

FIAT focus

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



Social Meetings sponsored by the Bankstown Sports Club

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Fiat Focus is now available from the Fiat Club of New South Wales website. If you are after any of the issues from 2019 to the present just go to www.fiatclub.com.au, click on the 'Magazine' tab and download the magazine you are after.

Many thanks to Ross Di Bartolo, Warren Smith and Mark Weinberger for their contributions to this edition of Fiat Focus.

Cover Photo; Dean Ryan enjoying a scenic drive on his way to the Sunday Brunch at Cavalino's. See the report in this issue.

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.

Commercial advertisers: Quarter page \$100.00;
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Fiat Focus is the monthly journal of the Fiat Club of NSW. It is issued by email on the first Wednesday of each month except for the combined January / February edition which is issued late January.

Disclaimer: The views expressed in advertisements and articles published in this magazine are not necessarily those of the Fiat Club of NSW.



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www.fiatclub.com.au

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You Tube Channel

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

https://www.youtube.com/channel/UC6SdIlCcrGVLQfqJxjK8f2Tg?view_as=subscriber

New Members

A warm welcome to the following enthusiast:

Brendan Mullins - 1951 500c Topolino

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	HVS code
October 2020		
Sat 10th	Coffee Break - The Lobby, Lilyfield (see below for details)	CE020101
Thu 15th - Sun 18th	Bathurst 1000	CE020111
	Social Meeting, Bankstown Sports Club (CANCELLED)	
Sun 25th	Coffee Break - Benzin Café, Dural (see below for details)	CE020152
Sun 25th	Fiat Club NSW Motorkhana - Ansell Park, Start at 10 am (see page 8 for details)	CE020152a
November 2020		
Sun 8th	FIAT Club Burger Break, Superior Burger (see next page for details)	CE021180
Tues 10th	Social Meeting, Bankstown Sports Club (TBC)	CE021101
Sun 29th	FIAT Club Coffee Break, Armory Café (see next page for details)	CE021192
December 2020		
Sun 13th	FIAT Club Coffee Break -The Grid Café, Oran Park (see next page for details)	CE022131

SOCIAL MEETINGS are normally held on the second Tuesday of each month at the Bankstown Sports Club, 8 Greenfield Parade, Bankstown, starting at 7.30 pm. .

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

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



this month's location

When: Saturday 10th October 2020
Where: The LOBBY Cafe
 38 Frazer Street
 Lilyfield NSW 2040
Time: 9:00am - 11:00am



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



this month's location

When: Sunday 25th October 2020
Where: Benzin Cafe
 1/242 New Line Road
 Dural NSW 2158
Time: 8:00am - 10:00am



Burger break!

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



the location

When: Sunday 8th November 2020

Where: Superior Burger
Shop 5, 30 Bulls Road,
Wakeley NSW 2176

Time: 6:00pm - 10:00pm

**SUPERIOR
BURGER
+ BAR**



Coffee Break!

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



this month's location

When: Sunday 29th November 2020

Where: Armory Wharf Cafe
Blaxland Riverside Park,
Jamieson Street, off Holker Street
Newington NSW 2127

Time: 9:00am - 11:00am



HSV code: CE029031



Coffee Break!

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



this month's location

When: Sunday 13th December 2020

Where: The Grid Cafe
6 Peter Brook Drive,
Oran Park NSW 2570

Time: 8:30am - 10:30am

**THE GRID
CAFÉ &
RESTAURANT**

HSV code: CE022131



Brunch break.....northside!

come join like minded **FIAT** enthusiasts over brunch (\$25 p/p) and you will enjoy the following:

- FIAT Club Sandwich
- Glass of Vino
- Cannolo
- Espresso



this month's location

When: Sunday 27th December 2020

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

Time: 12:00 noon - 2pm



HSV code: CE022172



OASIS RUN DETAILS

The OASIS runs occurs on the first Tuesday of each month (note that there is no run in January and the November run occurs in the second week of the month to avoid clashing with the Melbourne Cup festivities). Details are not usually available until just before each event, however, consult the Club's magazine or website for the HCRS permit number applicable to the event.

Please note that due to the current coronavirus pandemic Oasis runs have been cancelled or suspended until further notice. We expect to be informed the Oasis group when activities will resume..

OASIS NEWS

Tuesday 6 October, 2020

The Oasis Club have decided to organise an open-air outing for Oasis members & friends.

DATE; Tuesday 6th October 2020. TIME; From 10.30am onwards for morning tea & lunch

WHERE; Proceed straight to Lizard Log Park Nature Playground, West car park

ENTER- From the roundabout, cnr Cowpasture Rd. & The Horsley Drive. Lizard Log, Western Sydney Parklands, Abbotsbury

B.Y.O. - Everything or make your own arrangements with Saluti Café by Novella which is located within the Park 0430 477 220

Plenty of undercover seating & electric bbq's available. Short walk from car park

BRING - All your own Covid safe, toiletries, sanitizer, wipes, handwash, gloves, & a face mask if you wish to wear one.

Current Covid 19 rules will apply on the day. At the moment at Lizard Log Park it is 20 persons per group so we can split up & use adjoining shelters & seating which there are plenty of.

www.health.gov.au/Covid19NSW

Bring your own biro to sign in as I need to keep a record of attendees & contacts for 28 days.

Future Events

TUESDAY 10th NOVEMBER 2020 REMEMBRANCE DAY RUN

Date and Venue to be confirmed...also subject to Covid 19 rules.

TUESDAY 1st December 2020 CHRISTMAS PARTY 12noon – 2.30pm

Nepean Rowing Club is booked...also subject to any Covid 19 rules in place in December.



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CLUB COMMITTEE AND OFFICIALS

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events@fiatclub.com.au

◆ CMC DELEGATE

Domenic Squadrito

◆ HONORARY AUDITOR

Rebecca Gallard

◆ ANSELL PARK CO-ORDINATOR

Michael McGeorge 0414 965 425,
ansellpark@fiatclub.com.au

◆ FIAT CLUB LIBRARIAN

Lorenzo Aventi 0425 374 014

Life Members

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

Please direct all correspondence to:

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PO Box 3034 Bangor NSW 2234 Australia

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

members@fiatclub.com.au

BANKING DETAILS: BSB 082-067

Account 03 665 7020

Name - Fiat Club of NSW Inc.

Bank - National Australia Bank (NAB)

SOCIAL MEETINGS are held at 7:30pm on the second Tuesday of the month at the Bankstown Sports Club, 8 Greenfield Parade Bankstown, NSW, 2200.

ANSELL PARK is the Club's Motorkhana Grounds located at 2 Percival St, Clarendon, on the corner of Percival Street and Hawkesbury Valley Way (which is the old Richmond Rd).

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

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Please note that due to Covid-19 **the October Social Meeting is cancelled**. Because I was away in Gulgong, the deadline for this magazine crept up on me and I didn't get to do the member poll that I did last month. However..... the Treasurer and myself have committed to having a November Social Meeting as long as the Covid situation does not get significantly worse than at present.

////

In September, we had another **practice Motorkhana at Ansell Park**, which was a day/night event and those present enjoyed themselves if the laughter and banter I heard was any indication. Being an informal event means we also have time to do a bit of extra work around the place and I'd like to thank Justin Matthews for helping me with building a step in front of the office container. He was actually there measuring up in preparation for building a roof extension over the BBQ and sink at the back of our shed. Other maintenance had been done during the week by Kevin Halliburton, Wayne McGeorge, Roger Malcolm and Glenn Smith. Thanks everyone.

It should be noted that at the practice 'khana, Travis McGeorge (son of our Comp. Sec.), who recently turned 12 and so is now able to hold a Junior Motorsport Australia licence, had his first official drive and was chuffed to have got a faster time than his dad in Event 1. (Michael may have been trying a bit hard on the slippery grass!)

////

As I mentioned last month, **we are thinking about moving the 2021 Fiat Nationals from April to September in order to have more confidence that it can actually happen and so far all the east coast clubs have agreed**. We'll be letting you know soon

about the finer details.

////

Discussions by the Committee today centred on whether to have a Christmas Luncheon this year or not, and the decision seemed to be that Covid conditions and rules don't quite allow us to organise one with any degree of confidence, so instead, we will wait 6 months and have a **Christmas in July** lunch. We will notify you of the venue of this as soon as it is booked. Surely things will have settled down by then?!

////

I have been talking with Fiat Car Club of Victoria President Roger Beattie, and he is keen to have an **Historic Fiat Rally** happen in 2022, much like the one that occurred in 1991. He would like it to be held in central Victoria and older Fiats from all over Australia would be invited. Comments and suggestions invited.

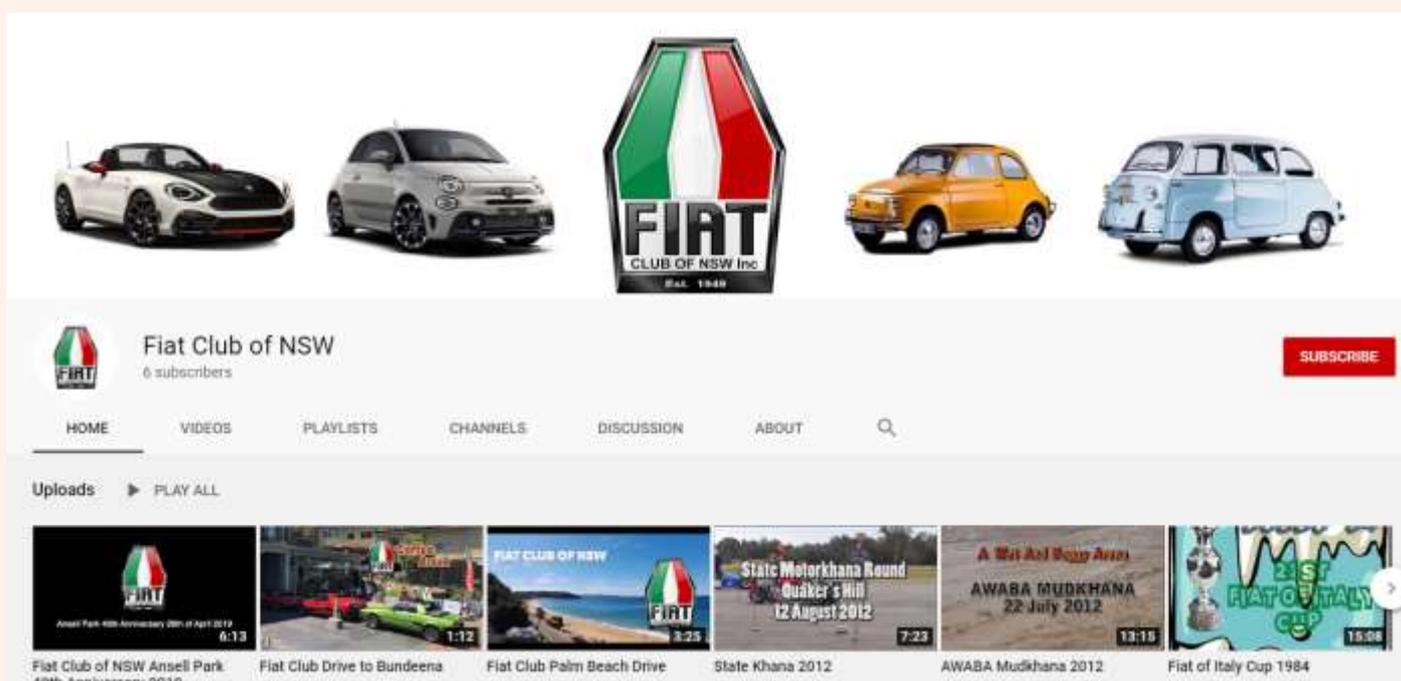
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Lastly, for those of you who love to use the internet, the Club now has its own YouTube channel (thanks Mark Weinberger) which has a selection of current and historic club events for you to watch. Great for your lockdown viewing! Check it out at <https://www.youtube.com/channel/UC6SdlLcrGVLQfqJxjK8f2Tg> or you can click on the link on our club website homepage

Take care everyone,

Warren Smith,

2020 President



*Above is the page that greets you as you click on to the **Fiat Club NSW YouTube Channel!***

Competition – by Michael McGeorge, Competition Secretary

Hello all,

September saw the Club conduct a social motorkhana which was an all Fiat affair. The vehicles included Kevin Halliburton's Punto, the Smith's rail, the Gallard's 126 and, for the first time in 10 years, the McGeorge 127 khana special.

For the last 9 months we have been locked away in the garage working to get our special back onto the Ansell Park turf. Not only was it the first time out for the rebuilt 127 but we also saw Travis McGeorge have his first run as a junior after a long 12 year wait (trust me). Naomi McGeorge also got back behind the wheel again after her excuse of "when it's our own car then I'll drive" finally ran out.



It was a great night commencing with 4 test runs in the late afternoon followed by a dinner break, pizza being the choice, and



then finishing up with 4 tests in the dark navigating around the poles that were lit with LEDs.

It was a good time for all of us and we are looking forward to the next one in October.

Cheers, Mic Mac.

Fiat Club Motorkhana - Sunday October 25.

Due to a clash of dates for state round competition, we have decided to move our practice motorkhana from the 1st of November to the 25th of October.

to be a bit different we would like to try organise a dual event. The motorkhana would start at 10am with competitors to pre-register by email to the competition secretary - competition@fiatclub.com.au. This will help us organise the day covid wise before the event.

I would also like to extend an invitation for the event to those who are going to the breakfast run at the Benzin Café in Dural . Come and join us afterwards at Ansell park to either have a look or try out a motorkhana test or two.

At the end of the motorkhana runs we will have a club funded sausage sandwich and drink about 2pm. We would love to see you there.

If you like more info please send me an email or call me.

Regards,

Michael McGeorge, **Competition Secretary**, FIAT Club of NSW

For sale

Fiat 131 steel rims 14 x 5.5, 4 of them - \$100
Contact Michael McGeorge at competition@fiatclub.com.au



We are thankful that over the last few months we have been able to return to some car related meetings and get together, even with the restrictions for gatherings that we need to comply with. These events have been enjoyable and are very much appreciated by the members. **A special thanks goes out to Giovanni and to Michael for organising the coffee breaks and the motorkhanas** that we have very much enjoy.

Club President, Warren Smith, has been busy with his posting of old and not so old photos of club events and also providing an insight into the various cars he has owned. This had me thinking of the vehicles that I have lived with over the years, and while not as large a number as some of our members have owned or driven, it still tallied to a couple of dozen cars such that I felt I may let you know what cars I have driven and what I thought of them. Better still, **all of our members would have themselves had experience with many cars, especially Fiats, and I would like to know about these and include them in our magazine, Fiat Focus.**

I am now asking for your input, your Auto Biography - share your experiences with the cars you have experienced - those cars that you have owned, driven, raced or borrowed that you would like to let us know about. You could simply list the cars you own or have under restoration (*as Anthony Suttor kindly did a couple of years ago, a long and interesting list too*). You can provide a comment on any or all of them, you can provide an article on one particular car or a few of them. Mention any make as our members have driven all manner of European, Asian, American and of course Australian cars as well as their beloved Fiats. We know that if you have owned or driven a Fiat, you enjoy motoring and therefore can have an informed opinion on any car you have driven. I would like to hear from you the hundreds of stories you have to share with your fellow members.

This month, the Fiat Club President, Warren Smith has prepared his list of road cars he has owned and driven. Next month we will have something from one of our newer members as well as a second list from Warren, a list of previous race cars he has owned, built and competed in.

One last thing, I just want to acknowledge **Giovanni Ciampa** and **Michael McGeorge** for working through the Covid19 restrictions to arrange events for club members to meet and socialize or have a run around Ansell Park practicing motorkhanas. Also thanks to **Mark Weinberger** and other members at the coffee runs for their posts on Facebook and also to **Warren Smith** who has been trawling through the tens of thousands of archived items to include in his regular Facebook posts. Finally, many **thanks to the committee** who are working to keep the administration of the club under control, and also **thanks to yourselves, the Club membership** for participating and enjoying the events and get-togethers that are arranged especially for you...

Cheers.. LA

Council of Motor Clubs Meeting, 30 September 2020

Below are the minutes from the most recent meeting of the CMC;

- There are 203 affiliated clubs with the CMC.
- \$127,500 in the bank including invested money.
- CMC President advised that the long awaited Transport for NSW hardcover log book is in its final stages and the CMC was given only 48 hrs for feedback. The logbook is approximately passport size, contains 6 pages x 10 slots (60 days) with only the date, name and Signature of the driver. there is a FAQ section on a website link as well. The president also advised they have done away with the location filed on the current form. These should be in circulation from next year.
- Shannons Sydney Classic for next year is a TBC dependent on the V8 supercars schedule and won't be known until after the Bathurst race when the 2021 schedule is released.
- Shannons is moving from their current location to 22 Lambs Rd St Leonards (800 meters up the road). It is a better location to hold auctions, 47 underground parking spots, and an enthusiast boardroom/ space to hold events.
- Shannons is also releasing two types of road service. Enthusiast for one vehicle or bike car (not sure of the price). Ultimate for up to 8 vehicles or bikes (\$290). Both covering/ including up to 100 KM of free towing.
- NRMA was also approached by CMC and the negotiation went on for 2 years and the best offer they would provide was 20% discount on a 2nd car for the first year only. Needless to say the negotiations were walked away from by the CMC as a lost cause.
- 2 new clubs voted on and accepted by attendees - All Sorts Motoring and the Mechanical car club were accepted for affiliation by the CMC.

The CMC AGM will be held in Nov at the same location.

Thanks to Domenic Squadrito for attending the CMC meeting and taking notes.



coffee break (write up)

13th September 2020

Armory Wharf Cafe @ Newington



We had a great turn out to our latest club coffee break at the Armory Wharf Cafe. This venue has a fantastic carpark which allowed all of our club members who turned up to park next to each other and chat amongst the cars.

What was impressive was seeing so many Abarth 124 Spiders turn up in a great variety of colours to admire. The highlight was seeing Tony in his Abarth esseesse setting up a boot sale show casing his latest offering of reproduction man cave signage.



A hugh thank you to all who came along and respected the social distancing rules while we deal with covid restrictions and maintain our love for our FIAT's.

See you all at the next event.

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



FIAT fanatico

www.fiatclub.com.au



brunch break (write up)

27th September 2020
Cavallino Ristorante Pizzeria



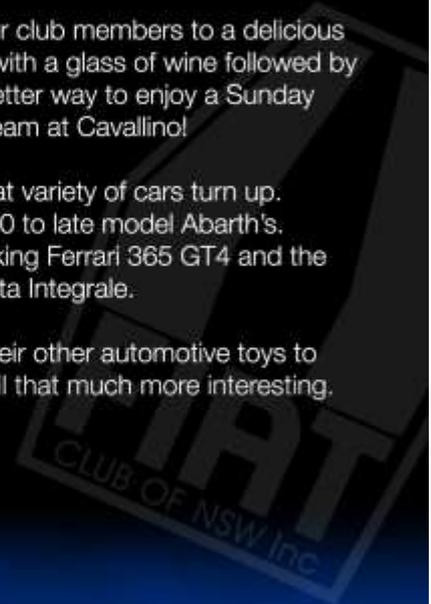
An Italian inspired 'brunch break' drew our club members to a delicious specially prepared FIAT CLUB sandwich with a glass of wine followed by a tasty cannoli with an espresso...what better way to enjoy a Sunday afternoon. Thank you to Robert and his team at Cavallino!

The highlight of the day was seeing a great variety of cars turn up. There was everything from a very early 500 to late model Abarth's. Of particular interest was the very tuff looking Ferrari 365 GT4 and the rally championship dominating Lancia Delta Integrale.

We love it when club members bring in their other automotive toys to share with us at these events...makes it all that much more interesting.

Till the next one, keep safe!

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



www.fiatclub.com.au

FIAT fanatico

AUTO-BIOGRAPHY

1. My Road Cars – Warren Smith

Editor Lorenzo asked me to put together some pictures of what cars I have owned with a few words about each one. The problem with this is remembering details such as dates and anything mildly interesting about each car or what happened whilst in my possession. I have left out my motor bike and 4 Holdens on purpose (a VS Calais, a VX Berlina, a VY Berlina wagon and a VE SV6 Sportwagon) as I don't think they are relevant in this magazine. I'll do another one with my track & 'khana cars later.



My first car, a brand new 1970 Mini K 1100, was good fun but is still the only car I've ever owned that broke a fan belt. I'm not superstitious, but it seemed to be a 'bad luck' car as everything from accidents to being stolen happened to it in the 2 years I had it. The original tyres were Dunlop RS4's, cross plies that wore out in 9,000 km! I replaced them with Michelin XAS's on widened rims and they transformed the car.



#2, a 1967 Fiat 125, was the start of my "Love Affair" in 1972. The above shot was taken on Jamberoo Pass on a UNSW car rally. A beaut car with a large boot and fully reclining seats. Owned it for 4 years and took it on multiple trips to the snow and even a trip to Melbourne and Adelaide with a mate, who changed his biased view of Fiats while on the trip. I only sold it in 1976 to go overseas for 7 months.



#3, a 1972 VW Kombi, bought in Den Helder, Netherlands. It was an ex-baker's van and my mate and I did 27,000 km around Europe, Britain & Scandinavia. Photo above taken in Norway at a summer ski school in the Telemark region. I had such a soft spot for it after the trip that I wanted to bring it home... but it was LHD so I decided against it.



#4. After getting home from Europe in late 1976, I bought this 1972 Fiat 124 BC Coupe from a panel beater who had restored it. Probably a mistake as it had lots of bog in it and even a CC bonnet, as he could not find a BC one. Nevertheless a great car to drive. Sold it to a friend who wrote it off. (Insert tears here!)



#5. In 1978 I got this 1976 Fiat 132 GLS from Alec Mildren in Pymble so that I would have a tow car for an 850 Coupe track car. A very reliable, well screwed together car which handled better than most people realised. With a set of 6" Cromodora CD39s on it I was in Fiat heaven for 7 years.



#6. Fiat 850 Special bought from ex Club President David Spier who had babied it since new. My wife's first car and she loved it, being able to park it anywhere and loving the looks on people's faces outside the shops when she opened the front boot to pop the groceries in!



#7. A 1976 Fiat 128 3P which I bought from John Braid at Ardita Spares (Fiat wreckers). It had dents in a few places and very poor paintwork and the engine & gearbox were in the boot! John was going to restore it himself but rang me a couple of months later to say I could have it. A deal was done whereby I could help myself to any parts needed from their shelves. I resprayed it at home in the driveway and had the seats recovered and it was really nice. It was my 'club car' for 'khanas and lap dashes, etc.



#8. When kids came along the 132 boot was no longer big enough to carry all the gear necessary (stroller, etc) so I bought a 131 Mirafiori wagon from club member Graham Mumby. It had an 1800 cc twin cam but still had the 131 box which meant that off the line starts were fantastic. It was a good car but not as well put together as a 132. It had rattles from the back end, the side trim and the dash. Sold it to a club member who insisted I leave the 6" CD39s on it.



#9. A Fiat Regata 100S with a sunroof, bought from Doug Tory, replaced the 131 in 1988. Being FWD, the boot was just big enough for all our baby stuff. We even took it to Queensland to see Expo. The Regata was an underrated car and I found its pace and handling to be pretty good. It reminded me of the 128 in lots of ways. Its Achilles heel was the clutch cable, which on RHD cars went around a pulley, creating metal fatigue and eventual breakage.

Continued next page



#10. This 1988 Fiat Croma i.e. was bought in 1992 from an auction house for \$12,500. A few days before I had gone to look at one for sale privately and he wanted \$22,000 so I reckon this one was a bargain. I had no major problems with it and it did its job well. It was also my first automatic, a ZF 4 speed unit which I never had to touch. Driving it around the suburbs with only me in it was good fun, but with the whole family on board and all our luggage plus bikes it was a tad underpowered. If only I could have bought a Croma Turbo!



#11. In 1996 I splurged and bought my "mid-life crisis" car, a 1980 Fiat X1/9 (Series 1.5). What a great car it was! Just so much fun on city round-a-bouts and twisty country roads. The 1.3 litre engine had to rev to make headway, which meant it became a bit noisy at freeway speeds, but this was more than made up for by the handling. I bought some Cromadora CD92 mags, had the upholstery recovered and gave it a respray in the 11 years I had it. The young bloke I sold it to had a truck run into the back of it 12 months later, but it was bought by a panel beater and lived on.



#13 was a 1983 Fiat Uno 70S, bought from a young lady at Earlwood. It was supposed to be my son's first car that he would learn to drive in, but before he was old enough we replaced it with one of the country's best Fiat 127's, a car that he had doted on most of his life! The Uno was a good little thing to drive with a 1.3 litre engine and a 5 speed box, but I found the quality of the interior materials used to be inferior to the much older 127.



#16. A Fiat 132 2000 that I bought in early 2009 for the grand price of \$300. It was supposed to be my retirement project, but after fixing a number of things I started figuring out how much I would have to sink into it to bring it up to scratch, so I had a rethink and started looking for something else a bit (or a lot!) more sporting. Yes, I know it has a GLS grille on it, that was just one of the problems.



#17, a 1997 Fiat Coupe 20 Valve Turbo, which I bought in May 2009 from Steve Gotch whose son Adam had imported it from the UK. Probably my favourite Fiat of all, it was a real weapon with 220 bhp, Brembo brakes and a soundtrack that was worth the price of admission! I took it on a couple of Italian Connection rallies down to the Victorian high country and I will never forget the blast up to Mt Buffalo and back down again. Best drive of my life! I sold it to the WA Fiat Club President in late 2017.



#18, a 2008 Fiat Ritmo Sport 1.4 petrol bought in 2015 from a bloke in Ulverstone, Tasmania. The sunroof never worked but the rest of the car was great. The only design issue I had was that the speedo was very hard to read in daylight hours, so I installed a head-up device which projected the speed onto the windscreen. A beaut car on a country trip as I could slip it into 6th and use cruise control and the turbo took care of everything with no fuss or noise. Loved it.



#20. In 2018 I realised that the Fiat 500X Cross Plus had been deleted from the range available here, so I searched online and found this 2017 one for a good price at Zagame in Melbourne with only 130 km on the odometer. I had it trucked up to Sydney and had only my second (virtually) new car. With all the bells and whistles you could ask for and a 9 speed auto box and 4WD it is certainly different. I do love it, but I find that the braking is over assisted by the gearbox, meaning I have to take great care to be able to pull up smoothly. Not getting rid of it any time soon though.



#21. If the X1/9 was my "mid-life crisis", then what is this one? A "late-life crisis" I suppose. It's a 2017 Abarth 124 Spider and I have only had it for a few months. Apart from driving it home from Artarmon, it has only been out 5 times so far because of Covid lockdown, but as the weather warms up I hope to get some more k's on it. It's been well looked after in its 40,000 kms, and it goes and handles as you would expect. i.e. it's an Abarth! So my current garage has 500X and a 124 enjoying each other's company.

LOOKING BACK TO 1896 AND ONWARDS By TED ANSELL, Part 2

The name **Ted Ansell** has been mentioned quite often in *Fiat Focus* and within the *Fiat Club of New South Wales*. A driving force behind the formation of the original *Fiat 500 Club* and a regular motorsport competitor in the 1950s he had left behind a significant legacy.

Last month, Ted recalled first seeing a motorcar at age 7 in 1894. From there on he was enthralled with the mechanical horse and obtained his driver's licence in 1906. His competition career started soon after.

We continue Ted's life where he has arrived in Australia.

From 1915 to 1917 I was in the A.I.F. and on being demobbed, obtained a position as a motor mechanic on Brunette Downs cattle station in the Northern Territory. This was a huge area, with thousands of cattle and 1,500 horses on it. There was a large engineering workshop on it with good machine tools and a H.F. Steam vulcaniser for tyre casing repairs and a large blacksmith's shop. Motor vehicles comprised of 6 Ford Model T utilities (no hoods or windscreens), 2 Willys-Overland two ton trucks, chain drive with pneumatic front tyres and solids on the rear. A big "Cotton" 4 tonner with a winch on the front end. A "Harder" 6 tonner table top, chain drive and solids tyres all round, with a huge 4 cylinder "Waukesha" engine. The gearbox was a monster, with quadrant change (no synchros or gate change in those days), and a missed change always meant stopping the truck and starting off again. A huge winch was fitted on the front chassis, driven by a "Morse" silent chain from the clutch shaft. Engine was mounted separately from gearboxes, a long shaft connecting the clutch (cone type) from the gearbox. Extreme care had to be exercised in lining the units up after an overhaul.

There were also an Indian Twin motorbike and a 4 cylinder F.N. motorbike. This little machine had shaft drive to the rear wheel. The engine had phosphor-bronze big-end and main bearings and was notable for the bottom main caps being fitted in the lower half of the crankcase.

Brunette had a large number of sub-artesian bores operated by 22 foot Comet windmills, with auxiliary engines which operated the pumps when the windy season (SE Trades) was finished. These

engines were big single cylinder jobs with belt drive to the pumping heads and had to operate for 24 hours a day. They had to be serviced each day, and as the bores were several miles apart, it was full time job doing the rounds in the dry season.

There was no motor sport out there but I often had to drive a "T" model Ford into the nearest township (Camooweal) 210 miles away. I kept one Ford for my own use, in good nick always, and with a straight through exhaust pipe would career over the plains in great style. I would pick up mail at two stations en-route and do the distance in a day, not bad going for a "Lizzie". However, on the return journey I would stay a night at

after dark. Poor Jackie was too far gone though, and died the next day. He was actually a victim of "bone pointing" from which an aboriginal never recovers. It is largely psychological; the victim just deteriorates until he dies.

Whilst on Brunette Downs, the first two flights from Britain took place. Ross and Keith Smith landed there in their Vickers-Vimy and I did some brazing work on the exhaust manifold. After taking on many gallons of petrol and pure castor oil, for the engine's lubrication (sent all the way from Cloncurry in Queensland, over 500 miles by special car), they set off on the next leg of their journey to Sydney.



BRUNETTE HOMESTEAD

each place, yarning or playing cards. Always on those long trips I carried 2 spare rear axles (they are of different lengths in a "Tin Lizzie" and are live axles), a roll of tie wire, 8 gallons of petrol and 4 gallons of water, besides plugs, fan belt and trembler coil, etc.

On one occasion, while conveying a sick aboriginal stockman into Camooweal Hospital, an axle broke in the spinifex desert, miles from nowhere, and as hot as hell in the blazing sun. I had to do the whole job on my own and with a dying man lying on an improvised stretcher on the small utility body. It was no joke and speed was most necessary. However, after about 3 ½ hours work I got going again and hot-footed it for Camooweal, about 100 miles away, arriving there long



Ross & Keith Smith with their Vickers-Vimy aircraft

Some months afterwards Ray Parer and John McIntosh arrived in their old Siddeley Puma engine aircraft (an Aircro DH9 - ed.). They had bumped their way across the world after many exiting experiences, nearly broke all the time. Ray Parer was only a little man, whilst McIntosh was a burly Scot. Ray told me about some of their experiences. At Rome, they required oil and petrol, so they went separately to two big oil companies and arranged for free supplies, etc., and persuaded the

managers to print thousands of leaflets extolling the virtues of their respective companies' products. After taking off for Baghdad, they circled Rome and dropped all the leaflets. They came down in the Arabian desert with engine trouble and managed to get going again just as a mob of horsemen came galloping over the desert firing their antiquated rifles harmlessly.

The radiator on the plane could be manually lowered below the fuselage for cooling in hot climates. They were so excited on reaching Delhi that they forgot to raise the radiator to normal position, and as the plane touched down, the bottom tank hit the ground and the radiator was a complete "write-off".

Being resourceful, they scouted around and managed to acquire two Overland 45 model radiators which they ingeniously coupled together with much soldering and fitting and everything was in "status quo". The job saw them right through to the end of their flight. They were feted lavishly in Delhi and made honorary members of the Jockey Club. At the farewell festivities before take-off the President handed them a bulky envelope with strict instructions not to open it until they had attained flying altitude. This being done, on opening it up they found a big wad of banknotes, sufficient to carry them to Darwin.

Continued next page...

LOOKING BACK TO 1896 AND ONWARDS - Part 2 continued...

They had an adventurous trip over the Bay of Bengal, having to fly around several huge thunderstorms, and eventually arrived at Semarang where they had to remove the engine sump due to some big-end trouble. Having rectified this and overhauled everything, they set off for the hazardous trip over the Timor Sea and eventually touched down at Darwin, an isolated little bush town then. They were so broke that Ray had to borrow money from a local to wire his father in Melbourne for money.

After a few days spell, they set off for the long flight over the desolate Northern Territory, eventually landing at Anthony's Lagoon, a small outpost consisting of a Police Station and a store.

They took off next morning on a strip which had a very strong surface and were unlucky enough to puncture a tyre. They flew the 64 miles to Brunette Downs and arrived about 7.30 am, just as we were finishing breakfast. They flew very low over the homestead looking for a landing spot, so I grabbed a "Tin Lizzie" and raced up and down a suitable area free of gibbers and as there was no wind, they could land in any direction.

After touch-down, whilst taxiing to a stop, they failed to notice a small Cork tree in time to take avoiding action, and hit it with the lower leading edge of their starboard wing, the punctured tyre causing the aircraft to swing around to port just before coming to a rest. They both jumped out (open cockpit, of course) and after introductions all round and a hearty welcome, they inspected the damaged wing and asked if I could repair it. I assured them the job could be done and then they went to "Government House", the manager's residence, for a good feed and a rest. I organised a number of aboriginal station hands, who lifted the tail end of the plane and dragged it about 300 yards to the workshop, where I set about stripping the damaged wing and cutting out the broken parts of the framework (all wooden). Luckily, there was some very good case timber stacked away and after 15 hours of solid work a quite respectable repair was affected.

Parer was on hand all the time, advising and assisting and expressed himself as well satisfied. He and McIntosh then applied new linen to the new framework and doped it well with special dope they carried with them. The next job was servicing the "works" and refuelling. Our orders from Brisbane H.Q.s were to give them 8 eight-gallon drums of "Plume" white label petrol, which the aboriginal station hands poured into the fuel tanks. 64 gallons were judged enough for the flight to Cloncurry, however, when the motor was tested after a good warm-up run, it would only record 1250 RPM at full throttle

instead of 1500 RPM. Parer said they would not be able to get airborne without maximum revs, so I told him to shut down. We drained all the fuel out into drums and I sent the station hands up to the petrol dump to bring



The Parer & McIntosh aircraft - Aircro DH 9

back 8 drums of "Pratt's" yellow label, the best petrol available in those days, which I normally used on the station cars and trucks, using the "Plume" for petrol pumping engines, etc. On starting the motor up again, it went up to maximum revs without hesitation, and Ray was jubilant. However, as they were heading SE to Cloncurry and the SE trade winds were blowing every day, I told him he'd better have another 8 gallons. He protested, saying the 64 gallons allotted to him would be sufficient and he did not wish to impose on the owner's goodwill. Nevertheless, I told my offside to get the fuel. When all preliminaries were completed, farewells were said and away they went for the long flight over uninhabited country and desolate D'Agoilar Ranges, where they would have perished if the plane force landed.

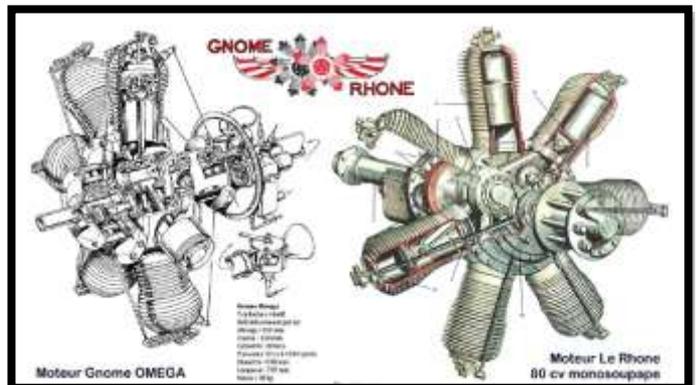
However, they made it to Cloncurry and some weeks later we heard that they ran out of gas about a half mile from the racecourse and had to volplane down to land (make a steep controlled dive or downward flight - Ed.) If ever two flyers were as game as Ned Kelly, Ray and Mac were the two.

At the end of the flight, the then Government handed them a lousy five hundred pounds (each - Ed.) The old plane is now housed permanently in the War Museum in Canberra [go to <https://www.awm.gov.au/collection/C111408> on the war memorial's website to see this aircraft - Ed LA] and if anyone ever goes along there, have a look at the lower leading edge of the repaired wing and note the long strip of thin hoop-iron which I nailed along to

protect the linen surface. I saw Ray several years later in Sydney. He had come down from New Guinea with a bad dose of malaria and was in St. Vincent's Hospital recovering. Almost his first words were thanks for making him take the extra drum of petrol at Brunette Downs. He was doing commercial flying in New Guinea, taking passengers and freight, using a big Junkers aircraft. It was fairly risky flying in those days, in the 1920s. He was the first pilot to fly across New Guinea and showed me some photos taken from the air. As far as the camera could range there was nothing but high densely timbered ranges, where a crashed aircraft would be completely invisible.

He later came to Sydney and bought a fishing boat but finally went into a mixed business somewhere in Woollahra and I lost trace of him. McIntosh was killed in a crash in W.A. whilst flying for Macrobertson Airlines. It was thought that a drunken passenger hit him on the head with a champagne bottle. Exit both of them.

I left Brunette in 1920 and took over a garage and repair shop in Ayr, North Queensland. On my way down, I stayed a week in Cloncurry where the annual race week was in progress. Two RAAF pilots, Frank Roberts and Ron Adair were barnstorming Nth. Qld with a couple of Avro aircraft and making big money. I went up several times with them and experienced "the book" in acrobatics. These planes had rotary 7-cylinder engines. The crankshaft was a fixture and the crankcase and cylinders revolved around it, the fuel mixture travelling through the hollow crankshaft into the crankcase where it was compressed by the pistons and forced through an inlet valve



(automatic) in the piston crown. Exhaust valves were mechanically operated in the cylinder heads by long pushrods operated by a single cam on the crankshaft, and to adjust the clearances, the engine was pulled round by hand until the cylinder was vertical with the valve closed. The engine was a Clerget Le Rhone.

Continued next page...

LOOKING BACK TO 1896 AND ONWARDS - Part 2 continued...

Ron Adair and Frank Roberts were great entertainers, and being race week in the "Curry, the fun was fast and furious at night time. The town was full of young people from the big stations around it, all milling and eager to 'live it up' and we really had fun. There being no distractions in the form of radio or TV, the fun was genuine, not synthetic, and nobody thought of going to bed until 2 or 3 o'clock in the morning.

One station owner, Hope Kennedy, a tough big man with a full black beard would play till all hours, in the bar, at spinning two bob bits. He and his opponent would each spin a coin simultaneously on their edges on the bar and when they stopped and lay flat, if two heads were uppermost then Hope would win. Conversely, two tails would be his opponent's win. I do not know how it came about, but Hope always ended up with big wins – his luck was fantastic.

At the end of race week there was a big ball at which practically everybody turned up except for four bookmakers, who shut themselves up in the "Curry Hotel with a good supply of grog and eats and played poker for big stakes for 24 hours without letting up. At one stage there was over 10,000 pounds laying on the table. There were several very big bookies in North Queensland at that time, one of whom was Don McGinnes of Townsville. He had a fine home there, built in the normal Nth. Qld fashion on high stumps for coolness. Studebaker cars were very popular then, and a well-known southern dealer and racing driver, Alec Jewell, was "working Nth. Qld" personally on sales. He called on Don one afternoon with his big "6" demonstrator and after a few noggins and sales talk on the verandah, Don said "if you can drive that car up the steps (big wide wooden ones) and get the front wheels on the verandah floor, I'll buy it!"

The verandah was about 8 or 10 feet off the ground and the steps at about 45 degrees. "Done" said Jewell, getting into the car, an open tourer, and without further ado, he lined her up and gradually edged his way up the steps and parked her with the front wheels on the floor. Getting out, he sat down again and claimed his cheque, which Don promptly paid over, and then asked Jewell to take the car down again, but he refused and Don had to do it himself. Later on, he and 3 other bookies drove all the way down to Sydney for the Royal Easter Show and big race meeting. The roads being practically tracks in those days and were either very dusty or terribly muddy and when they eventually arrived at the Hotel Australia they

were covered in red dust and mud, unshaven and thoroughly disreputable looking.

The booking office refused to admit such dirty looking hoboes until Don got thoroughly annoyed and threatened to buy the place and sack everybody. Finally, the management decided they were OK, apologised and confirmed their bookings. Alec Jewell did one or two interstate record runs with Studebakers, also putting up good times at speed events on Gerringong Beach (South Coast). These early Studes had their gearbox integral with the diff housing, making a lot of unsprung weight, and also a very long propeller shaft from clutch to gearbox, which would 'whip' at high speeds, causing a lot of unpleasant (and dangerous) vibration.

Almost all engine lubrication was by 'splash feed', the oil being pumped from the sump through a gallery in one side of the crankcase, squirting through holes opposite troughs in steel trays attached to the sump, and into which the big ends (with suitably shaped 'dippers') dipped at every revolution, splashing oil everywhere up to the cylinders, camshaft, into small troughs above the mains, then running through small holes to the

white kid, as also was the upholstery. Hood bows and fittings were all gold plated, as were all instruments, steering wheel spokes and column, gear and brake levers, head and tail lights, windscreen frame, in fact, everything which could be plated was done.

The paintwork was pure white, and the car was displayed standing on a huge mirror, or mirrors. It looked very attractive (and Yank) and drew huge crowds at the showrooms of the Canada Cycle and Motor Co. (C.C.M.) in Brisbane. Incidentally, the car was reputed to have cost £6,000, a lot of dough in those days.

At the end of race week in Cloncurry, I went by train to Townsville and spent a very pleasant fortnight there, with plenty of swimming, trips to Magnetic Island and various other activities, finally taking a job as foreman at a garage in Ayr, about 63 miles south of Townsville, right in the heart of sugar cane growing country. We did all kinds of repair work, not only on cars, but oil and gas engines, pumping plants, etc.

Nearly all the cane farms were irrigated, some from the Burdekin River and others from underground supply. The method of obtaining this water was interesting, and was called the 'Spear Method'. A long trench about 20 feet long by 2 feet deep would be dug at a selected site, and then the spear, a bronze or brass tube about 3" in diameter with an internal thread to take the screwed end of the piping. The spear was driven into the soil by heavy hammer blows and a length of pipe screwed into it and then driven in further until water was reached anywhere between 10 to 25 feet. Eight or ten spears would thus be sunk, about 3 feet apart and finally connected up by the usual plumbing or pipe



actual bearings. This system was OK for the low engine speeds then prevailing and as long as the oil was changed regularly and the sump removed periodically and sludge (which was very prevalent with the earliest oils) cleaned out. Continued high speed running was very risky, however, and expensive noises among the big ends were fairly common, also a nice 'bump, bump, bump' in the mains at times. Whilst on the Studebaker theme, it might be interesting to readers to learn that around 1917 they developed an "all gold" car. Actually, it was a standard chassis with every nut, bolt and bright part gold plated. The body was a special phaeton type, with a hood similar to those on the old horse drawn phaeton, over the rear seat passengers only. This hood was made of pure

fitting methods to one large pipe leading to the pump. The body of the spear had large numbers of holes drilled into it, enclosed by fine mesh brass or copper gauze to prevent sand or soil being sucked in. This was a very effective method of irrigation. There was no town supply of water and besides the usual rain water tank, most houses had their own windmill pumping through the spear system. Some of the big farms had fine pumping plants run by suction gas or oil engines and most of the cane cockeys, as sugar farmers are called, had cars. Studebaker, Hupmobile, Overland, Dodge and Ford T Models were mostly used. They were all touring or roadster bodies, sedans being unknown.

(continued next month)...

Jottings & Gossip - by Lorenzo Aventi



The Australian Motorlife Museum: Last year the Fiat Club visited the Motorlife Museum located south of Wollongong at Kembla Grange. I wasn't able to make it along but by all accounts it was a good day with a couple of vintage Fiats in the collection. I finally visited the museum last month and was impressed with the collection. The museum tends to focus on pre 1940s vehicles and includes two veteran Fiats on display; a **Fiat Type 1A** and a **Fiat Type 1**, both from around 1910. The Fiat that was under restoration



last year had yet to make its way into the display area. It was also interesting to see some of the lesser known Australian makes on display such as Chic, Summit



Innes and a Zeta Sports as well as locally made motorcycles as from Waratah, Victor and Spencer. The Museum has now opened a library containing tens of thousands of books and magazines available for the public to read. For details, visit their website can be found at <https://www.australianmotorlifemuseum.com/>



A **You Tube channel** has been **launched by the Club** that includes films taken by club members over the past 50 years. Included is footage from social and competitive events such as the Fiat Nationals. My favourites are the video of the Ansel Park 40th anniversary from last year and the 6 hour relay race held at Amaroo Park in 1981 (won by the Fiat Club NSW team). Thanks to Mark Weinberger for setting this up. Go to https://www.youtube.com/channel/UC6SdILcrGVLQfqJxjK8f2Tg?view_as=subscriber if you want to see what's on.

A couple of **motorkhanas** have been **run lately** that were enjoyed by the regulars who had not much competition to participate in this year. Last weekend was a special day for the McGeorges as they debuted their **rebuilt 127 motorkhana special** and for 12 year old Travis to have his first run at Ansell Park. Travis has continued a club tradition where the younger generations take up competition from their parents and grandparents. The next motorkhana is set for Sunday October 25.

It was also good to see **Peter Jakrot bring his Niki** out to Ansell Park for a run after an absence of a couple of years. Maybe we will see him and the family compete at the next Fiat Nationals!

I would like to **welcome our newest member, Brendan**

Mullins, to the club with a beautifully restored 1951 Fiat 500C. The story of how Brendan came to own this 500 is a worth telling. Some



months ago, Brendan contacted the club looking for a 1950s Fiat 500, just like the one his mother had in the late 1950s. She



shipped the car to New Zealand to be used as transport throughout the country for the "holiday of a lifetime" accompanied by a friend. Brendan wanted to find a similar car to present to his mother for a "walk down memory lane".



About this time the Club received an email from Dean Underwood wanting to sell a restored 1955 Fiat 500 that had belonged to his father. From there a quick sale was made and Brendan was



able to present the car to his mother last Monday. Brendan supplied the photos showing his mother with the 500 and the large amount of luggage that was packed into the Fiat, the very nicely restored 500 purchased and the day the car was shown to his mother.

We thank Brendan for sharing this story with us and we look forward to seeing him at a club event in the near future.

Translating the Haynes Workshop Manual

Haynes: Rotate anticlockwise.

Translation: Clamp with molegrips (adjustable wrench) then beat repeatedly with hammer anticlockwise. You do know which way is anticlockwise, don't you?

Haynes: Should remove easily.

Translation: Will be corroded into place ... clamp with adjustable wrench then beat repeatedly with a hammer.

Haynes: This is a snug fit.

Translation: You will skin your knuckles! ... Clamp with adjustable wrench then beat repeatedly with hammer.

Haynes: This is a tight fit.

Translation: Not a hope in hell matey! ... Clamp with adjustable wrench then beat repeatedly with hammer.

Haynes: As described in Chapter 7...

Translation: That'll teach you not to read through before you start, now you are looking at scary photos of the inside of a gearbox.

Haynes: Pry...

Translation: Hammer a screwdriver into...

Haynes: Undo...

Translation: Go buy a tin of WD40 (industrial size).

Haynes: Ease ...

Translation: Apply superhuman strength to ...

Haynes: Retain tiny spring...

Translation: "Jeez what was that, it nearly had my eye out"!

Haynes: Press and rotate to remove bulb...

Translation: OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part and remaining glass shards.

Haynes: Lightly...

Translation: Start off lightly and build up till the veins on your forehead are throbbing then re-check the manual because what you are doing now cannot be considered "lightly".

Haynes: Weekly checks...

Translation: If it isn't broken don't fix it!

Haynes: Routine maintenance...

Translation: If it isn't broken... it's about to be!

Haynes: One spanner rating (simple).

Translation: Your Mum could do this... so how did you manage to botch it up?

Haynes: Two spanner rating.

Translation: Now you may think that you can do this because two is a low, tiny, ikkle number... but you also thought that the wiring diagram was a map of the Tokyo underground (in fact that would have been more use to you).

Haynes: Three spanner rating (intermediate).

Translation: Make sure you won't need your car for a couple of days and that your AA cover includes Home Start.

Haynes: Four spanner rating.

Translation: You are seriously considering this aren't you, you pleb!

Haynes: Five spanner rating (expert).

Translation: OK - but don't expect us to ride it afterwards!!!

Translation #2: Don't ever carry your loved ones in it again and don't mention it to your insurance company.

Haynes: If not, you can fabricate your own special tool like this...

Translation: Hah!!!!

Haynes: Compress...

Translation: Squeeze with all your might, jump up and down on,

swear at, throw at the garage wall, then search for it in the dark corner of the garage whilst muttering "*****" repeatedly under your breath.

Haynes: Inspect...

Translation: Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife "Yep, as I thought, it's going to need a new one"!

Haynes: Carefully...

Translation: You are about to cut yourself!

Haynes: Retaining nut...

Translation: Yes, that's it, that big spherical BMW MINI of rust.

Haynes: Get an assistant...

Translation: Prepare to humiliate yourself in front of someone you know.

Haynes: Refitting is the reverse sequence to removal.

Translation: But you swear in different places.

Haynes: Prise away plastic locating pegs...

Translation: Snap off...

Haynes: Using a suitable drift or pin-punch...

Translation: The biggest nail in your tool box isn't a suitable drift!

Haynes: Everyday toolkit

Translation: Ensure you have an RAC Card & Mobile Phone

Haynes: Apply moderate heat...

Translation: Placing your mouth near it and huffing isn't moderate heat.

Translation #2: Heat up until glowing red, if it still doesn't come undone use a hacksaw.

Haynes: Apply moderate heat...

Translation: Unless you have a blast furnace, don't bother. Clamp with adjustable wrench then beat repeatedly with hammer.

Haynes: Index

Translation: List of all the things in the book bar the thing you want to do!

Haynes: Remove oil filter using an oil filter chain wrench or length of bicycle chain.

Translation: Stick a screwdriver through it and beat handle repeatedly with a hammer.

Haynes: Replace old gasket with a new one.

Translation: I know I've got a tube of Crazy Glue around here somewhere.

Haynes: Grease well before refitting.

Translation: Spend an hour searching for your tub of grease before chancing upon a bottle of washing-up liquid. Wipe some congealed washing up liquid from the dispenser nozzle and use that since it's got a similar texture and will probably get you to Halfords to buy some Castrol grease.

Haynes: See illustration for details

Translation: None of the illustrations notes will match the pictured exploded, numbered parts. The unit illustrated is from a previous or variant model.

HAYNES GUIDE TO TOOLS OF THE TRADE.

HAMMER: Originally employed as a weapon of war, the hammer is nowadays used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes just above the brake line that goes to the rear wheel.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

MOLE-GRIPS/ADJUSTABLE WRENCH: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake-drum you're trying to get the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for for the last 15 minutes.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls in about the time it takes you to say, "F...."

HYDRAULIC FLOOR JACK: Used for lowering car to the ground after you have installed your new front disk brake setup, trapping the jack handle firmly under the front wing.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a car upward off a hydraulic jack.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbour to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and brake lines you may have forgotten to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

AVIATION METAL SNIPS: See hacksaw.

INSPECTION LIGHT: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate as 105-mm howitzer shells during the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper- and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a fossil-fuel burning power plant 200 miles away and transforms it into compressed air that travels by hose to a pneumatic impact wrench that grips rusty bolts last tightened 30 years ago by someone in Dagenham, and rounds them off.

PRY (CROW) BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 pence part.

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

Thanks to Ross DiBartolo for sending this amusing article...



Fiat Panda at 40: history of an Italian institution

By Tom Whiltshire - www.carmagazine.co.uk

Head into any part of Italy, whether the most rural village or the middle of Milan, and you'll find the streets overrun by wildlife of a most particular, boxy kind. The Panda was Fiat's answer to cars like the Renault 4 and Citroen 2CV – staunchly utilitarian transport for the masses, meant to accommodate five passengers and luggage in a practical hatchback body, with economy of repair and operation at the forefront.

That the original was designed by the brilliant Giugiaro of then newly-formed Italdesign can't have hurt sales, and the result is a car that, like the original Mini, transcends snobbism and social class to gain favour with an entire nation.

Launched to the press in 1979 and the public in 1980, the Panda's mere three generations speak volumes about its popularity – consider the eight-plus generations of Volkswagen Golf released with only six additional years under its belt. And the current car, though it's getting on for a decade old, remains the bestselling model in Italy.



The Panda even has quite a following in the UK, having sold 284,000 examples since launch across its three variations. The latest model - the Hybrid – is the newest and possibly the best Panda yet, but it'd be a stretch to call it the most interesting. Here's a quick look back at three generations (and numerous special editions) of Italy's favourite small car.

Panda I - 1981-1995 (UK)

The first Panda mixed the conventional and the clever together with spectacular ease. In many ways, this front-engined, front-wheel drive hatchback was an entirely normal package, despite being a departure from Fiat's other small cars – the rear-engined, rear-drive 500 and 126. In others, its boxy styling, utilitarian dashboard, hammock-like seats and

almost aggressive simplicity were new and exciting.

Originally intended to be called Rustica, the Panda name was brought in at the last minute in honour of Empanda, the Roman goddess of travellers. So no, the lack of resemblance to a fluffy black-and-white bear isn't just a charming quirk.

Originally supplied with a sole four-cylinder, 903cc petrol engine [*in other markets there was the aircooled 2*



cylinder 700cc engine - ed] and just one standard trim level, the Panda's range would expand as the years advanced. Special editions included the Panda Habitat, a partnership with the furniture chain, and the spectacular Panda Italia 90 – a celebration of Italy's hosting of the 1990 FIFA World Cup with football-style wheel trims and the cup's mascot embroidered on the seats.

A five-speed 'box came around in 1983, while a facelift in 1986 brought a new grille and updated engines.

One trim level that would prove to be enduring was the 4x4. A combination of a flyweight body and Steyr-Puch four-wheel drive system made the Panda 4x4

amazingly capable and it found favour as much among farmers as it did those who just found it cute.

In 1995, after 14 years on sale in the UK and more than 160,000 sales, this Panda was discontinued, but other markets kept hold of it until 2003 when its replacement arrived.

Panda II (2004-2012)



The second-generation Panda commenced UK sales in January 2004. Unmistakably descended from its boxy sibling, it continued that car's legacy of practicality, simplicity and manoeuvrability. In development, it was known as the 'Gingo' – though a tough stance from Renault on the similarities to its existing Twingo soon put paid to that and the Panda name was reborn.

At the time, it rivalled mini cars such as the Daewoo Matiz, Vauxhall Agila and Ford Ka – so it's no surprise that both press and the public loved the chunky, funky Panda. It won the European Car of the Year award in 2004.

At launch in the UK buyers could choose from 1.1-litre and 1.2-litre engines, in trims ranging from barebones Active to classy Eleganza. It took until 2005 for the range to grow, including a diesel – Fiat's 1.3-litre Multijet – and a new Panda 4x4.

2006 saw the introduction of the first sporting Panda – the brilliant 100HP. With a unique bodykit, 15-inch alloy wheels and extended wheelarches, it looked surprisingly potent, and with a sweet-revving 1.4-litre engine producing 99bhp it went like the clappers for such a dinky car.

Special editions in this generation were less brazen than its predecessor but certain examples remain unmistakable, such as the two-tone Alessi or plastic-clad Cross.

The Panda Mk2 remained on sale until 2012, when the Mk3 we know and love today made its debut.



Panda III (2012 - present)

Still riding on an updated version of its predecessors platform (shared with the Fiat 500, Lancia Ypsilon and indeed the Mk2 Ford Ka) this Panda kept the tall silhouette of the second-generation model but rounded off every corner and added a healthy dose of funk into the styling. *Continued next page...*

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Both inside and out the Panda is dominated by the square-circle hybrid known as a squircle – extending everywhere from the foglights to the instrument cluster and air-conditioning controls.

A 1.2-litre petrol and 1.3-litre diesel engine were carried over but newly inherited from the 500 the Panda also gained a twin-cylinder 'TwinAir' petrol. Trim levels were also renamed Pop, Easy and Lounge.

A year later, the 4x4 made its triumphant return, and a year after that was joined by the rugged Panda Cross – the Panda 4x4 on steroids. This tiny bruiser had beefy skidplates, hill-descent control and real off-road driving modes, plus a six-speed gearbox with crawler first gear.

All this gear would soon be applied to a two-wheel drive model, the Panda City Cross. Other special editions include the Panda Waze, launched in conjunction with the navigation app, the Panda Antarctica 4x4 with white paint and



penguin graphics, and the classy Panda Trussardi.

The latest model is the Panda Hybrid – with a mild-hybrid system pairing a three-cylinder petrol engine with belt-integrated starter-generator for low emissions and high fuel economy.

The future of the Panda...?

The Panda's still around for now, and still staunchly combustion-powered – but its spiritual successor may already be in the pipeline. The Centoventi concept was unveiled at the 2019 Geneva motor show and, though it wasn't named as such, a small plush panda tucked into the

modular dashboard storage left no doubt as to its lineage.

The Centoventi is an all-electric city car, with swappable battery packs capable of achieving up to 310 miles of range.

Fiat Centoventi concept: is this the next Panda?

Though it remains a concept, serious interest in the Centoventi from potential customers could fast-track it to production. Regardless, with production of the current Panda still going strong at Fiat's facility in Italy, the iconic city car's going to be with us for a while yet.



FIAT CLUB of NSW Inc CHECKLIST FOR MEMBERS REGISTERING HISTORIC VEHICLES ON CONDITIONAL REGISTRATION

The following information is designed to assist FCNSW members register their vehicle under the NSW Historic Vehicle Scheme (HVS).

For new vehicles to the scheme, complete the Application for Conditional Registration (RMS form 1246), and ensure that the AIS (pink slip) provider completes and signs the "vehicle identified by" section on page 3. Also, Q8 = Car, Q9 = NSW.

2. Complete and sign the FCNSW Member Declaration and Vehicle Eligibility form and send it to the Historic Plates Registrar (HPR) to sign, and file with club records. Use address below.

Arrange for your vehicle to be inspected for age and originality by the HPR, or provide photos.

For new and renewing vehicles, complete two copies (or photocopy) the Historic Vehicle Declaration (RMS HVD form 1259). Include any recognised secondary car clubs where you are a financial member. Both copies will be stamped and signed by the HPR, the original will be returned to you to take to the RMS, the second copy will be retained by the HPR.

Please ensure you are a financial member of the FCNSW, and remain a financial member of the FCNSW, and any secondary clubs.

Obtain a Safety Inspection Report (or pink slip) from an inspection station prior to registration becoming due. Please note you need a manual pink slip for HVS registrations.

Once you have the signed and stamped HVD form you can go to the RMS for the renewal of an existing registration, or the issue of a new historic registration and plates.

8. If you are a new registration and wish to opt in to the 60 day log book trial, you need to advise the RMS at the time of making your application. Opting in is optional.

9. If your vehicle is already on historic registration, and you wish to opt in to the 60 day log book trial for personal use, then you will need to complete the Change of Records form (RMS form 1012).

Please note that the HVS is a privilege extended to the classic car movement, and that the operation of the system is under regular review by the RMS and the CMC & CHMC.

FCNSW members taking part in the scheme are reminded to comply with the spirit of the scheme at all times, to ensure that it remains available to all members into the future.

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
E: histrego@fiatclub.com.au



FOR SALE - VINTAGE FIAT 519A

Extensive restoration performed in 1977 by Mr Robert Robinson who owned the car and rallied it around the country for many years. The bodywork and interior is in excellent condition. The engine is in running order but will need to be checked as the vehicle has not been driven for a few years. The car is located in Erina on the Central Coast.

This car has been the subject of a few published articles including Pedr Davis book, "Vintage and Veteran Cars".

Included in the sale are a letter from Centro Storico regarding the sale of the vehicle to Garret's in Sydney. Blueprints of the model and a manual for the car. Some details of the restoration can be made available. Price on application. (09/20)

Please contact **Gary Chestnut**, Email: gary.chestnut@bigpond.com, Mobile: 0409 074 344

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We have a price in order we receive some compensation to our purchase price. They are in excess to my needs and maybe useful to others. Any purchaser will need to arrange their own pick up from **Nicholson Victoria**.

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Robert

McDonald

Millers Forest NSW 2324

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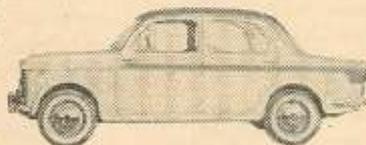
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