issue of Fiat Focus, or on our website www.fiatclubnsw.com.au. **Please email the form to membership@fiatclubnsw.com.au, or mail to PO Box 3034, Bangor, NSW. 2234.** Payment is via EFT or cheque. We do not have credit card facilities for payment at this stage.

PLEASE NOTE: Members turning 18

We currently have five types of membership - Full Member, Joint (Family) Member, Junior (12-18 years), plus Life and Honorary Member. *Children under 12 do not need to be a member of the Club.*

In the past Junior members turning 18 were expected to become Full Members (and pay the \$60 fee). Understanding that this age group in general is studying, and usually have very little money, the Fiat Club has decided to allow over 18 year old dependents of a member family, living at home, to remain within the family group, and renew as a Family Member (at the lesser amount of \$10).

Kind regards

Cheryl Sandrin – Membership Registrar 2023

PLEASE NOTE CHANGE OF INTERNET DOMAIN NAME - EFFECTIVE NOW!

fiatclubnsw.com.au

Dear Fiat Club Members,

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

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

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

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

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

Our Instagram Page will be back online shortly.

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

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

If you have any questions or concerns please email me at webmaster@fiatclubnsw.com.au

CONTENTS

Page #.

2. Concorso d'Eleganza Notice
3. Membership Renewal Notice
5. FIAT Club Contact Details / Life Members
6. Club Calendar
7. Oasis Run Details
8. President's Report / New Members
9. Editorial
- 10-12. Competition / Competition Calendar
13. FIAT Nationals Details
14. Gelato Break - Gelato Messina HQ, Marrickville
15. Christmas in July - Silverwater Hotel
16. Drive Day to the Southern Highlands
17. Coffee Break - Armory Wharf Café @ Newington
18. Upcoming Events
- 19-23. Baby Dragons (Giannini 500 and Abarth 695 SS) (from Classic & Sports Car, Jan 2023)
- 24-26. FIAT News
27. Classifiats
28. FIAT Club Postal address, Bank details, Advertising Rates / FIAT Club Library
29. FIAT Club Social Media; Facebook, YouTube / Club Merchandise
30. The Back End - Euro ad for the 500 E Three Door

**FIAT Club NSW Membership Renewal Form (renewals are due at the end of June 2023,
Please email the form to membership@fiatclubnsw.com.au, or mail to
PO Box 3034, Bangor, NSW. 2234.**

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 Vince Bruzzese, Martin Gallard, Adrian Sandrin, Nick Puglisi and Peter Jakrot for their contributions to this edition of Fiat Focus.

Cover; Fiat 124 Coupes. Photo by Vince Bruzzese.

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 Filipetto; president@fiatclubnsw.com.au Ph. 0423 606 678
- ◆ **VICE PRESIDENT** - Domenic Squadrito; vicepresident@fiatclubnsw.com.au
- ◆ **TREASURER** - Susan Halliburton; treasurer@fiatclubnsw.com.au
- ◆ **SECRETARY** - Warren Smith; secretary@fiatclubnsw.com.au Ph. 02 9605 2301 / 0419 754 515
- ◆ **MEMBERSHIP REGISTRAR** - Cheryl Sandrin; membership@fiatclubnsw.com.au
- ◆ **EDITOR** - Lorenzo Aventi; editor@fiatclubnsw.com.au
- ◆ **WEBMASTER** - Adrian Sandrin; webtech@fiatclubnsw.com.au
- ◆ **COMPETITION SECRETARY** - Michael McGeorge; competition@fiatclubnsw.com.au
- ◆ **SOCIAL EVENT CO-ORDINATOR** - Giovanni Ciampa; events@fiatclubnsw.com.au
- ◆ **ASSISTANT COMP SECRETARY** - Martin Gallard; assistcompetition@fiatclubnsw.com.au
- ◆ **WEB TECHNICAL** - Kevin Windsor
- ◆ **MERCHANDISING** - Kevin Halliburton; merchandise@fiatclubnsw.com.au
- ◆ **HISTORIC PLATE REGISTRAR** - Richard Dalziel; histrego@fiatclubnsw.com.au
Historic Plates form - postal address details are: 12 Page Ave, Wahroonga, NSW 2076
- ◆ **COMMITTEE PERSON 1** - Adrian Sandrin; committee1@fiatclubnsw.com.au
- ◆ **COMMITTEE PERSON 2** - Ian Sinden; committee2@fiatclubnsw.com.au
- ◆ **COMMITTEE PERSON 3** - Tony Studans; committee3@fiatclubnsw.com.au
- ◆ **CMC DELEGATE** Ian Sinden; committee2@fiatclubnsw.com.au
- ◆ **ANSELL PARK CO-ORDINATOR** - Michael McGeorge; Ansellpark@fiatclubnsw.com.au
- ◆ **FIAT CLUB LIBRARIAN** - Lorenzo Aventi; editor@fiatclubnsw.com.au
- ◆ **PUBLIC OFFICER** - Warren Smith; 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
September 2023		
Sun 10th	FIAT Club NSW Annual Concorso 'd' Eleganza, Gough Whitlam Park, Earlwood	Yes
Sun 24th	FIAT Club Drive Day - Motorlife Museum, Kembla Grange	Yes
October 2023		
Sun 8th	FIAT Club Fish 'n' Chips Break - 'Chubby Fish' @ Allambie Heights.	Yes
Tues 10th	Social Meeting -Mastertouch Automotive – Marrickville	Yes
Sat 14th - Sun 15th	AROCA 6 Hour Regularity Race - Winton	No
Sun 22nd	FIAT Club Drive Day - The Hydro Majestic, Medlow Bath, Blue Mountains	Yes
Sun 29th	Norton Street Festival, Norton Street, Leichhardt, 10.00 a.m. to 5.00 p.m.	Yes
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 – Centennial Homestead @ Centennial Park)	Yes
December 2023		
Sun 10th	FIAT Coffee Break - TBA	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 25th	FIAT Club Dinner Break / Skinny Tony's Really Italian (Five Dock Park)	Yes



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

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

TUESDAY 5th September 2023

MEET: McDonalds 224 Sunnyholt Rd (Garling Rd) Kings Park

TIME: From 10.30am, **DEPART:** 11.30am, **LUNCH:** 12.00noon

WHERE: Pitt Town Sports Club 139 Old Pitt Town Rd Scheyville.

LEAVING McDonald's - LEFT: At lights, Old Windsor Rd. & continue into Windsor Rd.

PASS: The Ettamogah Hotel, Rouse Hill Town Centre, Metro Rail, Fiddler Hotel, Bunnings, Rouse Hill Estate & Carmel Village.

OBSERVE: On your Left, cnr Junction Rd. the former *Castrol Globe Of The World* which used to be on the top of Razorback Mountain. It is on a stand above Butchery sign on the corner. ***MOVE TO RIGHT LANE***

RIGHT: Boundary Rd. Vineyard Hotel. Two turn lanes. **PASS:** Menin Rd..

LEFT: Old Pitt Town Rd. at roundabout. At number 631 on your right, behind steel security gate, observe Frank Pace's massive collection of trucks waiting to be restored.

CONTINUE: To "T" Scheyville Rd.

LEFT: Into Scheyville Rd. & **IMMEDIATE FIRST RIGHT** back into Old Pitt Town Rd, & continue to the Pitt Town & District Sports Club on your **RIGHT**. **ENTRY** is second driveway.

TUESDAY 3rd OCTOBER 2023 - RESCHEDULED PICNIC DAY

MEET: McDonalds, Woodville Rd, Cnr. Tangerine St. Villawood. Car Park entrance in Tangerine St. Shared entry with Bunnings. Parking on your left. **TIME:** From 10.30 am onwards. **DEPART:** 11.45 am
LUNCH: Garrison Point Reserve. Lot 77 Beatty Parade, Off Henry Lawson Drive, Georges Hall. **B.Y.O.** Picnic lunch Etc. Some covered seating available or you may wish to bring your own tables & chairs & sit by the river.

LEAVING McDONALDS:

RIGHT: Woodville Rd. & continue to the Meccano Set. Stay in either of the left two lanes.

CROSS: Hume Hwy. & continue into Henry Lawson Drive. Pass Mirambeena Regional Park & Lake Gillawarna.

PASS: Flinders Rd, Georges Cres & Hervey St. on your left.

NEXT RIGHT WITH CARE: Beatty Parade, Garrison Point, from right hand turn lane. Veer left in car park & park near toilets.

You may wish to try out your musical skills on the large xylophone or on the Tom Tom drums located near the playground.

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 Linnwood 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

It would be a somewhat logical conclusion to surmise that if you are a member of a car club, you could be defined as a 'car person' or 'motoring enthusiast'. It would be fair to say though, that there are numerous breeds of this broader species. Some car people embrace their vehicles in various forms of motorsport, while others like to restore or modify their motoring joys. Some own vintage, veteran or historic cars, others are all modern drivers. But mostly, it is about like-minded people coming together to celebrate and enjoy their chosen marques in a variety of social or sporting motoring events.

The current demographic of today's Fiat Club NSW members can be similarly described. A mix of historic Fiat owners, and those with more modern Fiats. The current generation of members seem mostly interested in social activities like breakfast and lunch runs, drive days and show events. And that is fantastic.

If we go back to the 70s, 80 and 90s – the club was smaller in member numbers than today and the proportion of members participating in motorsport with their Fiats was considerably higher. A good number were circuit racers, and the 124 Sedans / Coupes and 131s were the weapons of the track, but a good contingent of 128 / 850 and 132s were also campaigned with vigour and were giant-killers in Sports Sedans, particularly on tight driver-circuits like Amaroo and Oran Park. At least two, perhaps three family generations of circuit racers came through the club in this way. A smaller but no less dedicated bunch of members did hill climb, rally and rallycross – either as drivers or running teams in the State or Australian Rally Championship or both. Fiat competitors stood out, firstly because Fiat motors, especially the twin cams could be tuned for significant performance and be super competitive against other 4 or even 6-cylinder opposition – but mostly because Fiat racers didn't necessarily throw big money at their cars to be fast and competitive, but were savvy in deriving chassis, suspension or brake tuning improvements with their engineering ingenuity. But a bit of money was helpful.

The largest form of motorsport participation for Club members back then were motorkhanas. Essentially time-trials held in a paddock, around a tight course of various patterns or 'tests' marked out with 1 metre plastic flag poles knocked into the dirt. Lower average speeds but requiring a deft touch and considerable skill to get through it as quickly as possible – with penalties incurred if a flag was knocked over or the driver went the wrong way in the test. Easy on the car, it was / is addictive, fun and exciting, and most competitors ran their road cars. Some members constructed "specials" or highly modified 'khana cars with fiddle brakes (that would turn the car on a dime) and more powerful motors that would shoot huge rooster tails of dirt behind the car as it took off from the start. Juniors or member's children could commence motorkhanas from the age of 12, and numerous generations of kids came through the regular competition days that were

held throughout the year. Some went on and into motorsport, but the greater majority just became great drivers on the road when they got their civil licence. Our Fiat comrades from Victoria and later Queensland would challenge us to an annual interstate motorkhana challenge that has a massive history (Maybe one of our club elders might write some articles for the magazine on this history one day.....?? Mr Waz?) It is a fascinating and rich history of Fiat Clubs in Australia.

It would be fair to say that over the last decade or two, the number of members participating in any form of motorsport has dwindled to comparatively small numbers as a proportion of total memberships. I'd say a scarcity of some parts, spiralling costs, and the increasing fragility of our older and beloved Fiats, with many cars disappearing either as ferrous oxide or into garages for prosperity – has seen the number of members interested in motorsport decline significantly from the times I describe above. Times change, preferences shift, and these days life – maybe a bit more complicated, generally keeps people busy with stuff. There is a small and enthusiastic group of Abarthisti with modern 500s and the odd 124 that do some circuit work. Our Club Committee recognises current day preferences amongst our members and are 'tuned' to providing the sort of events that they are most interested in.

With the club history I have briefly described above, it inevitably leads me into a brief history of Ansell Park, as I feel many current or recent members may not know much about it. Ansell Park is about 20 acres of flood prone land near Windsor. Such was the passion of Fiat Club NSW members over 45 years ago for motorkhanas, that they banded together to buy this land so that they and future generations of Club Members always had somewhere to play with their cars. However, it is important to clarify that the Fiat Club itself does not own the land. The members who purchased the land set up a company – Ansell Park Pty Ltd, with its own governance and constitution, shareholders, and a board of directors. This company's sole purpose was to provide the land to Fiat Club of NSW to enjoy its motorsport over many decades. That company and structure still exists today and sits very separately from Fiat Club NSW Inc. Over the last decade or so, AP directors and shareholders have drifted away, and the underlying management of the land has fallen to the club committee of the day. Part of the work of the 2023 Committee is to ensure proper separation of both entities both from a governance and financial perspective, and this is being done. The committee has carried out an internal review of Company and Club financials, separated them and will have these independently reviewed in the next month or two. Ansell Park Pty Ltd will soon advertise for suitably qualified and experienced directors and re-establish a small Board to oversight its function away from the Club Committee. More updates on this in coming months, all for now.

Dave

New Members

A warm welcome to the following enthusiasts:

Tristan Lloyd & Savita Kongsiri

Mr Alyn Vincent

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 3rd November

Email: info@ansellpark.com.au

Editorial

Welcome to the second bi-monthly edition of FIAT Focus. You will notice that there are more articles about club activities over the past two months given the work Giovanni and others have put into arranging events for members to attend. In addition to this, as we near spring, there are the annual display days that so many of our members enjoy attending and being a part of. Some of these events are included below ...



CMC / Shannons Classic was held on Sunday August 20 and from all accounts, it was a very good day with early spring weather and well over a thousand classic cars on display. Construction at Sydney Motorsport Park left many popular display spots unavailable this year which meant that many clubs, including our own, were allocated areas outside of the main pit complex. Despite this, most of the twenty tickets allocated to the FIAT Club were taken up by members.

The next big event on the club calendar is just around the corner. The annual **FIAT Club of NSW Concorso**

d'Eleganza will be held at Gough Whitlam Park located at Bayview Avenue, Earlwood (near Tempe railway station) on Sunday 10 September. Many are looking forward to the event after a few years where many car clubs have cancelled display days and car shows due to Covid and poor weather.

I am pleased that we are at Gough Whitlam Park again as this is one of the best venues for the Italian Car Clubs to host such a big event. It has been difficult to find alternative locations that are big enough, available at the time that the event is to be held and is not effected by the weather. Last year, many car clubs were forced to abandon their display days on account of the poor weather during late winter and early spring last year.

Start getting your FIAT ready for the day. We look forward to seeing you there.

Auction News. Another Shannons online auction has concluded where a number of Italian cars went up for sale. Of note to our members was the sale of a 1965 FIAT 1500 sedan for \$9,000 and an OTAS Grand Prix (a version of the Lombardi Grand Prix which was based on the Fiat 850 platform) sold for \$28,000. These prices were the hammer price and did not included buyers premium.

Other cars of note that were passed in were a 1976 Alfetta GT, 1984 Ferrari Mondial, 1986 Ferrari 412, 1998 Ferrari 328 GTS and a 1990 Ferrari 348 TS. To view the Auction results, go to



<https://auctions.shannons.com.au/auction/details/22aug23-2023winter-2023-shannons-winter-timed-online-auction>

The **Norton Street Festival has been confirmed for this year** and is to be held on Sunday 29 October. As usual, The Autofesta will be part of it and members may like to participate on the day. Details will be made known when the organizers inform us closer to the event.

FIAT Nationals - 27 to 29 October, 2023.

It has been a while since the FIAT Nationals had been run and thanks to the FIAT Car Club of Victoria the 2023 event will be run next month in Broadford and Bendigo, Victoria (see flyer on page 13). The event will be held over three days and will include a Supersprint on Friday Oct 27, the FIAT of Italy Motorkhana on Saturday the 28th and a Show 'n' Shine on Sunday the 29th.

For more information including supplementary regulations go to the FIAT Nationals website at www.fiatnationals.com

Lorenzo Aventi, editor

Competition

Club Motorkhana Championship – Round 4

July 30th saw us return to Ansell Park for Round 4 of the FCNSW Motorkhana Championship. 20 drivers started the event, with some support from our friends at Wollongong Sporting Car Club.

The weather was so perfect we even had a display from the RAAF Roulette's!

Its great to see the clubs juniors continue to come out and build on their skills. Looks like a few of the club regulars were caught out napping, we may need to put the handbrake on these juniors!

November 4th will see us back out to AP for Round 5 of the club championship, which will be a day/night event. Something to really test out the skills! This will be followed by Round 6 the following day (Sunday Nov 5th) as a standard day event.

Again thank you to all competitors, officials and volunteers for a great day.

Best Regards,

Martin Gallard, Assistant Competition Secretary.

Photos: M Gallard & Wollongong Sporting Car Club.



Provisional Motorkhana Results, 30st July 2023 (FIAT Car Club NSW R4)

O/R	Class	#	Entrant	Club	Class	Star	Bowler	Diamond Slalom	Crazy Square	Accordion	Clover-leaf	Crossed 4 Points	Offcentric	Total
1	1	8	Ben Brown	WSCC	C	29.59	27.37	32.41	25.69	46.75	31.31	27.16	38.60	258.88
2	1	13	Martin Gallard	FCNSW	D	28.50	26.88	39.19	31.41	50.06	30.00	25.84	37.50	269.38
3	1	2	Tristan Lloyd	FCNSW	B	31.60	29.10	35.38	25.90	46.06	33.06	30.16	43.90	275.16
4	2	19	Trent Malcolm	FCNSW	D	53.60 WD	29.28	34.22	23.60	48.78	31.44	25.69	36.38	282.99
5	2	15	Luke Bailey (J)	FCNSW	C	32.07	28.44	52.97 1F	26.40	49.63	30.63	25.95	39.97	286.06
6	1	7	Adrian Sandrin	FCNSW	A	38.75	29.84	37.60	26.72	51.37	35.59	27.15	48.07	295.09
7	3	9	Michael McGeorge	FCNSW	D	39.47 1F	38.13	49.78 WD	25.19	47.06	30.09	25.28	40.38	295.38
8	4	16	Travis McGeorge (J)	WSCC	D	29.75	53.76 WD	35.12	24.28	47.75	35.10	27.81	51.16	304.73
9	3	6	David Hussey	WSCC	C	53.60 WD	32.41	40.75	26.78	49.22	38.66 G	27.22	42.66	311.30
10	4	14	Greg Jones	FCNSW	C	31.13	29.12	34.43	27.35	55.22 1F	52.75 WD	50.56 WD	41.47	322.03
11	2	12	Shania Roberts	WSCC	A	36.62	34.85	49.78 WD	30.97	52.13	37.44	33.18	50.97	325.94
12	5	5	Abbie Gallard (J)	SSCC	D	40.07	50.22 1F	42.35	32.07	52.06	44.69	36.60	50.69 1F	348.75
13	5	10	Mitchell Brown	WSCC	C	30.85	53.76 WD	36.44	27.03	57.03	52.75 WD	50.56 WD	41.37	349.79
14	6	20	Jo Auberson	FCNSW	D	41.25	54.12	43.84	31.62	51.90	47.75	36.19	47.13	353.80
15	7	11	Hayley McGeorge (J)	FCNSW	D	40.65	73.34	42.85	34.60	57.81	41.00	39.34	45.72	375.31
16	7	1	James HILL	VCCNSW	C	39.16	35.90	39.91	41.88	66.50 WD	44.35	48.50	63.31 WD	379.51
17	2	4	Ryan Winn	FCNSW	B	53.60 WD	38.59	49.78 DNS	46.88 DNS	66.50 DNS	35.66	50.56 DNS	39.91	381.48
18	3	17	Cameron Brown	WSCC	B	48.94 G	53.76 WD	44.78	33.85	61.50	43.44	42.19 G	58.31	386.77
19	8	18	Jack Malcolm	FCNSW	C	45.53	36.10	49.78 DNS	46.88 DNS	66.50 DNS	40.00	50.56 DNS	53.37	388.72
20	9	21	Liam Skeddon	FCNSW	C	48.60	38.50	49.78 DNS	46.88 DNS	66.50 DNS	45.56	50.56 DNS	58.25	404.63

Competition





**FCNSW
MOTORKHANA
CHAMPIONSHIP**



5

Day / Night Event Round

November 4th - 3pm



**FCNSW
MOTORKHANA
CHAMPIONSHIP**

6

Round

November 5th - 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!

For extra fun, bring a tent to Round 5 & stay the night!



Competition Calendar

DATE	EVENT AND LOCATION	Point score
September 2023		
Sun 10th	NSW Motorkhana Championship - SMP	No
Sat 30th Sep - Sun Oct 1st	Australian Motorkhana Championship - Nirimba	No
October 2023		
Sat 14th - Sun 15th	AROCA 6 Hour Regularity Race - Winton	No
Fri 27th - Sun 29th	FIAT Nationals	Yes
November 2023		
Sat 4th & Sun 5th	FIAT Club NSW Motorkhana Championship Rd 5-Ansell Park (day/night)	Yes
Sun 5th	FIAT Club NSW Motorkhana Championship Rd 6 - Ansell Park	Yes

Competition

NSW Hillclimb Championship Round 6 - Tamworth 16/07

After a short break, it was time for the 127's to return to the battle of the NSW Hillclimb Championship. Round 6 was held at the Tamworth Sporting Car Club, and whilst you could argue there was not much of a hill to find, two laps around the tight and twisty track still threw out a few challenges for the drivers.

Mic & I joined by Travis McGeorge again, and given none of us had competed at the track previously, we took up the chance to do some practice runs on the Saturday. Most state rounds only give you four chances on the day, so any opportunity to get your eye in at a new track needs to be taken. Particularly for Travis, as this was his first event driving the 1050 powered McFiat 127. With as many laps under our belts as possible, it was time to throw the car covers on and hope that the Saturday night monster trucks next door took no mistaken turn.

Sunday was a perfect sunny day, so it was great to get back out to the track and warm the cars up for our official runs. As always, it was an instant battle between the two 127's, with never more than a second between us. It all came down to the last run of the day to again see if it all could be put together for a smooth lap. I made a gain in the third run and knew Mic was going to have a red-hot crack given there was absolutely nothing in it between us. My run was good, and Mic chased so hard the orange beast went up on two wheels causing Mic to lift, and the deal was done. 1:20.836 vs 1:21.635, the Grey Goose by the narrowest of margins.

Travis continued to build on his confidence all day. By his last runs he was close to the times Mic and I were setting in our initial practice laps. That sort of pace means he may be hot on our heels any minute now.

NSW Hillclimb Championship Round 7 - Ringwood 13/08

One thing you should certainly do as a driver is get out to Ringwood Park and have a look at the awesome set up the MG Car Club have created. A purpose-built track with multiple configurations, certainly make for some challenges for us drivers. Mic & I were again joined by Travis, and like the last round, took advantage of getting to the event earlier for some Saturday practice. We have had some close battles here in the past, but I have never been able to beat Mic at any configuration at this circuit. Getting some practice in Saturday and trying a few different options might be the best way to start the event.

Travis did a huge amount of practice laps, probably more than any of the drivers. Again, taking some tips from dad and building on his confidence.

Overnight rain meant that we started the day on cold and damp conditions, and a constant cycle of light drizzle meant that many drivers did not get a dry run till the closing stages of the day. Being the holder of the current class record, Mic came out swinging to see if he could give his own record a bit of a nudge. He got close, just 0.4 off his record with a time of 82.68 to take home the win for Team McFiat. I had no answer for his pace, 84.34 for the Grey Goose, not even close to being on his level that day. Congratulations to Mic for a perfect drive.

Travis had some interesting weather conditions chucked at all day, and handled all of it extremely well. It won't be long till he is giving us trouble I suspect, coming home with a trophy for fastest junior in the MG Club Class!

Hard to believe over the whole year our combined times are 221.99 vs 220.17. Not even two seconds between us over an entire year is crazy!

Mics driving has evolved so much over the last couple of years, and is really pushing me hard now. Great competition amongst great mates.

With 5 rounds competed and 3 wins in my favour, victory goes to the Grey Goose for the 2023 NSW Hillclimb Championship 3D 0-1300 Class!"

Best Regards,

Martin Gallard, Assistant Competition Secretary.



FIAT NATIONALS **2023**

FRIDAY 27TH – SUNDAY 29TH OCTOBER

THE SPRINT

FRIDAY 27TH OCTOBER

at the Broadford State Motorcycle Sport Complex

THE MOTORKHANA

SATURDAY 28TH OCTOBER

at Bendigo Saleyards

THE SHOW N SHINE

SUNDAY 29TH OCTOBER

in the Bendigo CBD.

THE PRESENTATION DINNER

SUNDAY NIGHT

is at the Bendigo Harness Racing Club.

Accommodation has been reserved at Bendigo All Seasons Resort Hotel.

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

Alternative accommodation nearby, can be found at the Golden Reef Motor Inn
or BIG4 Bendigo Park Lane Holiday Park.

Entries for the social and competition sections of the event are open
and entry forms can be found on the FCCV Facebook page,

FCCV webpage: www.fiatclub.org.au and the F
iat Nationals webpage: www.fiatnationals.com

Additionally the entries are on the Motorsport Australia portal

Be part of the first Nationals in 4 years – get your entries in as soon as possible
as entries close on Friday October 20th 2023

ROBERT JUDD robert.judd.srg@gmail.com
VIC FIAT NATIONALS TEAM



gelato break (write up)

16th July 2023

Gelato Messina HQ @ Marrickville



A great turnout for gelato saw heaps of club members turn up to fill the Gelato Messina HQ carpark.

It was impressive to see so many members bring their family and friends along to enjoy the famous flavours on offer.



Our club members cars definitely added to the atmosphere on the, with so many people interested in our Italian classics and modern vehicles.

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



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





XMAS in July (write up)

28th July 2023
Silverwater Hotel @ Silverwater



This years XMAS in July was held at the Silverwater Hotel in Silverwater, formely known as Dooley's.

A perfect sunny Sunday, saw our cars all parked together in a row as a mini car display of Italian motoring history. Scattered amongst the classics also were modern FIAT / Abarth motoring examples.

Club members enjoyed a 3 course meal and shared laughs all within a casual family friendly space.

We thank all those club members who attended and made this event very special.

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





coffee break (write up)

13th August 2023

Armory Wharf Cafe @ Newington



The August coffee break saw the club return to the Armory Wharf Cafe. This outdoor venue provides a great spot for a causal catch-up for breakfast or lunch.



The Sydney weather forecast had predicted rain for the morning, but surprisingly they got it wrong and it turned out to be a great start to the day with a nice cool temperature making hanging around our parked cars for a chat really enjoyable.



Great to see more modern Abarths out on display amongst some of the classic models and we even had an Alfa 147 GTA parked amongst us from fellow club member Tony Carnevale. Always nice to see what other toys our club members are into!



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





Drive Day (write up)

27th August 2023

Southern Highlands run to Bowral



The club's first drive day for 2023 saw several members meet up at the carpark of Le Montage early Sunday morning. The three-car convoy made up of a FIAT 131 driven by Bruno Napoli and his son Antonio, Roger Shackleton in his FIAT 1500 and Richard Dalziel in his 850 sport. They hit the motorway to cruise to Bowral.



Along the way they were joined by other club members Graham and Margret Mumby. All arrived safely at the Gumnut Patisserie where they were greeted by fellow club members, Dean Martin in his X1/9 and Enrico Bruni and his son in their 124 Spider. There was another gentleman in a red 124 BC coupe, but we didn't catch his name over all the conversations going on by everyone and the long table for 10.

A pleasant morning was had by everyone, so much so, that photos of the club members and their cars was forgotten to be taken. Thanks to Richard for supplying the photos on this write up!

We thank everyone for coming along and continuing to support the FIAT Club of NSW.

Keep a watch of FIATfocus, our website and our Facebook 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

UPCOMING EVENTS



DRIVE DAY / PICNIC

Sunday 24th September 2023

The Australian Motorlife Museum
Integral Energy Recreational Park, 94 Darkes Pk, Kembla Grange NSW 2526



It's time again to pack a picnic basket and get out your driving gloves and prepare your FIAT for a long drive down south to Wollongong way.

Travelling time is estimated about 1hr 20mins.

Starting point:

Carpark underneath the start of the Tom Ugly's Bridge (Tom Ugly's Point) along the Princes High Way (8:30am)

Departure time:

9:00am

Directions:

Leave Tom Ugly's Point in convoy along Princes High Way A1 + M1 to Wollongong. Turn right at Kanahooka Road and continue onto Darkes Road to Motorlife Museum.

On arrival we will have a tour of The Australian Motorlife Museum (cost of \$15pp) and afterwards, we can all relax in the picnic grounds a short stroll from the museum with our packed lunches and enjoy the calm parklands before driving home.

We hope to see as many club members, family and friends come along!

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



DRIVE DAY

Sunday 22nd October 2023

The Hydro Majestic Medlow Bath



It's time again to get out your driving gloves and prepare your FIAT for a long drive along one of the oldest Sydney roads with plenty of hills to the picturesque Blue Mountains.

Travelling time is estimated about 1hr 40mins (be prepared for some steep climbs).

Starting point:

Le Montage - Lilyfield (carpark)
(9:00am-10:30am)

Departure time:

10:45am

Directions:

Leave Lilyfield and head out in convoy travelling west via Parramatta Road to M4.

Continue west via Penrith to the Blue Mountains, past Leura, Katoomba and then onto Medlow Bath.

On arrival see the great views over the Megalong Valley, walk around the Grand old Art Deco hotel and enjoy a light brunch or have some tea and scones on the terrace.

We hope to see as many club members, family and friends come along!

Ciao

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



Social Meeting!

come join your club committee in a casual social meeting to have your say about all things FIAT club related...

meeting location

When: Tuesday 10th October 2023

Where: Mastertouch Automotive
1-3 Chaldler Street
Marrickville NSW 2204

Time: 7:00pm - 10:00pm

please RSVP your attendance for catering purposes - thank you



Fish n Chips break!

come join like minded FIAT enthusiasts enjoy hot fish n chips...



the location

When: Sunday 8th October 2023

Where: Chubby Fish
7/141-151 Allambie Road,
Allambie Heights NSW 2100

Time: 6:00pm - 9:00pm



Baby dragons

Lighting up the Fiat 500 with extra performance only increased the fun, as the Giannini 500TV and Abarth 695 SS demonstrates.

WORDS RICHARD HESELTINE PHOTOGRAPHY LUC LACEY



This article is from *Classic & Sports Cars*, January 2023.

New FIATFocus editor required for 2024 and beyond

The club is looking to recruit a new editor for next year.

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) or any member of the committee and let us know of your interest.

Please consider volunteering to continue the publishing of FIAT Focus magazine.

Please note that FIATFocus will now be issued every two months. The next issue will be the November/December 2023 edition due out in early December.



'Bit by bit, the go-faster side of things was overtaken by the "visual tuning" side, with just about every model receiving makeovers'



Clockwise from left:
wider wheels for
Abarth; interior
flourish; no sign of
roll; engine is up to
38bhp 695 SS spec;
corsa mirror was a
marque trademark;
Abarth bucket seats





Dramatic, wide stance of Abarth contrasts with tall Giannini. Below: 695's fulsome set of dials; badge replaces bootlid lock



The day is finished, and so is our ability to complete sentences. It's partly because we simply can't stop laughing. It's hard not to when you are scorching down back-roads in a brace of Italian rarities, the sort of competition-inspired machines that prompt coos of approval from the *cognoscenti*. As of right now, we are marvelling at how the Abarth 695 SS ahead of us stays attached to the road in much the same way as a well-chucked stone skims across water. But its driver doesn't appear to have noticed. He has clearly lost his mind, but not his nerve.

As such, we try to follow suit, girding our Giannini 500TV and remaining in close proximity as we attack another corner. Momentum is key. Lose it and you need to coax and cajole until you are back up to speed again: a relative term when you have less than 30bhp at your disposal. But that isn't really the point here. The sense of speed is all-encompassing, not least in the twisty stuff. You don't need to slow down for corners, you merely keep your right foot buried in the bulkhead, all the while feeling strangely invincible.

It is a battle of the rowdy tiddlers, which raged in Italy way back when, as these storied marques went to war. One effectively defined the aftermarket and became one of the great Italian brands in the process; the other was its fiercest rival for a spell, before its star faded. But then it was always going to be tough for Giannini, given that Abarth had been anointed by Fiat as its go-faster partner of choice as far back as 1958.

The marque of the Scorpion had been made in the image of the man who created it: Austria-born Carlo (né Karl) Abarth. As Italy dug itself out of the rubble in 1945, this successful motorcycle racer was no longer a competitor, but he remained a gifted engineer. He subsequently became entangled in Piero Dusio's bid to create a highly advanced Grand Prix car, only to depart before the project stalled. He then set about forming his own business, as befitted a man who was defiantly self-directed, someone who didn't play well with others. Motorsport was his first love; exhausts, manifolds and tuning parts for Fiats and for Fiat-derived Simcas were a means to an end: they funded his nascent *scuderia*.

The thing is, 'The Sorcerer' was a big-picture man who understood the power of marketing and PR spin. Abarth & C further distanced itself from its rivals after the boss signed an agreement with Fiat; one whereby his firm would be financially rewarded for each race

win, some of which were accrued by Fiat 500-based offerings. Abarth breathed on the car from the outset in 1957, the initial package offering a 7bhp power hike to 21bhp. Shortly after the model's release, a raft of Abarth-ised Nuova 500s were taken to the Monza circuit to showcase the 'Abarth cure' for the tepid performance of the regular model.

In September 1963, Abarth introduced the popular 500D-based 595, in which the donor car's capacity was raised to 593cc from 499.5cc by means of a larger bore, but with an unchanged stroke. Packing a single Solex carb in place of the Fiat's Weber item, a raised compression ratio and all manner of cylinder-head hocus-pocus, the 595 hit a top speed of 75mph. Six months later, Abarth followed through with the 595 SS that produced a mighty 33bhp at 5000rpm. Inevitably, other variants followed in its wake, the 695 SS and hardcore *assetto corsa* strain packing a displacement of 690cc and producing upwards of 38bhp at 4900rpm. And so on.

Meanwhile, over in Rome... If Abarth had a major rival, it was Giannini. It took a long time for the tuning firm and standalone marque to establish itself as a big player. Even then, its fame didn't stretch far beyond Italy's borders, but that isn't to say it wasn't a prolific success on road and track. However, while Abarth's story is far from linear, Giannini's is tortuous. Attempting to untangle its backstory isn't the work of a moment, not least because it depends on which iteration of the company you're discussing, various strands concluding with: 'And then they fell out and set up on their own.'

The story stretches back to 1920, when Domenico and Attilio Giannini set up shop in Rome's Vicolo della Fontana district. During the late 1940s, the firm enjoyed title-winning glory with its 750cc units, which subsequently led to a raft of bespoke engines. That, and a collaboration with Tarashi which led the formation of standalone marque Giaur. The 1950s brought further commercial success, during Italy's economic renaissance, as the firm became increasingly sales-orientated, thanks in no small part of the commercial nous of Domenico's son, Franco. However, a degree of familial friction followed the decision to diversify and establish a Fiat dealership.

In 1961, there was a parting of the ways: Domenico and Franco established Giannini Automobili in Rome, while Attilio and his sons Tonino and Ruggero created CMG (Costruzioni Meccaniche Giannini). They bagged all of the tooling and moved into a new facility on the outskirts of Rome. Domenico and Franco, meanwhile, operated out of a large showroom on Via Tiburtina and, in addition to selling Fiat production cars, they attempted to replicate the Abarth business model and offer a range of derivatives for road and race use. There was, however, a slight problem in that they didn't have facilities to manufacture components. That part was farmed out to CMG.





Bit by bit, the go-faster side of things was overtaken by the broad appeal of 'visual tuning'. Just about every model of Fiat received makeovers, the diminutive 500 being just one of them. Giannini introduced the 500TV in 1963, which retained the standard 499.5cc displacement but featured a ported head, a fast-road cam, a larger aluminium oil sump, a different distributor advance curve, a new exhaust and a larger carburettor main jet. The net result was a power output of 25bhp at 5200rpm. The smoking-hot 33bhp variant, the 590 Corsa, was aimed squarely at the burgeoning competition fraternity.

However, the 1970s weren't kind. The Gianninis sparred over the marque's future direction, although this was resolved in 1973 after shareholder Volfango Polverelli acquired the firm outright. Customised Fiats were still central to the business model, but Giannini took on other work in order to make ends meet, not least the maintenance of Rome's fleet of municipal buses. The company effectively stopped modifying Fiats in 1987, but displayed concept cars as late as 1998 before the curtains finally descended. For its part, the associated CMG outfit had folded back in 1971, one of its final 'big' commissions having been the construction of a fleet of pre-war roadster replicas used in 1969's *Monte Carlo or Bust!*

Which brings us to an autumnal day in Hertfordshire, our pair of hot Fiats being owned by fan of arcane Italian oddities Andy Heywood. The Giannini appears virtually identical to a regular 500F, and with good reason: save the badging and the hubcaps, there are few visual signifiers that it is anything other than a regular Fiat. Tellingly, it was registered new in 1966 as a Giannini rather than a Fiat, so it was a factory car rather than a 500 converted using the parts that were available separately from the firm. Inside, there is equally little to tell it apart from the car that bore it, apart from a Giannini speedo that runs to 130kph rather than 120kph.

Clockwise from above left: Giannini hubcaps on standard wheels; sump and tailpipe are only visible hints of hot motor; familiar handling; simple interior; subtle badging; 25bhp twin

The 695 SS is also a 'factory' car, with an Abarth chassis number in addition to one from Fiat, and was registered in December 1964. It was based on the 500D, hence the suicide doors, while the specific donor car originally had a canvas section over the front half of the roof and a metal panel for the rear section. However, part of the makeover comprised a full-length bolt-in metal panel to replace the soft-top. The Abarth looks as if it wants to kill you, the comedy rear camber lending the impression that it is about to pounce. The suspension is pure Fiat, but it has been lowered substantially and the track widened. Anti-roll bars are employed front and rear.

Originally built as a 595, at some point it was upgraded to 695 SS spec. The thing is, for all the obvious racer reference points, there's little about the four-stroke twin externally which shouts that much has been altered, save the sump and exhaust set-up. This is old-school





'The Gianni is almost limo-like in comparison to the Abarth's spine-compressing set-up, with the ground clearance of a dachshund'



Gianni is pliant and playful over bumps, while 33bhp Abarth scampers through corners. Left: TV cabin feels spartan


tuning, so much of the magic occurs on the inside. It certainly sounds hotter than a regular 500. As on the standard car, the starter and choke are operated by a pair of pull-up levers sited on the tunnel, just behind the gearlever. Once it's fired, you're certainly aware of the fact because it sounds so angry. It might pack all of 0.7 litres, but the Abarth wins on decibels.

The controls are much as you remember from 500s past: the steering is light, reasonably direct and with no kickback. The clutch is heavier than you might imagine, while the brakes are standard drums all round with a slightly limp middle pedal. The driver's seat, for its part, is more supportive than it looks, but you still feel as though you're wearing the car, such is the proximity of the steering wheel. But, again, it is the fanfare out back that dominates the Abarth experience, the sound of an air-cooled two-banger spinning off its axis worth the price of admission alone.

It doesn't feel slow, either, the gearchange with its dog-clutch engagement being easy to guide between planes. That said, for silent changes it's advisable to pause momentarily in neutral when moving up the 'box, and to blip on downchanges. And then there's the ride quality: it simply doesn't have any. The spine-compressing set-up guarantees that. You feel every zit in the asphalt through your contact points, which is to be expected of a car with the ground clearance of a dachshund.

The Gianni is almost limousine-like in comparison. Obviously, the 500TV is less hardcore than the 695 SS, with no suspension mods relative to the car that bore it, but you really notice - and appreciate - having pliancy. The Abarth is clearly a track weapon; the Gianni is anything but. It emits noise much like any other 500, too, and doesn't like cold starts. It sounds decidedly bronchial until warmed up, but eventually settles down to a harmonic thrum. As with the Abarth, the close proximity of, well, everything is all too obvious, but it is a masterful bit of packaging.

Acceleration here is eager. Few things will beat it to 10mph from a standstill, and it just keeps pulling as you continue scuttling along until you arrive at a happy cruising speed. The Gianni is definitely more brisk than a regular 500D, but it is all relative. The controls are identical, as you expect, but the gearing feels much lower when compared to the Abarth. It also has synchromesh, which suggests that a Fiat 126 'box has been substituted at some point. There's no need to constantly swap ratios, even if torque isn't exactly elephantine.

The braking set-up is identical, but the middle pedal is appreciably firmer and, overall, the 500TV is infinitely more pleasant to drive. On a circuit, it would probably be a different story. It seems almost absurd to discuss handling, but the Gianni just romps along and doesn't appear to notice corners. Fiat 500s can get a bit lively in the wet, but these two are never scary. It's just all rather joyous. The horsepower hike here merely accentuated all that was good about the original Fiat, which was rather the point of the exercise. 

Thanks to Andy Heywood (mcgrathitalian.co.uk) **Page 23**

Fiat's Abarth hot-hatch division to build an electric SUV – report.

Abarth – the high-performance division of Italian car maker Fiat, which specialises in pint-sized hot hatchbacks – may be preparing to apply its badge to a battery-powered SUV.

From Drive News, www.drive.com.au



Italian car maker Fiat is planning to give its new electric small SUV – the 600e – the Abarth high-performance treatment, according to a new overseas report.

UK publication Autocar claims the Abarth 600e is due in 2025, and will become the performance brand's flagship model – and second electric car – above the 500e city electric hot hatch.

It would not be Abarth's first SUV, as it has previously applied its name to a sporty version of the Fiat Pulse petrol city SUV sold in South America.

When asked about the "viability" of an Abarth 600e, CEO of Fiat and Abarth, Olivier Francois, reportedly told the UK publication: "It's logical."

Specifications of the Abarth 600e are not known, however it is expected to increase power and sharpen handling compared to the regular model.



In the Abarth 500e, power is increased to 114kW – from 87kW in the donor Fiat – with torque up from 220Nm, to 235Nm. Energy is provided from the same 42kWh lithium-ion battery as the regular model.

The regular Fiat 600e – which uses different underpinnings – is powered by a 54kWh battery and a 115kW electric motor.

If the 500e is a guide, other enhancements Abarth may apply to the 600e could include a Scorpion Track driving mode, unique styling – such as sportier bumpers and unique paint – plus Abarth plaques, bright stitching on the seats and a sports steering wheel inside.

According to Mr. Francois, Fiat will leave the sale of performance cars to Abarth. It is in reference to the 124 Spider roadster of 2017 to 2020 – the twin of the Mazda MX-5 – which was sold exclusively as an Abarth in Australia, but offered a regular Fiat version in Europe and the US.

"That is the beauty of [parent company] Stellantis: we are a house of [14] brands," the executive reportedly said.

"That means each brand must have a clear purpose and make money.

"For Fiat, we make money. We are simple. We are smaller cars. We are not sports cars. We are not luxury. We are not big cars."

2024 FIAT 600 REVEALED AS CHARMING LITTLE CROSSOVER WITH JEEP DNA

By Matthew Lynch thetechadvocate.org



The automotive world is buzzing with excitement as Fiat reveals its latest model. The 2024 Fiat 600 is more than just a new release; it's a charming little crossover with Jeep DNA, designed to cater to those who love compact urban vehicles as well as outdoor adventures.

Drawing inspiration from its iconic predecessor, the Fiat 600 of the late '50s and '60s, the 2024 version has managed to capture both modern design sensibilities and nostalgic appeal. With sleek lines, LED headlights, and elegant curves, the new Fiat 600 exudes a sense of elegance and sophistication.

Beneath its beautiful exterior lies a crossover full of character and power. Sharing its platform with the popular Jeep Renegade, the 2024 Fiat 600 is all set to cater to off-roading enthusiasts with robust capabilities and versatility. Equipped with drive modes such as "Normal," "Sport," and "Traction+," this charming crossover lets you comfortably glide through city streets or tackle rough terrains with ease.

The interior of the Fiat 600 is both stylish and practical. The premium materials used in seats, dashboard, and trim leave no doubt about the vehicle's luxurious aspirations. Meanwhile, smart storage compartments, convenient USB ports, and an infotainment system offer drivers convenience and connectivity on the go.

One of the most notable features of this charming little crossover is its commitment to environmental sustainability. The 2024 Fiat 600 comes in both plug-in hybrid (PHEV) and mild-hybrid (MHEV) options for eco-conscious car enthusiasts. The PHEV model combines a 1.3-liter turbocharged gasoline engine with an electric motor to produce impressive power without compromising on efficiency.

The mild-hybrid version uses a setup that deploys a 48-volt battery system combined with a belt-driven starter-generator. This innovative technology helps to enhance fuel economy, lower emissions, and provide a better driving experience with smoother accelerations and idle stop-start systems.

Fiat has equipped the 2024 Fiat 600 with an array of active safety features, including adaptive cruise control, automatic emergency braking, and blind-spot monitoring. These state-of-the-art features ensure drivers can fully enjoy their journeys with the utmost confidence.

The 2024 Fiat 600 expertly balances style, function, and form. With its charming aesthetics, Jeep-inspired capabilities, and commitment to eco-friendly engineering, the all-new Fiat 600 is ready to enchant car enthusiasts worldwide. Keep an eye out for its anticipated release into showrooms later this year.



Fiat 500e Gelateria Edition Is A One-Off For Ice Cream Lovers

Fiat says that the tiny EV can serve frozen gelato to approximately 300 people per day.

by Thanos Pappas carscoops.com

Fiat presented a new one-off concept based on the 500e, transforming it into a tiny ice cream truck with a battery-powered drivetrain. The Fiat 500e “Gelateria Edition” is based on the convertible version of the urban EV, adding all of the necessary equipment for serving scoops of ice cream in the “Ultra Low Emission Zone” areas of the UK.

Fiat calls the one-off the “world’s smallest gelateria” although we are sure there are even smaller ice cream-carrying vehicles or trolleys somewhere in Italy.

Despite its compact size, the special 500e is capable of serving approximately 300 people per day. The bespoke interior has a frozen gelato display covered by a retro canopy that can be raised. The goods are stored in two battery-powered freezers with a total capacity of 30 lt (8 gallons), while there is dedicated space for cones, tubs, and spoons. All passenger seats are removed, transforming the 500e into a single-seater that allows the driver and ice cream server to move around freely. However, there is in-car storage for deck chairs, so that customers have somewhere to sit.

For the exterior, Fiat chose a two-tone paint finish with light blue and cream shades reminiscent of the Italian gelaterias of the '50s. A similar theme was applied to the interior upholstery,

with “Gelateria” lettering on the cream-finished dashboard, fenders, doors, and boot. Finally, a custom chime with operatic sounds was added to make sure the EV will attract enough attention.

Fiat even created a new gelato flavor inspired by a traditional hot drink from Turin called Bicerin. For those curious about the ingredients, Fiat’s new gelato flavor is made of coffee, chocolate, and oat milk.

The underpinnings of the “Gelateria Edition” are untouched. This means that the one-off gets the 117 hp (87 kW / 118 PS) electric motor and the 42 kWh battery of the high-spec 500e. Still, the extra weight and power requirements of the fridge will certainly hurt the 260 km (162 miles) WLTP range figure of the stock model.

The concept is as much of a marketing stunt as a response to the UK’s newly applied restrictions for diesel-powered ice cream trucks in the “Ultra Low Emission Zone” areas. Those already include London boroughs of Camden, Greenwich, and Westminster City and will soon be expanded to 14 UK cities by 2024. Unlike the trucks that keep their diesel engines in idle so they can power the on-board appliances, EVs can do the same job silently and without local emissions.

Stellantis plans cut-price Fiat BEV for Europe

Platform-sharing, sub-Panda hatch to offer electric transportation to the masses

By MATT BROGAN goauto.com.au

STELLANTIS looks set to take on the budget end of Europe’s battery electric vehicle market with Fiat brand CEO,

Olivier Francois, telling Bloomberg this week that a no-frills, sub €25,000 (\$A42,125) offering will soon be made available.

Inspired by the Fiat Panda, and a rival to the likes of the Dacia Spring, Renault 5 and twin-under-the-skin Citroen e-C3, the model is likely to draw styling inspiration from the 2019 Fiat Centroventi concept (pictured).

Mr Francois told Bloomberg that the entry-level model will likely be unveiled in mid-2024 saying “there is a real need for more affordable EVs” in the European market.

While specifications and dimensions have not yet been discussed, it is expected the Fiat-branded light hatch will share underpinnings with the Stellantis stable Citroen e-C3, with Mr Francois admitting “it is very likely that there will be synergies” between the pair.

Using the Citroen e-C3 as a datum, the forthcoming Fiat could offer buyers a potential driving range of up to 320km. That model features a single, front-mounted electric motor outputting 43kW and 143Nm drawing power from a 29.2kWh battery pack.

The models’ most obvious rival, the Chinese-made Dacia Spring, is available in Europe from €20,800 (\$A35,055) and offers a 26.8kWh battery pack and 33kW and 125Nm electric motor, again driving the front wheels.

The Dacia Spring will essentially replace the Renault Twingo, which will cease production from mid-2024.

Locally, cut-price electric vehicles are increasing in popularity, though there is nothing yet available to take on the likes of Europe’s cheapest EVs.

Chinese manufacturers are far and away leading the push toward cheaper electric vehicles in the Australian market with the BYD Dolphin (from \$38,890), MG 4 (from \$38,990) and GWM’s Ora city-car (from \$39,990) fronting the queue.

The BYD e6 (\$39,999) also slots in beneath \$40K.

From there, a modest price gap begins to open before the MG ZS EV arrives at \$44,990 and the BYD Atto 3 from \$48,011. *continued next page ...*

Past the \$50K threshold is the commercial-oriented Kangoo ZE is next from \$50,390 and Nissan Leaf from \$50,990 ahead of the Tesla Model 3 from \$57,400. At \$59,990 we find the Cupra Born and Volvo EX30, as well as another commercial offering, the Peugeot e-Partner.

Australia's Top 12 most affordable EVs (August 2023):

BYD Dolphin (a) \$38,890

MG 4 (a) \$38,990

GWM Ora (a) \$39,990

BYD e6 (a) \$39,999

MG ZS EV (a) \$44,990

BYD Atto 3 (a) \$48,011

Renault Kangoo ZE (a) \$50,390

Nissan Leaf (a) \$50,990

Tesla Model 3 (a) \$57,400

Cupra Born (a) \$59,990

Peugeot e-Partner (a) \$59,990

Volvo EX30 (a) \$59,990

Stellantis lays ground for mass BEV adoption

By MATT BROGAN goauto.com.au

STELLANTIS has unveiled its STLA Medium battery electric platform, which the conglomerate will use to underpin up

to two million cars annually by decade's end and claimed to deliver best-in-class energy efficiency, embedded power and

charging power, with driving range of up to 700km.

The modular design is designed to meet the requirements of future C- and D-segment vehicles, which accounted for 35 million global sales in 2022 – or nearly half of the 78.5 million vehicles sold globally that year.

As of 2023, Stellantis brands offer 26 vehicle nameplates in those segments on a variety of platforms. Consolidating these onto a single design brings obvious benefits, not least of all a fatter profit margin.

“What we see today is the product of just over two years of no-compromise innovation to deliver clean, safe and affordable mobility, supported by our €30 billion (\$A49.2b) investment in electrification and software through 2025,” said Stellantis CEO Carlos Tavares.

“The STLA Medium platform demonstrates the power of the global Stellantis technical community, delivering products that are hyper-focused on our customers and rewriting long-held assumptions of transportation as we drive for carbon net zero by 2038.”

Mr Tavares said the STLA Medium architecture is the first of four global battery electric vehicle (BEV) platforms that will underpin the Stellantis product portfolio in future.

It is also seen as key to helping the company achieve 100 per cent BEV sales in Europe and a 50 per cent passenger car and light-duty truck mix in the United States by 2030.

Body styles will include passenger cars and SUVs with a wheelbase that can range between 2700mm and 2900mm and an overall vehicle length of between 4300mm and 4900mm. Ground clearance of “more than 220mm” is available to ensure “off-road capability and performance”.



With up to 98kWh of stored energy, the 400-volt battery unit of the STLA Medium platform will deliver “more than 700km”

with a Performance Pack option and 500km in Standard Pack guise based on WLTP criteria.

Depending on the vehicle's size and driveline configuration (front- and all-wheel drive will be available), consumption “can be less than 14kWh per 100km”.

Charging time for a 20 to 80 per cent top-up is quoted at 27 minutes at a rate of 2.4kWh per minute. Motor output is listed at 160kW in single motor form and 285kW with a second power unit fitted.

First announced at the Stellantis EV Day in 2021, the new modular platform family is designed with provisions for future battery chemistries, including nickel- and cobalt-free and solid-state technologies enabling Stellantis brands “to tailor vehicle capabilities for the ideal balance of cost and performance”.

The electrical architecture also features over-the-air (OTA) capabilities which allow software updates to be more easily offered to Stellantis customers.

It is expected that the first vehicle to be produced on the STLA Medium platform will be the next-generation Peugeot 3008 SUV which will be revealed towards the end of 2023.

Old Fiats never die... as auto giant establishes car recycling program

The Euro-American automotive giant is taking a step toward its net-zero sustainability target with a European car recycling initiative.

Drive News

The suggestion that “old Fiats never die” has never been more true, as automotive multi-brand parent group Stellantis has announced an initiative to establish end-of-vehicle-life recycling centres in Europe.

Stellantis brands include Abarth, Alfa Romeo, Chrysler, Citroen, Dodge, DS, Fiat, Jeep, Lancia, Maserati, Opel, Peugeot, RAM and Vauxhall.

The program, conducted in collaboration with Galloo, a prominent metal recycling company operating in Belgium and France, aims to extend the useful life of not only Stellantis vehicles but also those from other manufacturers.

The recycling of the disposed of vehicles will be managed by Galloo at authorised treatment facilities. The process will involve salvaging materials and parts for reuse, remanufacturing, and recycling purposes.

By implementing this recycling and reuse program, Stellantis aims to not only reduce its carbon footprint but also decrease its reliance on raw materials, including rare metals and parts that are susceptible to global supply chain challenges. Stellantis has committed to net-zero carbon emissions by 2038.

FOR SALE

Hi Everyone, Selling 124 Spider, offering here first before I put it on Carsales. Late 2017 build, 2018 registered.

Dark blue in colour (looks black at night), 24,500km, Manual, Optioned with visibility pack, Optioned with Alcantara Recaro seats. Raggazon bi-modal exhaust (has a remote to make the exhaust loud or quiet).

Has been garaged it's entire life, mostly used as a weekend getaway car. Car presents well, has a few stone chips from highway drives. 2 wheels are marked. The roof mechanism is smooth and does not rub on the back of the seats.

Drives amazingly, full service history with a European specialist with timing belt and water pump changed last year (at 4 years). Number plates will be supplied with the car. (06/23)

Car is located in Kingscliff, NSW, about 15 mins from Gold Coast airport. \$41,000 ono

SMS and email offers will not be accepted without having viewed the car.

Contact **Iain Shannon** - +61 414 241 345



FOR SALE

Four hub caps for FIAT 128. Some imperfections. \$20.

FIAT 600 model Kit. Complete, never used, \$20.

Contact Lorenzo; 0425 374 014

(07/23)

Also, shocks for 128, minor work, \$50 for front pair



**Specialising in FIAT, Lancia, Niki, Alfa Romeo.
Maintenance, Repairs, Performance Enhancements.**

Road, Race & Rally. Since 1965

Phone : 02 4636 6477

Email : ross@fiatorque.com.au or

continental@fiatorque.com.au

135 Donalds Range Rd, Razorback NSW 2571

Website: www.fiatorque.com.au/

Please direct all correspondence to:
THE FIAT CLUB OF NSW Inc.
PO Box 3034 Bangor NSW 2234 Australia

BANKING DETAILS:

Bank - National Australia Bank (NAB)
BSB 082-067, Account 03 665 7020

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

Advertising rates for ClassiFIATs;

Club Members-free.

Non Members \$10 for 30 words and photo, Items wanted—free. ClassiFIATs are run for three editions. Contact the Editor or any member of the committee to place an ad.

EGROUP: Available to members wishing to receive emailed information from the Club and other Members;

members@fiatclubnsw.com.au

Sponsor Advertising with the FIAT Club

Package 1 @ \$100 a year

- Quarter page in FIAT Focus club magazine.
- Small logo on the FIAT Club website.
- Post about your business on the FIAT Club of NSW Facebook group 4 times a calendar year.
- You can also reply to comment suggesting to use your business if relevant .

Package 2 @ \$150 a year

- Half-page in FIAT Focus club magazine.
- Medium logo on the FIAT Club website.
- Post about your business on the FIAT Club of NSW Facebook group 8 times a calendar year.
- You can also reply to comment suggesting to use your business if relevant.

Package 3 @ \$200 a year

- Full page in FIAT Focus club magazine.
- Large logo on the FIAT Club website.
- Post about your business on the FIAT Club of NSW Facebook group 12 times a calendar year.
- You can also reply to comment suggesting to use your business if relevant.

Contact the editor to place your advertisement.

FIAT 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.





Facebook

You Tube Channel

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

youtube.fiatclubnsw.com.au

FIAT Club of New South Wales Facebook:

facebook.FiatClubnsw.com.au

FIAT Club of New South Wales
Website:

www.fiatclubnsw.com.au

CLUB MERCHANDISE



Style 1



Style 3



Style 2



T-Shirt

Polo Shirts \$30.00
T Shirts \$20.00
All Available in sizes.
S M L XL 2XL 3XL



Cloth badge \$ 3.00
Key rings \$ 7.00



Sticker \$ 2.00

Sticker \$ 2.00



IL MODO MIGLIORE PER GODERSI IL WEEKEND È ATTACCARE LA SPINA. NUOVA 500. 100% ELETTRICA.



PRODOTTA A TORINO

FIAT

Consumo di energia elettrica gamma La Nuova 500 (kWh/100km): 13,9-13; emissioni CO₂ (g/km): 0. Autonomia veicolo 190 Km. Valori omologati in base al ciclo misto WLTP. I valori sono aggiornati al 31/05/2023 e indicati a fini comparativi. I valori effettivi di consumo di energia elettrica possono essere diversi e possono variare a seconda delle condizioni di utilizzo e di vari fattori.



MEMBERSHIP FORM

Membership year is now the Financial Year 01/07/2023 to 30/06/2024



Member Name:

M'Ship No:

(For renewals)

Home Address:		Suburb		
Street		State	Postcode	
		Country		
Phone		Mobile		
Member to Sign _____		DATE / /		
I accept of the Terms and Conditions of the Constitution of the Fiat Club of NSW Inc.		<input type="checkbox"/>		
As displayed on the Club webpage www.fiatclubnsw.com.au or a copy available on request from the Membership Registrar.				
Are you an Office Bearer or Committee Member of another Motoring & Social Club ? Y <input type="checkbox"/> or N <input type="checkbox"/>				
Email Address (Please print clearly)		Club eGroup email updates and to receive the FIATFOCUS magazine via email Y <input type="checkbox"/> or N <input type="checkbox"/>		
Family Member Names (Family member includes dependents at home over 18)		Annual / Financial Year (12 months) July 2023 - June 2024	Half of Year Only (6 months) 01 Jan 2024 to 30 June 2024	
	Tick	Ind.	Family	
Full Member	<input type="checkbox"/>	\$60	\$80	
Joint / Family Member (Partner)	<input type="checkbox"/>	\$10		\$30
Junior #1 12+	Age	\$10		\$5
Junior #1 12+	Age	-		\$40
Junior #1 12+	Age	-		-
Post Cheque and Form To: Membership Registrar Fiat Club of NSW Inc. PO Box 3034 BANGOR NSW 2234			TOTAL \$	
Payment Details	Bank : EFT Date of Transfer / /	Bank: NAB BSB: 082-067 If Paying Via EFT Please You must sign and post or email this form to the M'Ship Registrar for your application to be accepted. PLEASE - ALWAYS POST OR EMAIL THIS FORM SO WE CAN PROCESS YOUR MEMBERSHIP APPLICATION	Account Number: 03 665 7020 Account Name: Fiat Club of NSW Reference: Surname + M'SHIP Number (if known)	
	Members	Year	Model	
Cars			Type	
Car 1			Colour	
Car 2			Rego	
Car 3				

Email to: membership@fiatclubnsw.com.au

Membership Accepted by the Committee / /

Office Use : Date rec'd / /

Dbase Upd. / /

Email List Upd. / /

2023-24/V1