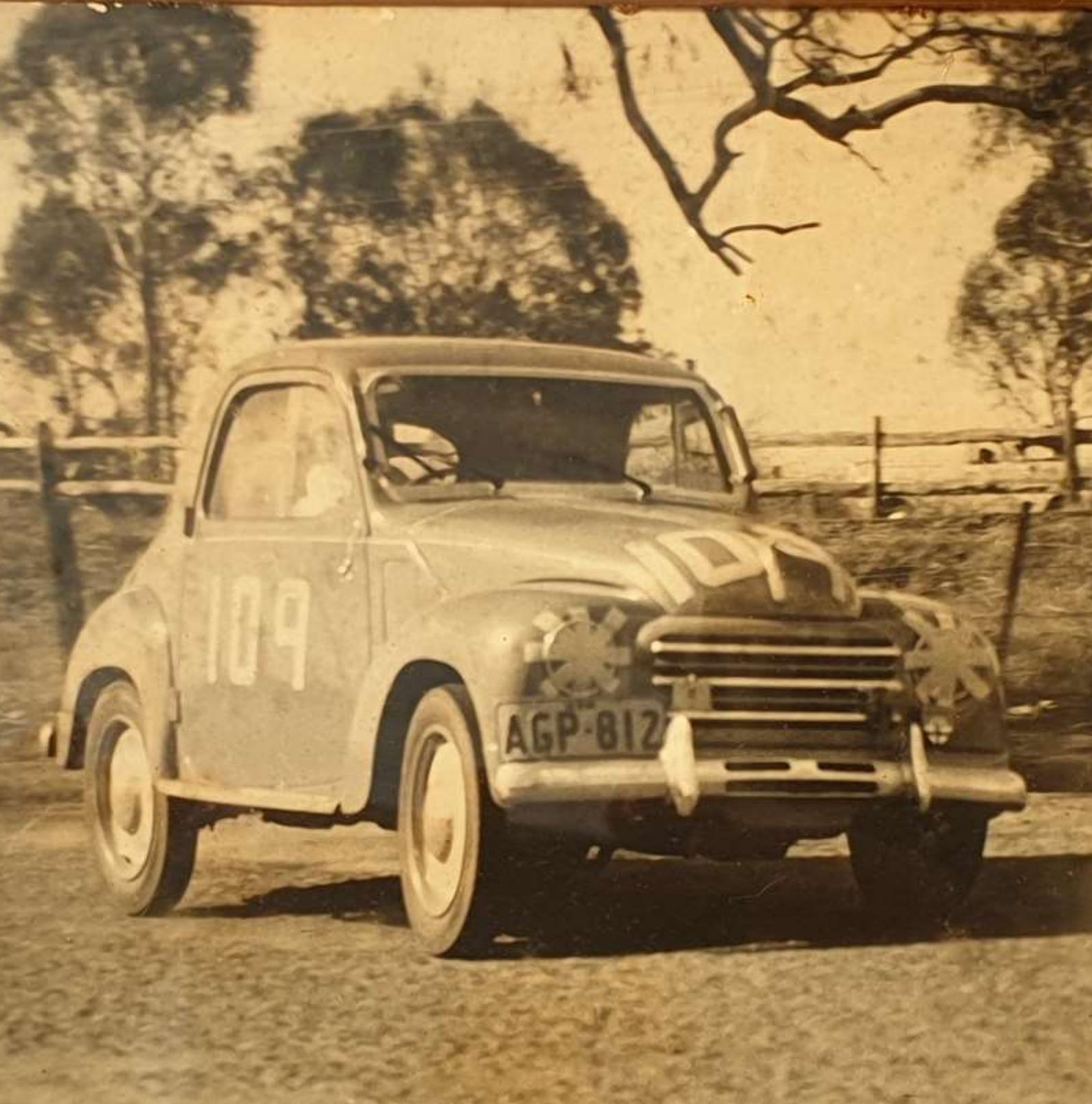


ISSN 2206-3196

September 2020

# 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](http://www.fiatclub.com.au), click on the 'Magazine' tab and download the magazine you are after.**

**Many thanks to Travis McGeorge, Richard Dalziel, Martin Gallard, Ross Di Bartolo, Tony Studans, Mark Weinberger and Warren Smith for their contributions to this edition of Fiat Focus.**

**Cover Photo;** Early competition days for a Fiat 500 Club member (from the Fiat Club of New South Wales archives). One suggestion is that it may be Maurie Rolls of Rolls Motors Parramatta. If you know who it is please contact the editor!

## 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 Club of New South Wales  
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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.

## New Members

**A warm welcome to the following enthusiast:**

Mick Jovanovski – 1975 Fiat 500L

Robert & Bernadette Mihalic - 1975 Fiat 127

Brian Belostoky - 1980 Fiat Spider

**Historic Vehicle Use** - always remember to carry the following 4 items.  
**Club Run** - carry a "paper, not electronic" copy of the club calendar with the event listed.  
**Personal Use** - fill in your RMS log sheet before you leave - as fines & points apply.  
**Certificate of Approved Operations** (purple A5 sheet issued by the RMS).  
**FCNSW membership card** - to confirm your financial status.

DATE	EVENT AND LOCATION	HVS code
<b>September 2020</b>		
Sun 13th	Coffee Break - Armory Wharf Café, Jameson Street, Newington (see page 6 for details)	CE029031
Sat 19th	Fiat Club NSW Motorkhana - day/night (TBC)	CE029091
Sun 27th	Coffee Break - Cavalino's, Terry Hills (see page 6 for details)	CE029072
<b>October 2020</b>		
Sat 10th	Coffee Break - The Lobby, Lilyfield (see page 6 for details)	CE020101
Tues 13th	Social Meeting, Bankstown Sports Club (TBC)	CE020121
Thur 15th - Sun 18th	Bathurst 1000	CE020181
Tues 13th	Social Meeting, Bankstown Sports Club	CE020131
Sun 25th	Coffee Break - Benzin Café, Dural (see page 6 for details)	CE029072
<b>November 2020</b>		
Sun 1st	Fiat Club Motorkhana (TBC)	CE021110
Tues 10th	Social Meeting, Bankstown Sports Club (TBC)	CE020101

**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.**

## WANTED - EDITOR FOR FIAT FOCUS MAGAZINE

The Fiat Club is looking for a motivated individual to take over the very rewarding role of **EDITOR** for its monthly magazine, FiatFocus, due to the retirement of the current editor. Laptop, software and support supplied. Contact the committee to express your interest.

## 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

Hello Oasis Club Members, Many thanks to the members who have been in contact with us. We hope you are all well & keeping fit during this Covid 19 crisis. This lock down has given us all a chance to do all those 5 minute & rainy day jobs that have been waiting to be done for so long.

We all enjoyed our last outing together which was way back in March to Bobbin Head. Sydney Olympic Park Authority have cancelled Riding The Rails at Newington Armory until further notice but we **still have Nepean Rowing Club booked and paid for on Tuesday 1st December 2020 for our Christmas Party.**

Looking forward to when all the restrictions are lifted & we can resume our normal outings.

## FOR YOUR DIARY

Nepean Rowing Club is booked & paid for. Let's hope our Christmas Party can go ahead on Tuesday 1<sup>st</sup> December 2020

**All other Oasis Events are cancelled until further notice. STAY SAFE**

Regards, Les ph: 9838 8063

## Message from the Council Of Motor Clubs

Please note also that events organized by the Council of Motor Clubs (the CMC) have also been impacted and please note that many activities for this year's National Motoring Heritage Day have been cancelled. General meetings have also been cancelled for now.

**The following is a message from the CMC;**

The CMC and our Member Clubs are aware of Covid-19. We are monitoring the advice from Government and Health Authorities. Many activities and events are being canceled or postponed, so check with the various event organisers.

The CMC will continue to communicate with Affiliated Clubs via:- our Facebook Page, The Preserve Magazine and Emails.

Please keep yourselves safe and follow the official guidelines.

X1/9  
AUSTRALIA

X19.com.au  
For everthing X1/9

f

# CLUB COMMITTEE AND OFFICIALS

## ◆ PATRON

**Mr Nat Zanardo OAM**

## • PRESIDENT

Warren Smith 02 9605 2301 / 0419 754 515  
president@fiatclub.com.au

## ◆ VICE PRESIDENT

Domenic Squadrito  
vicepresident@fiatclub.com.au

## ◆ SECRETARY

Lorenzo Aventi 0425 374 014  
secretary@fiatclub.com.au

## ◆ TREASURER

Susan Halliburton 0413 184 148  
treasurer@fiatclub.com.au

## ◆ COMPETITION SECRETARY

Michael McGeorge 0414 965 425  
competition@fiatclub.com.au

## ◆ ASSISTANT COMP SECRETARY

Paul Pana  
assistcompetition@fiatclub.com.au

## ◆ Acting EDITOR

Lorenzo Aventi.  
editor@fiatclub.com.au

## ◆ WEBMASTER

Mark Weinberger  
webtech@fiatclub.com.au

## ◆ MERCHANDISING

Kevin Halliburton 0413 992 369  
merchandise@fiatclub.com.au

## • COMMITTEE PERSON

Adrian Sandrin  
committee1@fiatclub.com.au

## ◆ PUBLIC OFFICER

Warren Smith 02 9605 2301 / 0419 754 515  
publicofficer@fiatclub.com.au

## ◆ HISTORIC PLATE REGISTRAR

Richard Dalziel 02 9489 3553 / 0412 709 228  
histrego@fiatclub.com.au  
Historic Plates form postal address details are:  
12 Page Ave, Wahroonga, NSW 2076

## ◆ MEMBERSHIP REGISTRAR

Cheryl Sandrin 0417 283 107  
membership@fiatclub.com.au

## ◆ SOCIAL EVENT CO-ORDINATOR

Giovanni Ciampa 0410 336 987  
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:

## THE FIAT CLUB OF NSW Inc.

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](mailto: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;

**Richard Dalziel**

**12 Page Ave Wahroonga NSW 2076**

**P: 02 9489 3553**

**M: 0412 709 228**

**E: [histrego@fiatclub.com.au](mailto:histrego@fiatclub.com.au)**



Bankstown Sports Club are now hiring out meeting rooms but near the end of August I asked club members via the E-Group whether they would be prepared to attend the monthly Social Meeting and only received 7 replies. Only one of those was a Committee member, so I decided that a meeting was pointless and therefore the September meeting is cancelled. I will do the same email poll before next month's scheduled meeting.

////

Our August Motorkhana had to be converted to a practice day only and 14 people enjoyed the sunny day despite it being a bit windy. The big trees were able to give us a partial windbreak and social distancing was the order of the day with sanitisers used by all.

////

Doom and Gloom Dept. - This year's Concorso d'Eleganza, penciled in for September 27th has had to be cancelled due to Covid-19 restrictions plus the fact that the local council wouldn't hire out the park.

Also, the Norton St Festa normally held in late October has been canceled this year.

Also, at the moment, we are even assessing whether it will be OK to hold the 2021 Fiat Nationals in April. There has been some slight discussion about putting it back to September, but nothing definite yet.

Also, because of all the club event cancellations, we have decided

that we won't have a Trophy Presentation this year. There aren't enough events to be able to have a fair championship for any type of event!

////

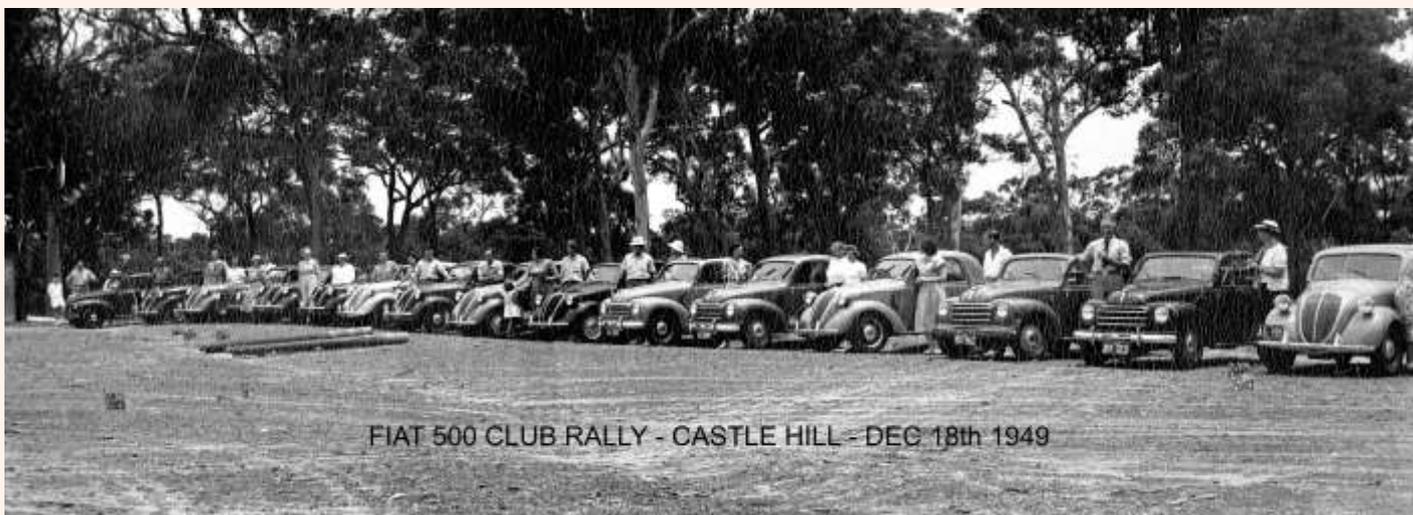
I was looking for certain information in a 1966 club magazine and came across a notification of the death of club member Ray Heffernan. It seems he was killed at BP Bend at Oran Park Raceway, when thrown from his Cooper open wheeler. In researching this via Mr. Google, I also found out that in the new suburb of Oran Park, there is a street named after him (Heffernan St).

////

Thanks again Lorenzo, for producing this magazine. I'd also like to thank Lorenzo for his visit to ex-member Angelo Giannoulis, who was keeping a small stash of club photos from the early days of the club. There was a box of slides with the name of club stalwart John Maude on it and there was a variety of photos from the 1960s in it. There were also some photos taken by ex-member Carolyn Reid as well as two framed prints from the early 1950's. You will start seeing these soon.

////

Take care everyone,  
Warren Smith,  
2020 President.



FIAT 500 CLUB RALLY - CASTLE HILL - DEC 18th 1949

## Competition

Hi all,

We had a practice khana this month to try get used to the new covid rules. It went well with members blowing out the cob webs of their cars which had not been run since last year.

We have decided to run our annual day night motorkhana on the 19th of September. You must register with me before the event if you would like to enter otherwise you will not be allowed in as this is part of the covid plan.

The day normally kicks off around 3 PM and we do 4 tests in day light. We will order pizza in household groups for dinner and then do 3 or 4 tests in the dark with led lights on the poles. Ends around 9pm. This is not a competition round so it will be a great event to come and try a motorkhana or enjoy a social night with fellow members and watch the fun.

Please note We will not be running the Sunday event

Cheers,

Mic Mac.

# Coffee Break!

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



this month's location

# 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 13th September 2020

**Where:** Armory Wharf Cafe

Bipland Riverside Park,  
Jamieson Street, off Halker Street  
Newington NSW 2127

**Time:** 8:00am - 10:00am



**When:** Sunday 27th September 2020

**Where:** Cavallino

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

**Time:** 12:00 noon - 2pm



HSV code: CE029031

HSV code: CE029072



# Coffee Break!

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



this month's location

# 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



**When:** Sunday 25th October 2020

**Where:** Benzin Cafe

1/242 New Line Road  
Dural NSW 2158

**Time:** 8:00am - 10:00am



HSV code: CE020101

HSV code: CE020152



# Practice Motorkhana, Sunday 23rd September, 2020

A motorkhana had been planned for September but due to restrictions in place because of Covi19 it was decided to run a non-competitive motorkhana practice day. About seven drivers in 4 cars participated and while the event was a not part of the club championship, it was a welcome diversion to be back at Ansell Park to blow out the cobwebs and there was some interest in the times that each driver was managing. Thanks to those who came along to drive and help with the timing. Thanks also to Wayne McGeorge and Warren Smith for performing some maintenance chores around the grounds. *(Words & photos - L Aventi)*



# Fiat Club Members attack the Newcastle Hillclimb.

On Sunday August 9, club members **Martin Gallard and Michael McGeorge** competed at a round of the **New South Wales Hillclimb Championship at Ringwood park near Newcastle**. They had the under 1300cc Sports Sedan class to themselves in their Fiat 127s and tackled the circuit with gusto. Marty's best time of 65.40 sec (first in class, 32nd outright) just beat Mic's best time of 66.22 sec (second in class, 35th outright) and set a new class record. Marty summed up of the day in his Facebook post below;

*"What a day behind the wheel at the NSW Hillclimb Championship Rnd 3 at Ringwood! What was forecasted to be a downpour turned out to be a perfect blue sky day, albeit extremely cold.*

*The first run had the car squirming all over the track for traction. Mic made the call to go to wets as the softer rubber should suit the conditions. It was the right call, as his times jumped a huge chunk, whilst my road tyres saw me take an excursion off the track through the mud as my car struggled for grip. A real confidence zapper.*



*Mic retained his setup, and I went back to slicks with a [lower] tyre pressure. It worked, but my times were still way off Mic's. Mic went back to slicks for run 4 just as the sun was starting to heat things up - nearly as much as my exhaust which broke away on the second corner. Luckily, this was an easy fix on the spot ready for session 5. It was on!*

*Mic was fast, with a 66.4, and I was finally on his heels with a 66.8, one run left with no more chances. I chose to use more third gear, and hoped the torque in third would be the difference. Mic came home with a 66.2, my gamble on third gear snared me a 65.4, the class win, and a class record at the track. How's that for a result!*

*This battle is why I love doing it, great mates, pushing each other, having a blast at it.*

The video of Marty's run can be seen at <https://www.facebook.com/groups/flatclub/>

Photos - Travis McGeorge.





# coffee break (write up)

9th August 2020

Benzin @ Dural



There was a positivity in the air last Sunday morning as the sun was out even though the forecast predicted it was going to rain. A great mix of club members cars turned up to a new venue we visited for one of our covid safe coffee breaks. Plenty of outdoor area and parking meant everyone could maintain their distance and still enjoy their coffee and car spotting.



Thanks for your continued support.

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



*FIAT fanatico*

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



# burger break (write up)

30th August 2020  
Superior Burger @ Wakeley



Keeping COVID safe can be challenging, but where there is a will there is a way!



Superior Burger is just the place to respect social distancing guide lines and still practice being a FIATfanatico.



The carpark is massive which allows our members to park and hang about our cars, have a chat, and all while enjoying a tasty burger.



The highlight of the evening was stopping to admire a sunset and watching the effect of the changing light on our beautiful automotive machines.



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](http://www.fiatclub.com.au)

# LOOKING BACK TO 1896 AND ONWARDS By TED ANSELL

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.

Ted began writing his memoirs in the 1960s and though he did not quite get to complete them, he was still able to recall his experiences and observations of the motor car and his own life for half of last century. Ted Ansell's memoirs are to be reprinted over the next few months starting with his experiences up to the 1920s included below.

Looking back to AD 1896, this was the year of the abolition of the "Man with the Red Flag". He was not a Bolshevik or any other sort of Russian, but generally a country yokel who was paid about 2/6p per diem (per day) to proceed at walking pace (2 mph) in front of all self-propelled vehicles on the public roads of Great Britain – steam rollers, traction engines, motor cars, motor bikes or motor tricycles. Bicycles were exempt because the roads were generally so bad that the rider automatically proceeded slowly.



In 1896, due to agitation by motorists and other road users, Parliament passed an act abolishing the 2 mph speed limit and increased it to 12 mph, and to celebrate this Act, it was decided to hold a run from **London to Brighton** by any motorist who was game enough to participate. A large number of vehicles took part, but all of them did not finish; quite a number broke down and had to quit. Among the starters were an 1894 Canstatt-Daimler 6 HP, with 2 cylinder engine; an 1896 Arnold Motor Carriage with horizontal single cylinder steam cooled engine "about 1 ¼ HP", drive was by belts; a Benz single cylinder; a four seater "hurtu" dog cart single cylinder engine (125mm bore x 137mm stroke) at rear with belt come chain drive; two Leon-Bollees, tiller steering, air cooled engine, no brake.

These are a few examples of the competing vehicles (horseless carriages they were generally called). The run took place on the 14<sup>th</sup> of November, and my parents decided to have a look at it. My home in Sussex was only 5 miles from the Bolney crossroads on the

main London/Brighton road. I was only 7 ½ years of age then, but yielding to my entreaties they took me along, to my great delight. Father drove a pair of horses in tandem formation, pulling a beautiful high wheeled dog cart. He parked the outfit some distance from the main road, and we then proceeded on foot to the venue. I had never seen a motor car before and was very much

England's First Race London to Brighton Nov. 14, 1896



impressed by the marvellous vehicles as they passed, chug-chugging along at **tremendous speeds of about 10-15 mph** on the rough pot-holed macadamised road (none of your bitumen or concrete roads then, or for many years to come).

A brave man was he who stepped out for a long trip, or even a short one in a motor vehicle in those days. Breakdowns were frequent, there were no garages or service stations, the local blacksmith was often pressed into service for some types of repairs, but his mechanical knowledge was about nil. All along the route horses were shying or bolting, dogs chased cars and barked at them, fowls ran and flew faster than they had ever done before. Many people disapproved of the car, but they had come to stay despite fierce opposition and restrictive legislation by pompous politicians and local governments. A good number completed the run which was celebrated in the "Old Ship Inn" near the finishing point, a very famous hostelry superbly run by Mr. (later Sir) Harry Preston.

From that date I was a motor car fan and would stand and gaze at an approaching car until it had passed and gone out of sight in a cloud of dust. Sometimes I would wander off to the local bike shop where they also repaired the occasional motor bike and less occasionally a car. I would pester the mechanics with questions until I had quite a fair knowledge of "how it worked". In 1904 a friend of mine acquired a motor bike of 2 ¾ HP with accumulator ignition manufactured by Werner which he taught me to ride. I was already a bit of a daredevil bike rider and used to delight in riding down the hilly streets of my home town as fast as I could go, and

then taking a sharp corner at the bottom to see how far I could lean the bike over without falling. On one occasion I got this friend of mine to stand on the sharpest corner of the main street to judge my speed. I tore down, swung out to the right in the approved fashion to get my line for the left-hander and shot around at an impossible angle and ran smack into a peddler's handcart loaded with tinware, pot, pans, etc., scattering the stuff everywhere – "tin pan alley" wasn't in it. I picked myself and the bike up, only slightly bent, and helped the peddler to replace the stuff, gave him a few bob and went back up the hill to have another go. Another stunt was to sit on the parcel carrier over the rear wheel, stretching to the handlebars and career down this main street at full chat to see how far I could go coasting. I had a few narrow escapes but traffic was very light in those days, there were few cars around then. One I particularly remember was a huge red Mercedes road racer driven by chains passing over massive sprockets about 10 or 12 inches in diameter. It had a whacking big four pot motor of huge bore and stroke, seven or eight litres with maximum revs about 850 rpm and was a 1902 model.

In early 1904 I went to Sunderland in Durham County to serve my engineering apprenticeship and soon got to know a local garage man named Grimshaw, who had a car agency for Napier and also for motor bikes. I used to hire one from him, when I had enough cash, for 5 shillings per day, with full tank. He owned an old Mors racing car which took part in the fatal Paris-Madrid road race in 1901. It was a fearsome monster, four pot motor of 60 HP at 800 rpm, overhead valves with external timing gears at the front of the crankcase. I frequently went with Grimshaw, down to the local beach at Roker, which had a long stretch of hard sand and we would career up and down at fully 60 MPH with the wheels throwing up wet sand everywhere. It was a good way to learn driving.

On summer holidays at home in 1906, I obtained my driving licence – a pasteboard linen backed affair for the magnificent sum of 2/6p and no test to pass. I was then 17 years of age.

I used to hire a motor-cycle from local agents C.W. Wood & Co. It was a twin cylinder Rex 5-7 HP with very ingenious spring forks. This was quite a good machine and I had lots of fun with it. It cost 5/- per day and petrol was only about 10p per gallon. On one trip I made to Brighton, I ran out of petrol about 4 miles away and had to remove the driving belt and pedal all the way into town before I came to a bike shop which stocked fuel (all in 4 gallon tins in those days). *Continued next page...*

# LOOKING BACK TO 1896 AND ONWARDS *continued...*

There were no petrol pumps for years to come. The bike weighed about 200 lbs, so I used up a lot of energy in pedalling, but was pretty fit in those days as I did a lot of push bike riding, on occasions doing up to 100 miles in a day's touring around the country.



**An early Rex Motorcycle**

In 1908 I competed in a Hill Climb in Sunderland on a 3 1/2 HP Triumph, a beautiful machine, and probably the best in the world. The hill was pot-hole and rough, with a few sharp corners. As there were no electric timers in those days, the start was signalled by flag to the stop watch holder at the finish line. Rather crude, but it worked well enough. There were no clutches on motor bikes at that period, so a moving start was the order of the day. My friend Grimshaw had constructed a monstrous "special" for this event. It was a huge affair with a twin cylinder motor developing 20 HP, driving the rear wheel with a 3" wide flat belt with a spring-loaded jockey pulley for tensioning the belts. It had a very long wheelbase, no spring forks and the rider sat right back over the rear wheel, the handlebars being about 3 feet long, similar to the pacing machines used for pacing bike riders in record attempts at the Crystal Palace and other tracks. When push started, this monster shot off up the hill like an angel being chased by "Old Nick". It was so fast that the rider had to proceed in short, sharp bursts, alternating with a closed throttle. He made FTD but refused to have any more runs.

Even in those days police were harassing motorists for speeding, although their timing gear was a bit crude; there being no electrical timers or field telephones. They used to select a nice 1/4 mile of straight, level road and post a couple of cops at each end (behind a hedge) with flags and stopwatches. As the unwary motorist flashed past Point A, the flag would



be raised sharply and the cop on Point B at the end of the distance would start his watch and stop it as the car went past. Further down the road would be a police sergeant who stood on the road and stopped the car until the timing bloke came along with the (alleged) time. If the limit had been exceeded, the law, with all due pomposity, produced the notebook and that was that.

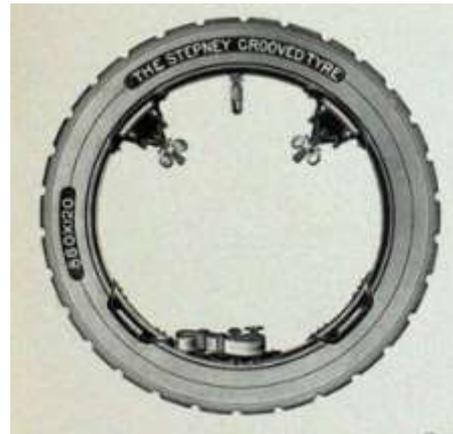
On one occasion, some young bloods in a Mercedes road racer had a great day's fun. They had located the police trap and had dropped a marker at the roadside at each end of the 1/4 mile. Next day they came thundering along into the trap, but pulled up within a few yards of the end marker and sat laughing and smoking their pipes for a few minutes, and then started off again past the marker. Naturally, the elapsed time for the 1/4 mile gave a speed of about 5 MPH. They then ran in the opposite direction using the same technique and after a couple of hours fun, drove off, leaving the cops red in the face and fuming. The same thing happened the next day but the law caught up with them. After they had done a couple of runs and stopped the car to turn around for another go, a burly sergeant named Waghorn (well known for his speed trapping) stepped out from behind the hedge and asked them for their licences. He said he would book them for speeding over the measured 1/4 mile in 15 seconds and when they started to argue the point, he told them the trap had been moved a couple of hundred yards further back and thus they had gone through it at full chat. The driver was heavily fined in Hayward's Heath police court and Waghorn had the last laugh.

About this period (1906), my father acquired his first car, a 10-12 HP Singer with a 4 cylinder White and Poppe engine, T-head, with a W & P carburettor and Simms-Bosch magneto ignition, with Armstrong starter and a 4-speed box. He bought the chassis and had



**An early Singer car believed to be Ted's father's first car, ordered from the factory and sent to a Coach Builder for the body..**

a local coach-builder make a landaulet body for it, which took a long time to build, but was a work of art when finished. It was painted



(no duco then) a dark green, with vertical 1 inch wide black stripes, a 1/16 inch white stripe each side, then a 1/4 inch black stripe adjoining, and then the dark green 1 inch wide.

An innovation was a Stepney spare rim with tyre. This was a wondrous affair having three lugs spaced at 120 degrees around the edge of the rim, one being adjustable with a threaded bolt and wingnut. The lugs were shaped to fit over the beaded edge type

wheel rim and when in position, the wingnut was tightened to make the whole business secure on the wheel. Of course, it increased the wheel track by about 5 or 6 inches, but served its purpose until further developments brought in the Tudge-Whitworth wire wheel with locking ring on the hub.

It enjoyed popularity for many years; the Yanks had similar ideas with the "Houk" and

"Budd" wheels – quite good too – but the "R-W" was supreme, being used on Continental makes as well as the British. Some cars had Sprags fitted, which could be lowered when stopped on a hill (gang up) to prevent the car running backwards. I don't think the Sprag would be very popular with the DMR (RMS) nowadays, digging into the bitumen surfaces. I persuaded our chauffeur to teach me to drive the Singer when dad did not require it. Changing gears (4 speed box) was an art, only acquired after much practice, as there was no synchromesh and double declutching was a "MUST". I still do it automatically. Gear boxes and diffs were lubricated with grease, and naturally, were very stiff for a few miles until they warmed up. Gears were all straight cut – no spiral or helical teeth, or hypoid pinion and crownwheel. Consequently, they were noisy and a car could be heard approaching (or leaving) a long distance away.

*Continued next page...*

# LOOKING BACK TO 1896 AND ONWARDS *continued...*

The gearbox was mounted separately from the engine on a subframe and had to be perfectly lined up with it or there would be double trouble (clutch and gears). Clutches were mostly of a leather type, and had to be dressed with Neats Foot oil regularly or terrific grabbing would occur at moving off, with consequent twisting of the rear axle ends. Many years later, and after much practice, I could go through the gears (both up and down) of a "30-98" Vauxhall without using the clutch, quite silently. It took some doing but by careful use of the accelerator pedal (and my head) the gears could be slipped silently into mesh without any noise or jerk.

Having finished my apprenticeship in 1911, I decided to try my luck in Australia instead of going to sea as 4<sup>th</sup> Engineer in a rusty old tramp steamer. At that period, things were booming out here and one had only to poke his nose into an engineering shop to be practically grabbed and asked to start at once. I knocked around at various good jobs for 2 or 3 years and finally landed in Brisbane where I acquired a new 10 HP Swift Tourer and started on private hire work, which was very lucrative, as there were not many hire cars or taxis around. There were no Government cars in those days and I did a lot of hire work for MP's and various departments. I sold the Swift as she was too small and acquired a big 45HP Napier Tourer, more suitable for the dignity (?) of Politicians. They always attended race meetings, and on Sundays would book the car for the day and a large party, with their wives (or other's wives) would go off to one of the seaside resorts: - Redcliffe, Redland Bay, Cleveland Bay, Sandgate and others. They'd have a great time, living it up with great gusto. They invariably included me in the party. After I had delivered them to their homes, they

would always tell me to send the account to the Treasury. I used to take their wives into town for a morning's shopping very often, and this was good because mileage was small but waiting time was "cream". Invariably after arriving home, it would always be "please send the account to the Treasury". No signatures okaying the accounts, and the Treasury never queried it. My best customers were the then Premier Ryan and the Treasurer Ted Theodore, Mick Fihelly, Minister for Railways and a few more lesser lights, all intent on having a good time at the public's expense. With all other rackets they indulged in I got to despising all politicians, and still do.

Now back to motor cars. Every year a hill climb would be held at either One Tree Hill, a few miles out of Brisbane, or at Toorak Hill, in the Suburb of that name, down on the Hamilton Reach as that part of the river was known. All the big boys from Sydney would come up; Boyd Edkins with his famous Vauxhall, Ottoway Turner and others. F.Z Eager, the local Overland dealer with his famous "45" was a star performer. He was a Yank and always chewed a big cigar when driving. Toorak Hill was very steep and there was no level ground at the start either – it was straight into the "up and up" from the start. One Tree Hill was long and winding. I had a go at it, but do not remember achieving anything much as the Napier was very heavy. But it was good fun.

A motorkhana was staged at one time, and went off very well at the Wooloongabba Cricket Ground. There were plenty of competitors for the various events, which included tent-pegging, slicing the "turk's head", potato race, etc. The star event was the See-Saw, a huge wooden platform about 20 feet long and 8 feet wide pivoted across its centre on strong wood supports about 5 feet high, and had been erected in the centre of the arena. Competitors had to drive up this ramp and carefully edge the car over centre until the car was level in mid-air, and then drive down the ramp as it tilted over. F.Z Eager gave a great exhibition of skill and control but one or two over enthusiastic drivers went up with a rush, with dire results as they got over centre and the ramp suddenly dipped, hit the ground hard and bounced up a foot or two. I was driving the Swift at the time and as she had a good clutch, got over for 2<sup>nd</sup> place to Eager.

I also acquired a 4 cylinder Cadillac Tourer which had two crown wheels and pinions, the overdrive was 2 ½ to 1 ratio, and was brought into operation



**Boyd Edkins performing in his Vauxhall. Boyd was one of the motor sporting identities at the time.**

by an electric switch operated from the driver's door. The engine was a big side-valve job, with the cylinders in pairs, surrounded by copper water jackets. Tyres in those days gave a lot of headaches as cord casings were only being slowly developed, and the canvas walls were very easily cut or ripped on country roads. Mileages were very low and blowouts frequent. The "Palmer" cord tyre gradually came into prominence and proved excellent.

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Size	Speed	Weight	Price	Speed	Weight	Price	Speed	Weight	Price
30x4	10	10	10	10	10	10	10	10	10
30x6	10	10	10	10	10	10	10	10	10
30x8	10	10	10	10	10	10	10	10	10
30x10	10	10	10	10	10	10	10	10	10
30x12	10	10	10	10	10	10	10	10	10
30x14	10	10	10	10	10	10	10	10	10
30x16	10	10	10	10	10	10	10	10	10
30x18	10	10	10	10	10	10	10	10	10
30x20	10	10	10	10	10	10	10	10	10
30x22	10	10	10	10	10	10	10	10	10
30x24	10	10	10	10	10	10	10	10	10
30x26	10	10	10	10	10	10	10	10	10
30x28	10	10	10	10	10	10	10	10	10
30x30	10	10	10	10	10	10	10	10	10
30x32	10	10	10	10	10	10	10	10	10
30x34	10	10	10	10	10	10	10	10	10
30x36	10	10	10	10	10	10	10	10	10
30x38	10	10	10	10	10	10	10	10	10
30x40	10	10	10	10	10	10	10	10	10
30x42	10	10	10	10	10	10	10	10	10
30x44	10	10	10	10	10	10	10	10	10
30x46	10	10	10	10	10	10	10	10	10
30x48	10	10	10	10	10	10	10	10	10
30x50	10	10	10	10	10	10	10	10	10
30x52	10	10	10	10	10	10	10	10	10
30x54	10	10	10	10	10	10	10	10	10
30x56	10	10	10	10	10	10	10	10	10
30x58	10	10	10	10	10	10	10	10	10
30x60	10	10	10	10	10	10	10	10	10
30x62	10	10	10	10	10	10	10	10	10
30x64	10	10	10	10	10	10	10	10	10
30x66	10	10	10	10	10	10	10	10	10
30x68	10	10	10	10	10	10	10	10	10
30x70	10	10	10	10	10	10	10	10	10
30x72	10	10	10	10	10	10	10	10	10
30x74	10	10	10	10	10	10	10	10	10
30x76	10	10	10	10	10	10	10	10	10
30x78	10	10	10	10	10	10	10	10	10
30x80	10	10	10	10	10	10	10	10	10
30x82	10	10	10	10	10	10	10	10	10
30x84	10	10	10	10	10	10	10	10	10
30x86	10	10	10	10	10	10	10	10	10
30x88	10	10	10	10	10	10	10	10	10
30x90	10	10	10	10	10	10	10	10	10
30x92	10	10	10	10	10	10	10	10	10
30x94	10	10	10	10	10	10	10	10	10
30x96	10	10	10	10	10	10	10	10	10
30x98	10	10	10	10	10	10	10	10	10
30x100	10	10	10	10	10	10	10	10	10

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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.

*(continued next month)...*

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Motorsport returned to NSW in August and it was interesting to see an ex **Bathurst 12 hour Abarth** competing in the production Sports category at Sydney Motorsport Park on Sunday August the 2nd. The car looked very good in its Abarth colours and achieved respectable lap times of around 1min 45 sec, though, at best it ran in the bottom half of the field given it was up against some very powerful Porsches and Lamborghinis. Unfortunately, a gearbox problem forced the car to retire in the last race, however, diver Andres Latorre said that he intends competing in the remaining rounds of the championship. We look forward to seeing him and the Abarth race more often.



Last year it was mentioned in Fiat Focus that there are a few "Car & Coffee" type events that occur where anyone can turn up. One of these is at **Centennial Park on the last Sunday of the month**. Last Sunday a few club members attended to provide an "Italian Collection" for the punters to see. Photos from the morning are courtesy of Mark Weinberger.

If you are interested in going to one of these morning meets remember that they are on at Centennial Park on the last Sunday of each month.



**Auction result.** A 1967 Fiat 500 sold as part of the Binnalong museum auction conducted by Doningtons. The Fiat reached the estimated price and sold for \$14,000. The car did not look to bad but may require some work to get into pristine condition.

Warren Smith has posted some more nostalgia photos, this time from the **1991 National Historic Fiat Rally** that club member Norm Mitchell organised and was a



most successful event. A report on the event was published in the June 2019 edition of Fiat Focus and the photos included here somehow missed



inclusion in the article. You can see that the classic Fiats the participants brought along were a wonderful representation of the Fiat marque from days gone by.

# Roadside Assistance – What’s the Story?

Not all Roadside Assistance schemes and policies are the same.

Some state providers offer a “per car” policy – which covers all drivers of a particular vehicle.

Other providers offer a “per person” policy – which covers the person, for every car they drive.

There are advantages and disadvantages with both systems.

If you have one car and multiple drivers, then a per car policy is the most cost-effective option.

However, if you have several cars driven by one person, then a personal policy may be better.

What is the relevance to us as classic car owners?

We all have the same illness, just to varying extents. The symptoms being a daily driver plus one, two or too many classic vehicles. Apparently, there is no known cure, and the condition is usually terminal.

As any classic fleet owner knows,

you can only drive one vehicle at a time,

historically registered vehicles can only be driven limited times a year,

most classic cars are well maintained, with many maintained by their owners, who are able to troubleshoot and fix roadside issues when they occur.

So why should classic car owners, HVS registered vehicles in particular, be required to pay exactly the same roadside premium for at best, one day’s use per week, compared with a daily driver, which can be used up to seven days per week.

For the last two years the CMC has been lobbying the NRMA for a better deal for classic car owners.

The NRMA roadside assistance policies are “per car” policies, and have options which provide for local (metropolitan) use, and for those further afield, regional and interstate trips.

Recently the CMC was able to report some progress towards a better deal with the NRMA with the possibility of a 25% discount off roadside assistance for our classic vehicles. Unfortunately, due in part to the current covid situation, further discussion and progress on this initiative has stalled, possibly for several months. At this point, I don’t know if this discount would apply to all 30 year old classic vehicles, as some are on full registration with limited use provisions, while others are on the more restrictive HVS registration.

If you have NRMA classic vehicle comprehensive insurance, then you get Traveller Care as part of the package, which is a good deal, as it covers you for your non-metro / regional travel times, but not for your local / metro trips. You would still need to consider the standard local roadside assistance policy.

A few months ago, Shannons Insurance introduced a roadside assistance scheme, with two levels, Enthusiast and Ultimate. The Enthusiast level is for a single vehicle, and is for local travel. However, in late July the Ultimate level was released, which while more expensive, covers regional travel, and up to eight vehicles on the same comprehensive policy.

This could be of interest to members with

multiple classic cars. These roadside assist policies are available as extensions to any new or existing comprehensive vehicle policy, but all vehicles need to be on the same comprehensive policy. The roadside assistance scheme is provided by Digicall Assist Pty Ltd. See the Shannons website for full details.

I have been an NRMA member since I bought my first car 50 years ago, and while I support what the NRMA does, I struggled to see the value for my limited use HVS vehicles, which are lucky to do 1000 kms each per year, but could all conceivably travel more than 100kms from home.

We have six cars, which includes two daily drivers, which have local area NRMA roadside cover because they could be driven by my wife, myself, or perhaps by another member of the family. However, we have four classic vehicles, all on HVS, which are only ever driven by myself.

Earlier this year I decided to take a different approach, and took out a personal RAA (South Australia) premium roadside assistance policy, which covers me for roadside assistance, for any car I drive, anywhere in Australia.

The cost of this personal premium roadside cover was \$200 for the year, and it covers me for driving (or being a passenger in) all six of our cars. Covering me when driving all four HVS vehicles for local and interstate trips, and providing me the extension for regional / interstate travel in our daily drivers.

The RAA policy does not appear (as far as my reading / re-reading is concerned) to be restricted to SA residents, as they promote their policies in the NSW border areas, and have permanent offices in Broken Hill. Interestingly, the number to call for roadside assistance is the same for both the NRMA and the RAA.

I am more than happy to “test the water” with this arrangement, and will keep members informed.

In the meantime, I will be watching what the NRMA finally offers to really support classic motoring enthusiasts, as well as investigating the new Shannons deal, as I have two HVS cars insured with them, and two with NRMA Classic. It’s the Don Chipp principle!

*Richard Dalziel*

*Sept 2020*



# HVS – an interesting development

## Have you changed your Primary Club since taking up your HVS registration?

If so, please check your Certificate of Approved Operations (CoAO), to check it states the FCNSW as your current club, as it may still show your original or previous club.

The RMS / Service NSW officers do not always pick up that the primary club has changed at registration renewal time – apparently you need to fill out a Change of Records form – see club website.

The issue is that the police have access the RMS database to check which club you are authorised to use the car with for “club” runs. The RMS database information, the club on your Certificate of Approved Operations and the calendar you present to justify your club trip should all match. If not, you may have some explaining to do.

## What should you do?

Get your CoAO updated at the RMS, at least next time you renew your registration, and in the meantime, or anyway, carry a copy of the current HVD form (the one I sign & stamp), because it will at least show the FCNSW as your primary club for the current registration year.

The HVD also lists any secondary clubs you may belong to, which are not always listed on your CoAO by the RMS officers, because they usually claim there is not enough room to type multiple clubs. Best advice is to keep a copy of the current HVD in the car.

Another issue is that occasionally the RMS officers do not specify “any” primary club name on the CoAO. In which case, you should ask them to issue a new, updated CoAO at registration renewal time.

At this stage I am only aware of four FCNSW members who have changed their primary clubs, where the RMS database (and obviously their CoAO form) still show their old club, and I can identify another four member vehicles which have no specific primary club shown.

This is for general and future information, as I will notify the members I have identified individually.

If anyone needs a current copy of their HVD, I can always scan one to you from the club’s records.

Note: The CoAO is the pale purple, A5 size sheet the RMS provide when you first register your car on HVS, they don’t usually issue a replacement at renewal time. This is not the standard purple registration renewal form they post out each year.

Richard Dalziel, Historic Registrar, May 2020

## 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](mailto:gary.chestnut@bigpond.com), Mobile: 0409 074 344

## FOR SALE - 2013 ABARTH 695 ASSETTO CORSE RACE CAR



Genuine factory race car. Literally nothing needed to do, just add fuel! Open to reasonable offers and can sell you a suitable trailer with it – for an extra cost. I'd rather see it go to a fellow fiat enthusiast.

Sister car to the 3 Bathurst Abarth 12hr cars from 2014. Only 4 remaining in the country. Much faster than an Abarth 695 Biposto which is almost twice the price and has a gearbox harder to operate. See the full ad in carsales at

<https://www.carsales.com.au/cars/details/2013-abarth-695-edizione-maserati-auto/SSE-AD-6407187/>

Please don't ask about buying the trailer separately, I'll offer it to the club first if it doesn't sell with the car. (08/20)

Vehicle is located in Ryde.

Contact **Iain Shannon** on 0414 241 345



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## VINTAGE FIAT 501 PARTS FOR SALE

We have vintage Fiat 501 parts that are excess to our needs now our 501 is cruising.

In the back of our shed are multiple gear boxes, a full engine, front and back wheel hubs, head, bonnet, front mud guards, engine cover (underneath), front axle, rear axle and differential plus other bits and pieces. but not restored. If anyone is interested I can send photo's, I am not the best photographer but Liz will answer questions if a member chooses to ring **0435847584**. The price is "make a reasonable offer". (07/20)

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**.

Contact Don and Liz - **Phone 0435 847 584**

### Wanted:

A pair for RHD headlights for a 1972 500F (08/20), **Phone David 0401 710 240**



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## FOR SALE

Abarth 595, 2017

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Auto

\$26500 ono (07/20)

David Virgona

0421 658 895



## FOR SALE

For sale, a set of 4 matching valance grills (kickplates/running boards) for a 1920's FIAT 501.

The items are located in the lower Hunter Valley. Items can be shipped at cost.

Further information available should it be required, please contact; (07/20)

Robert

McDonald

Millers Forest NSW 2324

Email: [robannmcd@yahoo.com](mailto:robannmcd@yahoo.com)



The Back End - Commercial Vehicles from Centro Storico..



# FIAT focus



THE NEWSLETTER OF THE FIAT CLUB OF NSW Inc.

If undeliverable return to FIAT Club of NSW Inc. P.O. Box 3034 Bangor NSW 2234 - Australia



Some more photos from  
the 1991 National Historic  
Fiat Rally.

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