

FIATfocus

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

1949 - 2019

CELEBRATING 70 YEARS OF THE **FIAT CLUB OF NSW**





Burger break (write up)

26th May 2019
Superior Burger

Best in the West



It just goes to show that even on a cold evening, FIAT fanatics love a good burger and hot fries! Thanks to Daniel at Superior Burger for the hospitality...and being the 'best in the west'.

We had a huge turn out of 42 club members, family and friends in 22 cars. The line up of old and new models was great to see. We even had a Porsche Boxster wanting to be an Abarth!

The great thing about this location is the carpark facilities. It's right in front of Superior Burger so you can enjoy your food and walk around and mingle amongst the cars!

Thank you to all for coming!

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



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Two Oceans Tour 2020 (Expressions of Interest)*

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DATE	EVENT AND LOCATION	HVS code	Pointscore
June 2019			
Sat 8th	Coffee Break - The General & Co, 38 Frazer Street, Lilyfield. am to 11.00 am.	9.00 CE916080	Yes
Tues 11th	Social Meeting, Bankstown Sports Club	CE916011	Yes
Sun 16th	Fiat Club 2019 NSW Motorkhana Championship, Round 3	CE616061	Yes
Sun 30th	Drive Day to Bowral coinciding with the Pie Festival (Note that the event duration for HVS purposes will be from Sat 29 June to Mon 1 July)	CE916003a	Yes
July 2019			
Tues 2nd	Oasis run - Darrell Lea Chocolate Factory Outlet (see page 5 for details)	CE917020	No
Tues 9th	Social Meeting, Bankstown Sports Club	CE917090	Yes
Sun 14th	Coffee Break - Cinque, Mona Vale	CE917041	Yes
Sun 28th	Fiat Club 2019 NSW Motorkhana Championship, Round 4	CE917082	Yes
Sun 28th	Lunch Break - Cavallino's at Terrey Hills	CE917082a	Yes
August 2019			
Tues 6th	Oasis run - (TBC)	CE918060	No
Sat 10th	Coffee Break - Kollector Car & Coffee	CE918001	Yes
Tues 13th	Social Meeting, Bankstown Sports Club	CE918031	Yes
Sun 18th	CMC Shannons Classic, Sydney Motorsport Park	CE918081	Yes
Sun 25th	Coffee Break - Maggio's Cammeray	CE918052	Yes
September 2019			
Tues 3rd	Oasis run - Viewing of a private car collection (see page 5 for details)	CE919030	No
Sat 8th	Drive Day to Motor Life Museum, Kembla Grange	CE919080	Yes
Tues 10th	Social Meeting, Bankstown Sports Club	CE919001	Yes
Sat 14th	Fiat Club 2019 NSW Motorkhana Championship (day/night), Rd 5	CE919014	Yes
Sun 15th	Fiat Club 2019 NSW Motorkhana Championship, Round 6	CE919015	Yes
Sun 22nd	Fiat Club Concorso D'Eleganza	CE919022	Yes
Sun 29th	Fiat Club Run to Superior Burger	CE919092	Yes
October 2019			
Tues 1st	Oasis run - (TBC)	CE910110	No
Tues 8th	Social Meeting, Bankstown Sports Club	CE910180	Yes
Sat 12th - Sun 13th	AROCA Regularity, Winton Victoria	CE910121	No
Sun 13th	Coffee Break (TBA)	CE910131	Yes
Sun 27th	Norton Street Autofesta, 10.00 am to 5.00 pm	CE910172	Yes
November 2019			
Tues 12th	Oasis run - Armoury train Tour - Booked out.	CE911121	No
Tues 12th	Social Meeting, Bankstown Sports Club	CE911121	Yes
Nov 17th	70th Anniversary Lunch - Sunday 17th Nov 2019 (Cavallino's - Terrey Hills)	CE910171	Yes

SOCIAL MEETINGS are 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.

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). Note that details are not usually available until just before each event, however, consult the Club' magazine or the website for the HCRS permit number applicable to the event.

OASIS RUN 4th June, 2019

MEET: E.G. Waterhouse Camellia Gardens, President Ave. Cnr. Kareena Rd. Caringbah South: From 10.00am. onwards.
Free entry. **DEPART:** 12.00 noon

LUNCH: From 12.15pm. Pete's Bar & Grill, Club Kirrawee Bowling Club, 101 Oak Rd. Kirrawee.
\$10.00 Lunch specials, daily blackboard specials or select from main menu

BRING: Your own morning tea & maybe a chair or you may wish to buy from *THE TEAHOUSE* which is located within the gardens. MLAK access toilet at teahouse. Walking involved with sloping ground.

Regards Les

OASIS RUN 2nd July, 2019

Darrell Lea Chocolate Factory Outlet Visit (no factory tours available)

MEET: From 9.45am. KFC 1 Ingleburn Rd Ingleburn

DEPART: 10.45am. to Darrell Lea Chocolate Factory Outlet, 3 Brooks Rd. Ingleburn

DEPART: Darrell Lea 12.15 pm.

LUNCH: 12.30pm The Greens Bistro, Ingleburn Bowling Club, 8 Memorial Ave, Ingleburn.

BRING: A cooler bag or Esky for your chocolates

OASIS RUN 6th August, 2019 (TBC)

OASIS RUN 3rd September, 2019

Meeting at Hungry Jack's Dural we will visit a private collection & display of cars at Wisemans Ferry with lunch at Wisemans Ferry Bowling Club. More details closer to the date.

OASIS RUN 1st October, 2019 (to be confirmed)

OASIS RUN 12th November, 2019 (2nd Tuesday)

REMEMBRANCE DAY RUN (or close to it) *DISARMED AT THE ARMORY TRAIN TOUR*

Bookings are now closed as the maximum number of seats have been taken.

MEET: By 9.45am Newington Armoury, Jamieson Street, Sydney Olympic Park (Silverwater, off Holker St.)
3hr parking at Blaxland Riverside Park. No onsite parking at the Armoury

TOUR STARTS: 10.00am. Sharp, 2 hrs duration

LUNCH: 12.30pm (venue to be confirmed)

This is a pre-booked & pre-paid event at a cost of \$640 & is restricted to 40 persons. *THAT IS THE MAXIMUM

LES 9838 8063 m: 0418 973 866

OASIS RUN 3rd December, 2019

CHRISTMAS LUNCH, NEPEAN ROWING CLUB 12.00 noon. The Regatta Room has been hired & paid for (\$100.00) so once again we will be passing the hat around to cover costs.

OASIS RUN TUESDAY 7th APRIL 2020.

By popular demand we will be returning to Panorama House at Bulli Tops.

My apologies to the members who missed the Elvis tribute concert at Bilpin in March. As this outing was overbooked it ran way behind on time & the concert was late starting. Les

Les ph: 9838 8063 m: 0418 973 866

CLUB COMMITTEE AND OFFICIALS

◆ PATRON

Mr Nat Zanardo OAM

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◆ CMC DELEGATE TBC

◆ HONORARY AUDITOR

Rebecca Gallard

◆ ANSELL PARK CO-ORDINATOR

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Life Members

- Tony Bray
- Steve Gotch
- Pauline Gotch
- Doug Tory
- Tom Hay
- 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

Website: www.fiatclub.com.au

Facebook: facebook.fiatClub.com.au

Many thanks to Warren Buckingham, Warren Smith, Norm Mitchell, Paul Pana, Giovanni Ciampa and Mark Weinberger for their contributions to this edition of Fiat Focus.

Cover Photo; The new Fiat Club 70th Anniversary window sticker. These are now available from Kevin Haliburton, the club's merchandising stock keeper... at a cost of \$2 each.

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.

Fiat Focus is the monthly journal of the Fiat Club of NSW. It is issued by email on the first Tuesday 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.



I'd like to officially thank Competition Secretary Michael McGeorge for his efforts in applying for a CAMS Club Development Grant and ultimately being successful in this endeavor. I'd like to now reproduce part of the covering letter we received from CAMS...

"I am delighted to advise that your club's application for funding through the 2019 CAMS CDF, which is proudly supported by Famous Insurance & Burson Auto Parts, has been successful.

CAMS is proud to assist in the development and implementation of sustainable projects which will grow participation, improve services and address barriers to inclusion in motor sport. The CAMS Club Development Funding Committee have approved the following funding for your club:-

Project Title	Funding Area	2019
<i>Junior Clinics</i>	<i>Junior Development Events</i>	<i>\$1,500 (excluding GST)"</i>

This funding will help us with maintenance and running costs of the Junior Clinic. We will be visited by a CAMS official occasionally who will be checking how we run the clinic as part of an audit process.

Lately I have noticed that we seem to be getting more members coming along to our social get-togethers. A case in point was the 40th Anniversary of Ansell Park in April (70 attendees) and this has been followed up by good attendances at the Gelato Run to Bundena (40 attendees) and the recent evening Burger Run to Wakeley (42 attendees). And it is especially good to see so many of the ladies now attending – even my own wife has come a couple of times lately!

Back when I joined the club in the early '70s, most events were competitive, like the Economy Run, Navigation Runs, Motorkhanas, and Lap Dashes, with the occasional cinema night. Times change I guess and people have less spare

time so the short social events we have now can fit in to members' days better. With 344 members now, you would expect that attendances *should* increase, but it is encouraging for the Committee nonetheless.

Another thank you goes to our Historic Plates Registrar Richard Dalziel for his initiative in defining "travel days" that can occur either side of an official club event. Members who need to travel a significant distance to attend an event can often need to stay overnight and need those travel days defined by the club in our calendar. See Richard's report elsewhere in Fiat Focus.

If you don't already realize it, our club will be the organisers of the next FIAT NATIONALS to be held in 2020. Therefore we are seeking participation by general members in the organisation of the event. There are a lot of decisions and bookings which need to be made and I don't think it is fair that the same old faces should be expected to be involved every time. Fresh faces and fresh ideas would be most welcome. For example, the actual venues we will use are not yet decided. Can volunteers please let me know by phone or email if you can spare some time and effort to make 2020 a success? Typically, we have a meeting once a month in a central location to sort out details, with meetings closer to the event possibly being every couple of weeks. My phone number is **0419 754515** or email me at president@fiatclub.com.au – thank you.

Finally, I'd like to offer an apology to those members who turned up at the Burger Run evening at 4.00pm instead of 6.00pm. The earlier time was what was originally envisaged, but was later changed. The only trouble was we forgot to have it changed on our website, which is what some members went by, Whoops!.. Sorry folks.

Warren Smith
2019 President

New and Returning Members

A warm welcome to the following enthusiasts:

The Borrelli Family – Nick, Fiona, Mia & Isabella – 1975 Fiat Spider

Secretary's Report

Fiat Club NSW – Social Meeting – 14 May, 2019

Welcome:

Bankstown Sports Club.

Warren Smith opened the meeting at 7.43 pm.

Apologies. Ian Sinden. Steve Gorman. Chris Gorman. Colin McDiarmid

New members & visitors. Long time member Kerry Maroney has moved back to Sydney and n attendance.

Previous minutes – business arising prepared by Robert Todarello, taken as published in Fiat Focus.

Secretary's Report / Correspondence. Fiat/Lancia club magazines. Fiat advertising from Europe – Italy. Nick Prieston won class Targa Tasmania. Letters from Fiat club WA that travelled across the Nullarbor in 1927.

Membership. Full 217, joint 61, junior 48, life 18. **Total 344**

Ansell Park Sub-Committee Report. Ansell Park is in good condition. Around 70 people attended 40th anniversary picnic. More picnic days planned for Ansell Park in the future. Thanks to Kevin, Wayne and Warren who attended to the cleaning of the park amenities and grounds. Some assistance required to keep other areas of the park in a trim condition. Tiles have been offered from Don's tiles to retile the toilet facilities. A sample tile was on display at the meeting. Offer of discount taps if we use them to complete upgrade.

Mentioned that the FCNSW should advise other members about how good Ansell Park is for events. Offer as Concorso plan B in case Tempe runs into problems. Comment – the women that had a run at a Motorkhana on the picnic day said that they enjoyed it.

Competition Report: Recent Events – 6 hour Regularity (*report this issue, ed*).

Next Events: Saturday 16 June Motorkhana

Social Events Report:

Recent Events – n/a.

Next Event - 19 May drive to Bundeena and combine the event with the NHMD. 26 May – Superior Burger at Wakeley. Saturday 8 June – The General & Co Bayside Café. 30 June - Drive Day to Southern Highlands and Bowral Pie Festival. 14 July – Cinque Cafe at Mona Vale. 28 July - Cavallino's for lunch. 18 August - Shannons Classic, Sydney Motorsport Park – ticketed event .

Communications Update:

Editor would like contributions from members on their cars, drives, o/s travel. Editor has received a lot of good photos from Auto Italia and other events, many thanks to the contributors. Mark has created good videos. Warren Smith has received a lot of club event brochures and banners that form part of the FCNSW heritage archive

Website. Lex has updated all the HSV forms .

Presidents Report / Nationals Update:

Attendees to Fiat Nationals – 27 from FCNSW. Victorians won the Fiat of Italy Cup at The Bend Motorsport Park, Tailem Bend SA 5260. Auto Action newspaper had a feature on the nationals at The Bend Motorsport meeting. FCNSW has a team of 4 Fiats and drivers for the NSWRRRC 6 hour regularity race at SMP during Easter. Timing for the event worked against the team as the transponders were faulty. Subsequently, as the transponders were not working caused havoc with times and resulted in a poor for the team

Fiat Fixations & ClassiFiats: none..

CMC Report: No report

General Business:

Kevin Halliburton has 70th anniversary stickers available at \$2 each.



WS has a list of car models and kits available for sale from the estate of John Doel. The committee decided that the FCNSW will purchase 3 model kits and use them as raffle prizes.

Sales brochures from Europe for the Fiat Tipo available.

Graham Mumby Glove box manuals are available for some older Fiat cars.

Closed Meeting: 9.12 pm

The next social meeting will be 11th June 2019 – 7:30pm at the Bankstown Sports Club.

Competition

Hello all.

Firstly like to start with a big thank you to CAMS, our committee and Cheryl and Adrian Sandrin. Over the last 2 months we have been working on an application for a grant from Cam's for our junior development program. I am pleased to announce that our application has been successful and we have been granted \$1500 to go towards our kids in our junior clinic. This money will be used to maintain the dual controlled cars that the kids will be using throughout the year.

As a result of this a Cams official will be coming out to our next motorkhana so it would be great to see some more kids from our club come and make use of this great program and show CAMS what we are doing with driver training.

The junior clinic is based in their own part of Ansell Park which is the size of a football field. With our dual control cars, juniors from the age of 12 with no experience whatsoever can be instructed to handle a car by just steering without having to use pedals, or, they can dive in and learn to control the car by themselves with the knowledge that the instructor can override the control of the car by operating the pedals fitted to the passenger side. All they need is a CAMS junior licence for insurance purposes which can be obtained online or download an application at;

<https://www.cams.com.au/docs/default-source/licence-forms>

The cost is \$35 for the year. Cost of attendance at the Junior motorkhana clinic is \$30 (which includes use of one of the club's cars). There is a discount for FIAT Club members of \$5.

Remember that the Fiat Club Motorkhana championship continues on the same day so the adults can enter while the kids receive training. A club car is available for hire so that our members can also come and have a go at a motorkhana.

I would really like to see some more members at our next event on the **16th of June** and help show CAMS what we do out at Ansell Park, Richmond.

Please contact me if you would like more info competition@fiatclub.com.au.

Thanks, Michael McGeorge, Competition Secretary FIAT Club of NSW.

Competition Calendar

DATE	EVENT	LOCATION	HVS code	FCC Points
June 2019				
Sun 9th	Interclub Round 4 - WRX	Wakefield Park	CE916090	Invited
Sun 16th	Fiat Club 2019 NSW Motorkhana Championship, Round 3	Ansell Park	CE616061	Yes
Sun 23rd	State Motorkhana Championship	Nirimba	CE916032	Invited
July 2019				
Sun 7th	Huntley Hillclimb	Dapto (contact comp secretary)	CE917070	Invited
Sun 7th	State Motorkhana Championship	Nirimba	CE917070a	Invited
Sat 20th	Interclub Round 5 – NSWRRRC	Sydney Motorsport Park - North	CE917020	Invited
Sun 28th	Fiat Club 2019 NSW Motorkhana Championship, Round 4	Ansell Park	CE917082	Yes
August 2019				
Sun 11th	State Motorkhana Championship	Sydney Motorsport Park	CE918011	Invited
September 2019				
Sat 8th	Interclub Round 6 - RDTC	Sydney Motorsport Park - Amaroo	CE919080a	Invited
Sat 14th	Fiat Club 2019 NSW Motorkhana Championship (day/night), Rd 5	Ansell Park	CE919014	Yes
Sun 15th	Fiat Club 2019 NSW Motorkhana Championship, Round 6	Ansell Park	CE919015	Yes
Sun 22nd	Huntley Hillclimb (State Round)	Dapto (contact comp secretary)	CE919022	Invited
October 2019				
Sat 12th - Sun 13th	AROCA Regularity	Winton Victoria	CE910121	FCC Team event
Sun 20th	Interclub Round 7 – NSW RRC	Marulan	CE910102	Invited
November 2019				
Sun 3rd	Fiat Club NSW 2019/20 Motorkhana Championship, Round 1	Ansell Park	CE911120	Yes
Sun 17th	Huntley Hillclimb	Dapto (contact comp secretary)	CE911142	Invited

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

Travel days for FCNSW Regional & Interstate club events – HVS vehicles

The FCNSW holds most of its events in the Sydney area, however members also attend events in regional NSW and interstate, and regional members travel to Sydney to attend major Sydney events.

It is not always possible, practical or even wise to travel to, attend the event and return home during the listed day of the event, as we have aging cars, and in some cases, aging members.

As such, members need to be able to attend regional & major local events under full HVS conditions, traveling immediately before, and returning immediately after the event.

Travel days have always been considered to be part of the event for HVS vehicle use.

Travel days are not considered to be personal use by the FCNSW, they are clearly part of attending the listed club event, specifically,

- regional or interstate events for Sydney members, and major Sydney events for our regional members.

To confirm this situation for members, the FCNSW calendar will define an appropriate event duration for regional & major events for HVS purposes, which will include any necessary travel days.

These travel days will be either side of the event date and will apply whether members are traveling individually, or as part of an organized convoy.

Not everyone will want to, or need to take advantage of these travel days, but the option needs to be available to members, and formally identified in the club calendar.

A regional Sunday event could include the Sat & Mon as travel days.

A full weekend event with overnight stay, could include the Fri & Mon as travel days.

The interstate based FIAT Nationals might require 2-3 days either side for travel, given some older classic vehicles are not capable of being driven continuously at full motorway speeds.

For the FCNSW, these events would typically be,

- NMHD (Berry venue)
- AutoItalia (ACT)
- Extended weekend trips with overnight stays
- Interstate FIAT Nationals

Sydney based Shannon's Sydney Classic, and the annual club Concorso.

The club calendar will include a statement in the event description such as,

“The duration of this event for HVS purposes is (date) to (date), which includes the necessary travel days.”

If a member with an HVS vehicle wishes to extend his journey outside the defined HVS event duration, there is no problem, but this use then becomes personal use and the additional days should be entered in the RMS log book.

Richard Dalziel

FCNSW – Historic Plates Registrar

May 2019

Coffee Break!

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



this month's location

When: Saturday **8th June 2019**

Where: **The General & Co.
Bayside Cafe**

38 Frazer Street
Lilyfield NSW 2040

Time: **9:00am - 11:00am**



NSW Road Racing Club 6 Hour Regularity

Sydney Motorsport Park, April 19-21.

by Paul Pana

Hi Members,

Over the Easter weekend the Fiat Club of NSW competed in the NSW Road Racing Club 6 hour Regularity Relay. The event was held at the Sydney Motorsport Park, Eastern Creek, using Gardner GP circuit which is just under 4km long. This is not a terribly technical circuit compared to Winton in Victoria, and rewards cars with straight line speed over those that are more agile through the corners.

With the Fiat Nationals so close to this event and the 6 hour endurance race in Bathurst, the team we fielded was the smallest we have had for a while with only four cars and drivers. However, for the first time in the eight years since I started competing in these types of events with the Club, our team was made up entirely of Fiats.

The team was made up of myself in the 124 Spider, Ian Allison in his 124 CC Coupe. Glenn Smith came with two cars, a turbo diesel Punto for himself and his Fiat 500 which he loaned to Michael McGeorge as his 127 had suffered a terminal gearbox failure at the Nationals.

We got there early on Easter Saturday for setup and scrutineering. The garage allocated to us was located midway along pit straight and adjacent to the lift that accessed the corporate suites. Being so close to this played in our favour as the organisers gave us 3 garage bays. We had the largest garage space of all the teams. I'm not sure if they were being generous or felt sorry for us expecting an all Fiat team to be spending most of the event working on our cars. Either way with ten parking spots under cover and room for two semi-trailers out back, we weren't complaining.

Scrutineering was uneventful (as it should be), the drivers briefing was beset with pointless questions that could have been avoided had drivers read the Supplementary Regulations. It was a good chuckle nonetheless. In the spirit of the line of questioning my son Nicholas suggested to raise the point if double demerits were in play on the track. Needless to say I egged him on, but his sense of self-worth overpowered and he remained silent.

Leading up to the event, Ian was



These carburetor floats are meant to be joined!



Racing tyres greatly improved the lap times for the 500.

complaining of a misfire at high RPM that he traced back to a bad earth on the ignition module. This was fixed and but a lightly slipping clutch forced Ian to be a little more tentative on his shifts and power delivery. Practice started and I had not even been out for a few laps when the Spider developed the same sluggish response as Winton. Back in the pits and a pool of fuel under the car greeted me. I took the air cleaners off and fuel was flowing out the trumpets. I ripped the tops off the carbies to find one float broken and the other full of fuel and sunk in the bowl. Being in Sydney and in need of bespoke parts over Easter there was only one person to call, Ross from Fiatorque. As expected, Ross had some spare floats, and a set of front brake rotors for Glenn's Punto, so a quick blast to Razorback and we had the 2 cars back on the track in no time.

Mechanical wise, other than Glenn blowing off an intercooler hose, the rest of practice was without incident. Lap times were a different story. The event has a minimum and maximum allowable lap time. 1:50 being the fastest and 2:23 being the slowest. This safety measure is to ensure there are no large disparities in speed on the track. Late in practice we saw that Michael's fastest lap was 2:24 with an average lap time of 2:28. This would have most certainly excluded the car from the event. We had no means to get more power out of the engine so we looked to get more speed through the corners.

The 500 was running street tyres, so I donated a set of semi-slicks for the front and Ian gave his spare race tyres for the back. The new boots transformed the 500 into a fat, squat, little race car. Like a scene from 'Days of Thunder' where Harry told Col Trickle his car was twice as heavy and tyres half as wide, we told Michael the exact opposite. It worked, Michael eased off the brakes and laid heavier onto the corners to wash eight seconds off his lap time to get down to 2:16.

That concluded practice. We had all put in a sufficient number of fast laps to nominate a target lap time. Late on Saturday, there was the opportunity for passenger rides. I took my son on a three lap sprint. One out, one flying and one cool down lap.

Continued next page..

NSW Road Racing Club 6 Hour Regularity

Halfway through the flying lap, the alternator light came on and the engine temperature rapidly climbed into the red. A tell-tale sign that I threw a fan belt. Not wanting to risk any damage, I parked the car after turn 15 and got a tow back to the pits. Not the experience Nicholas had wanted, but a blessing in disguise for tomorrow's race.

Back in the pits, the rest of the team were out refueling and I installed the spare belt from my parts box.

Easter Sunday and race day, the regulations stated that we needed a quick pass over scrutineering. It was a foggy start to the day, but this was forecast to burn off early. Even so, the scrutineers were checking driving lights, rear parkers and wipers. The newer Punto and 500 had no problem passing. I'm glad I brought my wipers as I don't usually run the car with them installed. It was a little trickier for Ian. Lights and parkers checked okay, but the wipers were a no go. A little troubleshooting and a small bridging wire gave Ian the slower of the two speeds. We sprayed some water on the screen for lubrication and this was good enough to pass. The sun shone before the 8 o'clock driver brief and stayed out for the rest of the day.

Glenn started the event and before he could settle in was called into the pits with a malfunctioning transponder. This proved to be our Achilles Heel as three of the four we were using were malfunctioning and all were replaced. I was the second driver out on the track, the car felt strong, however with traffic, I could only get to within two seconds of my nominated lap time. This was not close enough to score points, a common issue all our drivers faced throughout the day.

After about a dozen laps I noticed the alternator light flickering, temperature was stable though. Fearing I was going to lose another belt, I came into the pits. My fears were confirmed with a badly slipping belt. I thought I'd take a closer look at the alternator. I



loosened the top bolt to re-tension the belt and the bracket fell through the engine bay to the ground. It had broken in two. Looking under the car, the lower lugs of the alternator had cracked right through as well. There was nothing actually holding the alternator to the car. I did have a spare alternator, however, with no welder to fix the top bracket and a wavering enthusiasm to continue, my race was over for the weekend.

The revised rubber selection on Michael's 500 really paid off. Michael, although the slowest car in the team contributed the most points for the team. There's a tortoise and hare story in there somewhere? Ian had a good run however the long-time campaigned 124 coupe suffered a suspect spun bearing. A little more troubleshooting back home will confirm this. We were greeted by the timing staff again during the race questioning the time of day Ian went out. Quite an odd request. Turns out Ian's transponder was registering the same signature as a competitor on another team and the only way to differentiate them was to note the time of day they were on the track. Fortunately our timers and all round great helpers Warren Smith and Wayne McGeorge were tracking our total time on the track. We were able to approximate the in and out times from this. The whole timing fiasco gave us little confidence that our team was being correctly tracked. Not that we were vying for a top three position, but definitely better than the second to last on the final result. Protest ensued, let's see where this lands.

Once again I'd like to thank Wayne, Warren and Lorenzo for their continued support of our racing endeavours. We really appreciate your tireless vigil on the pit wall for the 6 hours and during practice. Our next regularity event will be at Winton in October. This event has been 12 hours in duration, a real test for the cars.

Ciao,
Paul.



DRIVE DAY

Sunday 30th June 2019

Southern Highlands run to Bowral Pie Festival



It's time again to get out your driving gloves and prepare your FIAT for a long drive along some great scenic freeways and old towns on route to the beautiful Southern Highlands.

Travelling time is estimated about 1hr 45mins (be prepared for some steep climbs).

Starting point:

The General & Co. Cafe, Fraser Street Lilyfield for Breakfast and coffee (8:00am)

Departure time:

8:30am

Directions:

Leave Lilyfield and head out in convoy travelling south west via Canterbury Road to M5 to Campbelltown.

Continue along the M5 till Yanderra and onto the Old Hume Highway travelling through Picton, Tahmoor, Yanderra to Mittagong and then Bowral.

On arrival at Bowral we'll stop at the Bong Bong Picnic Racecourse for the Pie Festival to enjoy a pie or two and enjoy the festivities before driving home.

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

Ciao

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



Bathurst Bound

The Third Annual FIAT 1500/2300 Round Up

By Warren Buckingham

Bathurst was the place for the third annual FIAT 1500/2300 Round Up. The first one was held in the Hunter Valley, the second at Tenterfield and of course this year at Bathurst it was held over four days from the 12th to 15th April.

Laurel and I travelled up to Bathurst in our Fiat 2300s coupe and we were joined by Tom Heard in his Fiat 2300s coupe just before Denman where we planned to have morning tea. There we met up with the CIAO car club who were also heading to

Bathurst for their own weekend event and we tagged along with them heading towards Rylstone via Bylong Valley Way stopping for lunch at the Globe Hotel Bar Restaurant. Unfortunately, a few kilometres out of Rylstone we were stopped by a bad car accident. After a few minutes a nice constable came along and told us to do a U turn and follow him and

he would direct us to a detour. Fiat 2300's don't do U turns on narrow country roads so we did a tight three point turn and followed him to the detour which turned out to be a dirt track. Twenty minutes latter 10 very dusty Italian cars pulled up in front of the Globe Hotel. After a delicious lunch Tom and I departed and headed to Bathurst after first filling up with petrol (2300's are thirsty beasts) and cleaning the windscreens we were on our way.

We arrived at our motel on dusk and the first thing to be done was wash our cars. This done, we headed to our first event which was a BBQ meet and greet at Gill Mackenzie's home. It was great to pull up and see six Fiat 2300's parked in the street plus a Fiat 124 special.

Saturday morning, we headed to Mount Panorama and the museum. Of course, you can't visit Mt Panorama without a drive around



the track, and some photo opportunities. Next up was a talk by a local about the old Vale Road Circuit and a drive around the old race track.

A scenic tour to the Tarana Pub for lunch followed by a tour of a members Fiat collection. A strange thing happened here, all the GPS went black and stopped working.

On Saturday night we had dinner at the Local RSL club, our group had grown during the day to 24 members.

Sunday morning was another sunny day, Gill

had certainly arranged fine weather for us.

Our first port of call this morning was the small village of Millthorpe for morning tea. This is a nice old village and we spent a lot of time looking round.

Then onto Orange and a visit to the Gnoo Blass racing circuit of old. One of our members is a local and very knowledgeable about the circuit and filled us

in on its glorious past.

Lunch was at the Bee Keepers Inn, so named because they keep bees and have a live hive between two glass sheets so you can see all the activity and workings of a hive.

Dinner tonight was at the local Panthers Club. The final dinner was followed by a friendly roasting where you are presented with a small gold trophy covering some little idiosyncrasy about you or your car. I received a trophy for having coloured coordinated blue smoke to match my blue car.

A great evening to finish a great weekend. The camaraderie between everyone is remarkable and I can't wait to do it all again next year. Possibly in Goulburn.

Warren Buckingham.



Eric Young with Inez and Norm Mitchell



Anthony Suttor, Jenny Eade, Deanna Cassanti and Laurel Buckingham.

Historic Feature - The National Historic Fiat Rally

To Parkes, NSW, and surrounding areas. 2nd to 5th April, 1991.

During 1990, as a member of the Fiat Club of NSW, one month there was a little extra that came with the regular edition of Fiat Focus. A document or brochure on the upcoming National Historic Fiat Rally was included and entry was open for people that had a classic Fiat of over 20 years old for a Rally to Parkes and surrounding areas to occur in 1991. One of my Fiats was a well worn 1961 Fiat 600, ready for club plates the next year, however, I knew that the little car wouldn't be up to the task and I hadn't planned to do any major work to it in the foreseeable future, so I let it pass. What did I miss out on.

Such an event is a large undertaking in anyone's language and the team led by Rally Director, Norm Mitchell and Rally Secretary, Graham Chegvidden (as well as a host of other volunteers) did a magnificent job in liaising with councils, tourist bureaus, hotels and other organisations to make the event happen. The aim of the Rally was "to bring together Fiat enthusiasts for four days of social and touring activities".

Now, nearly 30 years on, I wondered how the event progressed and whether it was a success. The thought of dozens of vintage Fiats (many of them pre 1940 vehicles) touring around country New South Wales seems quite a fantasy these days but the hard work and dedication of the Rally organisers succeeded in providing a most enjoyable event for all who went along.

Sadly, many of the se cars that were in the club are not seen much nowadays, though Norm's Familiar Red 501 adds a level of dignified nostalgia when ever he appears at club events with it. Fortunately, current President Warren Smith, attended the Rally and wrote a review of the event. I have been able to reprint this article over the following pages with photographs and newspaper articles from the event.

The programme for the event consisted of the following timetable;

- **Tuesday, April 2nd, 1991 (afternoon):** Arrive at Parkes Showground. A barbeque will be provided by the Parkes Antique Motor Club at no cost to participants.
- **Wednesday, April 3 to Friday April 5:** A touring programme is being arranged. Also a Concorso D'Eleganza. The Parkes Antique Motor Club will be assisting with support vehicles. Towing facilities will be available. All runs will start and finish at the Parks Showground.
- **Friday evening:** Presentation Dinner at the Parkes Services and Citizens Club. ...

Finally, I caught up with Norm last weekend and asked him if he was pleased with the outcome of the Rally. His answer undoubtedly was yes. He was pleased that was the success he had hope it would be. A lot of work by many people over a couple of years and many trips to the central west of NSW had paid off.

Many thanks to Warren Smith for the article (previously printed in Fiat Focus, May 1991), and to Norm Mitchell for photographs and other memorabilia from the event.

Lorenzo Aventi, Editor.



The National Historic Fiat Rally 1991 (by Warren Smith)

Rally (definition) ... 1. To gather together (retreating troops) and restore or come to a state of order. 2. To bring or come together for a common purpose. 3. To revive; recover ... Plural rallies 1. A rallying or being rallied ... a mass meeting. 2. An organised run especially of sports cars over a course designed to test driving skills. 3. Tennis, ... an exchange of several strokes before a point is won...

All of the above definitions of the word 'rally' appear to be apt in describing the 1991 National Historic Fiat Rally except, perhaps the final one. Tennis it was not. What it was, however, was 3 days and 4 evenings of "coming together for a common purpose", reviving in all of us our enthusiasm for some of the finest examples of automotive art still on the road, and going on organised runs over differing courses; not only to test driving skills, but also the reliability of the cars themselves.



The 1928 Fiat 521C of Augustine Banko

Anyone in the club who did not go on this event because they thought it would not be enjoyable should think again. As far as Dianne and myself are concerned, it was the most enjoyable club event the we have ever been on, bar none!

This was so mostly because of the relaxing atmosphere of being in a town where driving hassles were non-existent and the organisation of the rally was such that everything went off like clockwork. It was made even more enjoyable by the good company and camaraderie shared by fellow enthusiasts. New acquaintance or old friend; it didn't matter – the rapport was always there.



Norm Mitchell and his 1924 Fiat 501

But let me start at the beginning, to let you know a little about the Rally...

..... We arrived in Parkes late in the afternoon on Tuesday and at 5pm made our way to the local Showground for the initial get-together of all the entrants at which all of the old cars were on display. The Rally organisers

had name tags for everyone (including kids) and handed out "Rally Packs" to all entrants. These consisted of cloth shoulder bags emblazoned with the Rally logo and filled with all sorts of donated goodies – a bit like an Easter Showbag, actually. But the most prized inclusion would have been the specially made metal and enamel Rally Badge

which was immediately attached by most entrants to the front of their car.

After registration was complete, entrants were able to partake of an excellent barbeque dinner which was free of cost, and all the cooking and serving duties were carried out by members of the Parkes Antique Motor Club – a task that they carried out all through the rest of the Rally, as well as marshalling duties along the route. They were like mother hens making sure none of their chicks got lost; Actually, Dianne and I fully expected to be needed for some of these duties as we were not entrants, but this was not the case. There were ample volunteers from the Parkes club to cover all situations. Their local knowledge was

invaluable, and, as a result, we had a very relaxing and enjoyable 3 days.

Wednesday dawned fine and sunny, setting a trend for the Whole Rally. All the cars assembled at the Showground at 9 am and with cameras clicking and a Police escort, set off for a parade through the main street, continuing along the Orange road for the day's run to Manildra and Eugowra. The cars were supposed to maintain a 10

car gap to allow for other traffic to overtake, but with slower, older 4 cylinder cars in front and more powerful 6 cylinder models behind them, it was inevitable that bunching up would occur.

When this happened, a semi-trailer and some other traffic were stuck behind this convoy for a time, but the best thing I saw was Augustine Bank in his 521c overtake the semi! And I mean he just blasted past! I was in the passenger seat of the Regata on the first leg of the trip, using Ray Beattie's video camera, but unfortunately missed that incident.

On arrival at Manildra, all of the cars were lined up on one side of the main street and morning tea was provided by the local Lions Club, followed by a sheep shearing demonstration. Then it was off down the road a few yards to the flour mill for a tour. The machinery makes so much noise that I reckon that they don't have any trouble with employees chatting all day.

Bach on the road, I hitched a ride with Peter Webster in the 500 Belvedere for the trip to Eugowra. My 5 year old son Glenn was in the back seat and fell asleep on this leg of the run.....which either says something about the car's speed (lack of?) or it's comfort, I'm not sure which!



The National Historic Fiat Rally 1991 *(continued)*

All the cars assembled at the Football Club grounds in Eugowra and more stories were bandied about, cameras clicked and a boxed lunch enjoyed by the entrants. Ray Beattie and his 510 came in very late (and very fast) and it seems the story is that the car had a plug and magneto problem which was fixed by a bit of fiddling and some new plugs. The car also had some overheating problems during the entire Rally (a new radiator not being ready before the event), but by carrying plenty of water, the problem could be kept under control.

Points of interest in Eugowra included the granite quarry from where the stone for the new Parliament House was obtained and a museum of old appliances, tools and other memorabilia. On the trip back to Parkes, Dianne and our Daughter Melissa travelled in the Belvedere, this time with Bob Harper from Albion Park behind the wheel and Peter Webster driving Bob's 1100.

On Thursday we again assembled at the Showground but this time left at regular intervals instead of a parade and once out of town, the cars headed westward toward Bogan gate. Along the way was an observation Test with answers to some rather obtuse questions to be filled in. the Bogan Gate locals seemed to be quite amused at the sudden influx of so many old Fiats all doing U-turns around their War Memorial with occupants jumping out to see how many Carpenters were in the Street! (Names on the obelisk).

From there it was south to Bedgerebong and a slight detour was needed along the way down a gravel road to avoid a certain section of new, wet bitumen that the Council had laid the day before! Dedication is a Rally Director who, when he finds out this little detail, goes out at 4 am to survey this new section and then Rally Secretary had to print separate copies of the changed route instructions for everyone off his word processor before 9 am!

I Found the gravel road to be terrible, mainly because of an unavoidable mound of gravel down the centre which occasionally crashed against the undersides of the Regata. However, I



From the top; 1913 Fiat Zero - Jack Burrell, 1928 521C of Garry Powell, 1914 Tipo B - Max Vormister, 521C - Bruce Patterson.

believe that most of the old Fiats had no problems with this because of their larger wheels and higher ground clearance.

At Bedgerebong Showground the entrants were quizzed on specific aspects of their car and also went through 2 driving tests, the first being a test of the driver's skill at estimating the width of his machine. This was done by stopping each driver and making him or her give instructions to a second official in the placement of an adjustable "gate", which was about 20 meters away. The car was then driven into and stopped in the "gate" and the distance from the "gate post" to the car body on both sides was measured and totalled.

The second driving test involved a slalom motorkhana and it started out as a blindfold event, where the passenger has to instruct the driver verbally when to turn, etc. However, this was taking too long so the blindfold was dispensed with. The funny thing about it though, was Ray Beattie, when he saw that we were setting up a 'khana test, raced off back to his car to put the hood down so he would have better vision. Then he fronts up for the test and they stick a blindfold on him! I don't think it is an easy operation to lower the hood on a 510! After the blindfold was abandoned, Ray was invited back for a re-run and he promptly ran out of petrol in the middle of the event! Not his day.

The children of the entrants were not forgotten while the adults enjoyed themselves. A group of about 20 kids were taken to a quiet, shady part of the Showground to participate in some games, organised by Amy Buckingham and Meagan Byrnes. On the homeward leg of the trip the entrants called in to the Lachlona Winery and some did some shopping in Forbes on the way through. Thursday night saw a group of entrants enjoy a housie evening at the Town Bowling Club.

On Friday morning all the entrants assembled at the Showground once again, but this time for a Concourse event which was judged by members of the Parkes Antique Motor Club. Friday afternoon was free time for everyone so some took the opportunity to visit such local attractions as the Parkes Radio Telescope and museums.

The National Historic Fiat Rally 1991 *(continued)*

Friday Night was the Presentation Dinner at the Parkes Services and Citizens Club, which was attended by over a hundred people, who I'm sure, all voted the Rally as a great success and very enjoyable, even though not all entrants were lucky enough to walk away with a prize. This Rally was only the second National Historic Fiat Rally held, the first being held 4 years ago at Swan Hill, Victoria, to celebrate the 21st Anniversary of the Vintage and Veteran Fiat Club So it was fitting that this presentation night also marked celebrations of that Club's 25th anniversary. Some speeches and the cutting of a very large cake helped mark the occasion.

All in all, it was a good Rally and Dianne and I would like the next one to be a bit sooner than 4 years away.

See you there, Warren Smith. (written in 1991-ed)

<u>PLACEGETTERS</u>	ENTRANTS	Year	Vehicle
OUTRIGHT WINNER	- Robert & Meryl Lovell, Lismore	1922	Fiat 501
RUNNER UP	- Bruce & Bev Spearing, Lismore	1958	Fiat 600
CLASS PLACINGS			
VETERAN CLASS	- Max & Diana Vormister, Wollongong	1914	Fiat Tipo 2B
VINTAGE CLASS	- Robert & Meryl Lovell, Lismore	1922	Fiat 501
POST 1930 (with separate chassis)	- Ray & Anne Gallagher, ACT	1948	Fiat 500B
1950 – 1959 Monocoque	- Bruce & Bev Spearing, Lismore	1958	Fiat 600
1960 – 1970	- Chris & Magaret Davis, Sydney	1964	Fiat 1500
PEOPLE'S CHOICE	- Bob & Tup Robinson, Erina	1925	Fiat 519A
WAREN BLATCHES CHOICE	- Jack & Lorraine Burrell	1913	Fiat Zero
LADIES EVENT	- Meryl Lovell		
VINTAGE & VETERAN FIAT CLUB TROPHY (Vintage Petrol Can) – Bob Teece			

ACKNOWLEDGEMENTS

The club would like to thank the people and organisations listed below for their help and support in making this Rally a success.

Parkes antique Motor Club, National Australia Travel, Parkes Tourist Information Centre, Parkes Shire Council, Nulon Australia, Nestle Foods, Ardita Spares, Continental Spares, Pizza Hut Parkes, McDonalds Parkes, Yves Rocher, NRMA, Chisolm Manufacturing, A.A. Blatch- Parkes, Auto Pro Australia, Loctite Australia, Graham Mumby, Jim Trofimov.



Clockwise: Outright winner - Robert & Meryl Lovell, 1922 501
 Runner up - Bruce Spearing , Fiat 600
 Peoples Choice - Bob & Tup Robinson

The National Historic Fiat Rally 1991 (Photogallery)



Quite a few Fiat 501s in attendance. Above left to right; 1921 501C - Gilbert Pahlow; 1924 501B - Bill Mathews; 1924 501C - Peter Rumpf (Vic). Below left to right; 1924 501 - Ron Jupe; 1922 505 - Charlie Gugliotta; Fiat 514 of Rob Boyd (WA).

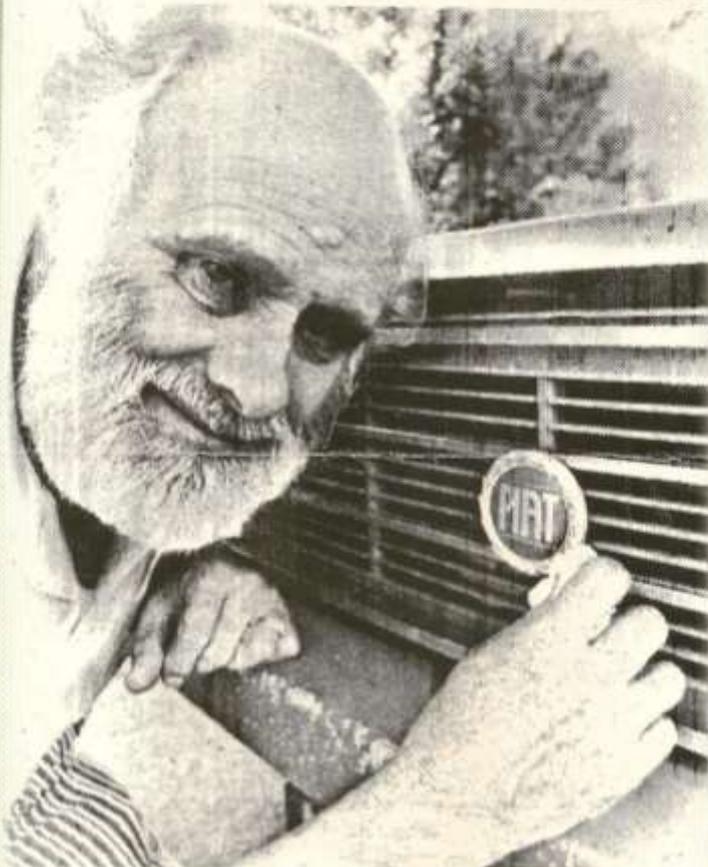


Above left to right; 1928 509 Special - Alan Baker; 509B - Bill Mathews (TAS); 1924 519 - Bob Robinson (Vic). Below left to right; 1922 510 - Ray Beattie; 500A Topolino - Ray Gallagher (ACT); 1100E - Warren Buckingham.



Above left to right; 1952 Fiat 1400 - Tony Bongiorno; 500C Belvedere - Graham Chegidden; 500C - Peter Underwood.

HISTORIC RALLY



Norm Mitchell, the organiser of the Easter Fiat Rally is busy ensuring all is in readiness.

THE Easter weekend, already shaping up as one of the biggest occasions in Parkes for many years, has been boosted with the announcement of the National Historic Fiat rally to be held in Parkes.

With more than 200 members and their machines arriving on April 2 and staying for four days, district residents will be treated to a spectacle of some of the finest Italian cars in the country.

Mr Norm Mitchell, the club president, said only Fiats older than 20 years would be coming and that many were almost vintage.

'We are proud to have quite a few

cars dating from the 20's and 30's, which should prove to be quite a sight as they parade in Parkes'.

Mr Mitchell said Police and the Parkes Shire Council had been approached for permission to have a parade of the historic cars along Clarinda Street.

'We feel this will be a major highlight of the Easter activities in Parkes'.

PICTURED - Fiat rally organiser, Norm Mitchell who has been busy preparing for the Easter weekend in Parkes.



Fiat 1100 - Graham Chegwidan



Fiat 1100 - Bob Harper



Fiat 1500 - Chris & Margaret Davis



Bill Hale, president of the Bush Car Rally, is pictured with his wife Margaret and their 1928 Fiat 509A, the only one of its kind in the country, during a stopover at the Radiotelescope during the weekend. Bill, Margaret

Vintage cars as far as the eye can see

If the 220 vehicle procession down Clarinda Street on Easter Saturday during the Bush Rally in Parkes was not enough for vintage car buffs, the Fiat Rally must surely have rekindled many memories.

Vehicles from all over Australia took part in the Fiat rally held last week and created great interest among both young and old. We captured the club leaving Parkes on one of their outings during the rally. Leading the procession is a 1939 Fiat 508.

The rally concluded with judging and a presentation evening on Friday.



A QUIET COUNTRY JAUNT.... This great sight greeted car enthusiasts this week during the big Fiat rally in Parkes. This vintage Fiat was heading out of Parkes during the procession which was part of the rally. No doubt the old cars brought back memories for many. The Fiat rally, which has attracted about 40 vehicles, will conclude with the judging at the showground today and a presentation tonight. It follows the highly successful Bush Rally held over Easter which attracted some 220 vehicles.



gelato break (write up)

19th May 2019

The Gelato Factory by Charlie Bundeena



The gelato break was the FIAT Club of NSW's way to celebrate this years National Motoring Heritage Day. The morning was spectacular, besides who needs an excuse to drive their FIAT through the National Park down to the picturesque sea side village of Bundeena? ... not the FIAT Club members that's for sure. We had 40 people turn up in 21 cars + 1 motorbike!

It was truly a great morning shared by so many club members. Great to see families starting to come along and also enjoy the cars we are so fond of. The highlight of the morning was the surprise of seeing four Ritmo's in the one place...

I personally enjoyed my pancake & gelato breakfast and coffee. Charlie and his wife's hospitality was greatly appreciated and we'll surely be down again.

Thank you to all (Grazie a tutti!) for being FIATfanatico's!

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





Last month we reported on the success that Nik Preiston had at this year's Targa Tasmania. In addition to his achievement, club members **David Currow and co-driver Kit O'Donnell** also tasted success at Targa Tasmania by finishing second in the Thoroughbred class with David's Fiat

124 AC Sport. This is David's second podium in a Targa event and adds to the number of Fiats competing in Australian tarmac rallies.

Winning a place on the podium is no mean feat and the fiat Club Congratulates David and Kit on a great result. We hope you continue to keep us informed of your rallying exploits and in the meantime I will be checking the "Australian Targa Championship" website (<https://targa.com.au/tc/>) to see how the Fiat brigade perform throughout the year.

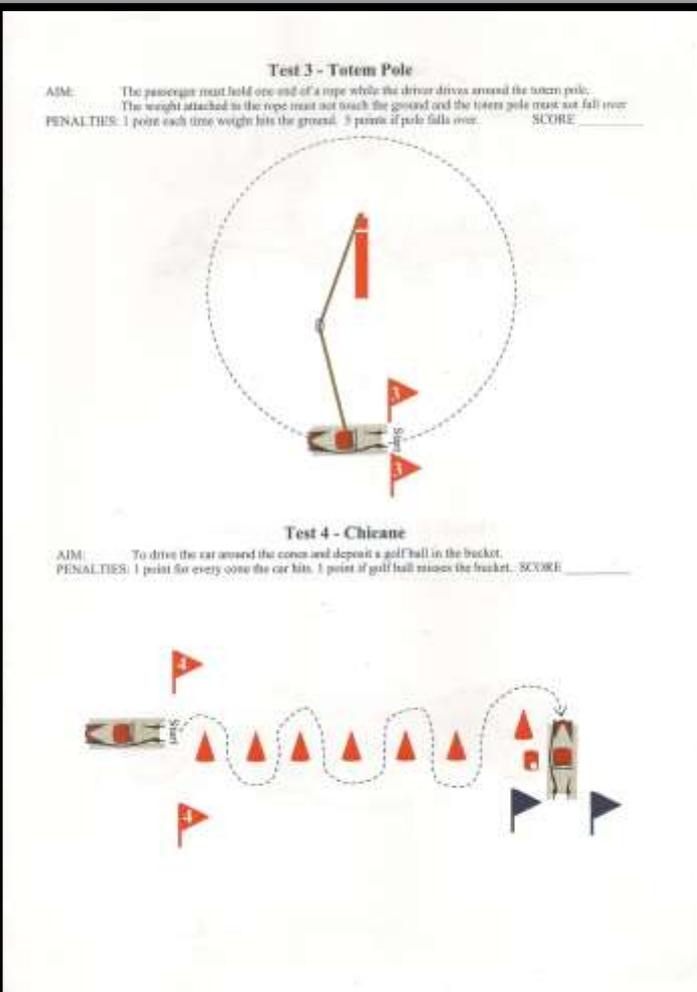


At the April social Meeting there were a few **brochures and manuals** brought along for the members to have a look at. Richard Dalziel had been given some **Fiat Brochures** that had come from Belgium. which were for the **500** and the popular **Tipo** model. Price lists were included. The Tipo is a fine looking car and many thought it was a shame that it was not available for sale here.



The **Alvis Car Club** made use of Ansell Park for their annual **Gymkhana** in early May. Fine weather greeted the entrants in their vintage cars for a good day's sport. They were kind enough to send us a programme of the events they are tested on, a couple of which are included on this page. Who knows, some of these may be worth trying out ourselves; D

Driving skill without thrashing too much around Ansell Park..!

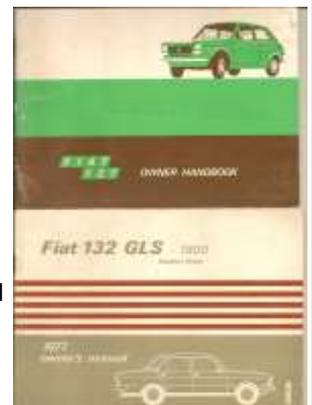


Graham Mumby brought along quite a number of **Fiat glovebox owner's manuals** and offered them to anyone present who could use them. The ones that were not taken I now have and can bring them to the next social meeting for anyone to have.



The owner's manuals that are left include ones for the Fiat **127,130 (3200), 128 Sport Coupe, 132 GLS, Argenta, Regata** and a Fiat Service Directory for the Southern Hemisphere. If you are after one of these please contact the editor.

Many Thanks to Richard and Graham for bringing these items along.



The big new that hit the Automotive Manufacturing world last week was the commencement of talks between Fiat Chrysler Automobiles and Renault which resulted in a lot being published in the mainstream press about it. A lot has happened since then and the story has swung from the parties admitting to a proposal having been put forward, Renault delaying a decision on the matter and now Fiat Chrysler withdrawing the proposal. There may still be another twist to the story tomorrow...

The article below was current on the afternoon of Thursday June 6.

Fiat Chrysler withdrawing Renault merger offer blamed on French government meddling

cnbc.com / msn.com

By Paul A. Eisenstein

- Fiat Chrysler has withdrawn an offer for a merger-of-equals with Groupe Renault.

- People close to the negotiations are pointing the finger at what they described as meddling by the French government.

"There was a clear, growing realization that this is not an environment in which the proposal can come together," a person with knowledge of the matter tells CNBC.

Fiat Chrysler has withdrawn an offer for a merger-of-equals with Groupe Renault, and people close to the negotiations between the two companies are pointing the finger at what they described as meddling by the France government.

The sudden move was announced in a statement released by the Italian-American automaker shortly after midnight European time that said that, while Fiat Chrysler management remained "firmly convinced" of the rationale behind the proposed merger, "it has become clear that the political conditions in France do not currently exist for such a combination to proceed successfully."

Fiat Chrysler's decision to withdraw the proposal came suddenly: The two companies, less than three hours earlier, were preparing to issue a joint statement that said the merger plans were going to move ahead after receiving approval from the Renault board, according to a senior-level source closely briefed on the talks between the two companies.

"We went in different directions very rapidly," that person explained to CNBC. "It turned on a dime."

Fiat Chrysler made its original merger proposal on May 27 following months of discussions between the two companies. They had initially started discussing more limited measures, including the joint development of new product platforms, CNBC previously reported. But, as the contacts escalated, it became apparent to top managers — including FCA CEO Mike Manley and his Renault counterpart Jean-Dominique Senard — that they had an opportunity to take the ultimate step and combine forces.

There was relatively little overlap in product lines and each company had strengths that could compensate for the other's weaknesses, many analysts said after studying the proposal. Fiat Chrysler, for one, had the powerful Jeep and Ram brands, while Renault is a leader in the development of autonomous and electrified vehicles.

The French automaker's board quickly expressed initial interest in the merger proposal, something analysts said was of little surprise since they had been talking to one another for months. It was widely expected to give more formal approval on Tuesday, according to industry observers, but the initial board meeting went by without a resolution, extending into Wednesday.

From the start, several potential obstacles emerged. That included Renault's long-standing alliance with Japanese automakers Nissan and Mitsubishi. The relationship has been strained since former Renault-Nissan-Mitsubishi Alliance chief Carlos Ghosn was arrested last November on financial corruption charges, with a number of observers questioning whether that was actually the result of Nissan's desire to gain more control in the three-way partnership.

There have been some concerns about the merger raised by the Japanese, an auto industry veteran with lengthy ties to Chrysler, Nissan and Renault said by email, but that was not likely to scuttle the deal.

If anything, said the person closely briefed on the negotiations who spoke with CNBC, Nissan had expressed interest in the deal and the potential benefits to the Japanese automaker. In its original merger proposal, Fiat Chrysler outlined 5 billion euros in potential synergies, 1 billion of that set to accrue to Nissan and Mitsubishi. 'Cumulative demands and pressures'

Instead, Fiat Chrysler's proposal began to break down as a result of "cumulative demands and pressures" from the French government, said the insider briefed on the talks. That began just hours after the original proposal was announced, with France's finance minister laying out three key demands, including the need to preserve all of the Renault jobs and plants in France.

That expanded to include demands covering the location of the merged company's headquarters and the make-up of its board, the insider explained, adding that "the final one" was the French government's demand that the Renault board delay making a decision for another week to allow for further consultations with Nissan and Mitsubishi.

"There was a clear, growing realization that this is not an environment in which the proposal can come together," the Fiat Chrysler source said, noting the irony that there remains "a very cordial relationship" between the two companies, and, in particular, between CEOs Manley and Senard. Renault's 66-year-old chief executive is now finding himself "in a very difficult position," said the industry veteran who has been linked to several of the carmakers.

Senard was pushed into the post by the French government — which holds a 15% stake in the automaker — after former Renault CEO Ghosn tendered his resignation, but now finds himself on the outs as a strong supporter of the merger proposal.

"It's unfortunate this proposal failed so quickly," said Karl Brauer, an analyst with Kelley Blue Book, "though it's better than having it drag on for weeks or months and then fail."

What will happen next is uncertain, the Fiat Chrysler insider said one should "never say never," and it is possible that clearer heads could prevail, though it is unlikely the merger proposal would quickly be revived.

Fiat Chrysler could also look at other merger possibilities — news reports earlier this year suggested the company might want to tie up with the other major French automaker, PSA. CEO Manley, meanwhile, said he was more than willing to continue operating independently during a media round table at the North American International Auto Show in Detroit last January.

Read the original FCA press release on the next page...

FIAT NEWS Below is the original press release issued by FCA last week which can be found at <https://www.fcagroup.com/en-US/Pages/home.aspx>

FCA SUBMITS PROPOSAL FOR A TRANSFORMATIVE MERGER WITH GROUPE RENAULT TO CREATE PREEMINENT GLOBAL AUTOMOTIVE GROUP

* Combined business to be 50% owned by FCA shareholders and 50% by Groupe Renault shareholders – balanced governance structure and majority of Board of Directors being independent

* Combination would create the 3rd largest global OEM with 8.7m vehicle sales and a strong market presence in key regions and vehicle segments

* Broad and complementary brand portfolio would provide full market coverage, from luxury to mainstream

* Combined company would be a world leader in the rapidly changing automotive industry with a strong position in transforming technologies, including electrification and autonomous driving

* No plant closures as a result of the combination □ In excess of €5 billion estimated annual run rate synergies incremental to existing Renault-Nissan-Mitsubishi Alliance (Alliance) synergies

* Strong combined balance sheet allowing for flexible capital allocation and robust dividend policy

* Significant benefits to the other Alliance partners including ~€1 billion of additional estimated run rate synergies

Fiat Chrysler Automobiles N.V. has today delivered a non-binding letter to the Board of Groupe Renault proposing a combination of their respective businesses as a 50/50 merger.

The FCA proposal follows initial operational discussions between the two companies to identify products and geographies where they could collaborate, particularly as they develop and commercialize new technologies. These discussions made clear that broader collaboration through a combination would substantially improve capital efficiency and the speed of product development. The case for combination is also strengthened by the need to take bold decisions to capture at scale the opportunities created by the transformation of the auto industry in areas like connectivity, electrification and autonomous driving.

The proposed combination would create a global automaker, preeminent in terms of revenue, volumes, profitability and technology, benefitting the companies' respective shareholders and stakeholders. The combined business would sell approximately 8.7 million vehicles annually, would be a world leader in EV technologies, premium brands, SUVs, pickup trucks and light commercial vehicles and would have a broader and more balanced global presence than either company on a standalone basis.

The benefits of the proposed transaction are not predicated on plant closures, but would be achieved through more capital efficient investment in common global vehicle

platforms, architectures, powertrains and technologies. FCA has a history of successfully combining OEMs with disparate cultures to create strong leadership teams and organizations dedicated to a single purpose. Therefore, FCA's Board strongly believes that this combination, which would have the scale, expertise and resources to navigate the rapidly changing automotive industry, would create new opportunities for employees of both companies and for other key stakeholders.

Under the terms of the proposal, shareholders in each company would receive an equivalent equity stake in the combined company. The combination would be carried out as a merger transaction under a Dutch parent company. The Board of the combined entity would initially be composed of 11 members, with the majority being independent and with equal representation of four members each for both FCA and Groupe Renault, as well as one nominee from Nissan. Further, there would be no carryover of existing double voting rights. However, all shareholders would have the opportunity to earn loyalty voting rights from the completion of the transaction under a loyalty voting program. The parent company would be listed on the Borsa Italiana (Milan), Euronext (Paris) and the New York Stock Exchange.

The benefits flowing from the combination of the two businesses would be shared, 50% by current FCA shareholders and 50% by current Groupe Renault shareholders. Before the transaction is closed, to mitigate the disparity in equity market values, FCA shareholders would also receive a dividend of €2.5 billion (see Appendix). In addition,

PRESS RELEASE

there would be a distribution of Comau's shares to FCA's shareholders or an incremental €250 million dividend if the Comau spin-off does not occur.

Combining the businesses will bring together complementary strengths. The combination would create a brand portfolio that would provide full market coverage with a presence in all key segments from luxury/premium brands, such as Maserati and Alfa Romeo, to the strong access brands of Dacia and Lada, and would include the well-known Fiat, Renault, Jeep and Ram brands as well as commercial vehicles. Groupe Renault has a strong presence across Europe, Russia, Africa and Middle East, while FCA is uniquely positioned in the high margin segments in North America and is a market leader in Latin America. FCA's evolving capability in autonomous driving, which includes partnerships with Waymo, BMW and Aptiv, is complemented by Groupe Renault's decade of experience in EV technology where it is the highest selling EV OEM in Europe. Groupe Renault also has a well-established and profitable financing business (RCI Banque).

The combination would be highly value accretive for both FCA and Groupe Renault shareholders, delivering in excess of €5 billion of estimated annual run rate synergies, incremental to existing Alliance synergies. These synergies would arise principally from the convergence of

platforms, the consolidation of powertrain and electrification investment and the benefits of scale. FCA estimates based on its experience, that approximately 90% of synergies would come from purchasing savings (~40%), R&D efficiencies (~30%), and manufacturing and tooling efficiencies (~20%). Included in these estimated savings would be the potential to reduce the combined number of vehicle platforms by approximately 20% and engine families by approximately 30%. The full run rate of estimated synergies is expected to be achieved by the end of year six following closing, with about 80% achieved in year four. Taking into account the impact of the approximately €3-4 billion in cumulative implementation costs, it is estimated that the synergies would be net cash flow neutral in year one and positive from year two onward.

Geographically, based on FCA and Groupe Renault's 2018 global sales, the combined company would be #4 in North America, #2 in EMEA and #1 in Latin America and would have the increased resources necessary to grow its footprint in the APAC region. On a simple aggregated basis of 2018 results, the combined company's annual revenues would be nearly €170 billion with operating profit of more than €10 billion and net profit of more than €8 billion.

While the proposal focuses on a combination of FCA and Groupe Renault, FCA looks forward – as part of a combined enterprise with Groupe Renault – to working with Groupe Renault's Alliance partner companies on ways to create additional value for all Alliance members. FCA recognizes the standing and achievements of Groupe Renault's partners and sees significant expected benefits to all parties from the expanded partnership. The FCA and Groupe Renault combination together with its Nissan and Mitsubishi partners would be the largest global OEM alliance, selling more than 15 million vehicles annually. The additional synergies stemming from the merger of FCA and Groupe Renault that are expected to accrue to Nissan and Mitsubishi purely as members of the Alliance are estimated to be worth an incremental €1 billion annually.

PRESS RELEASE

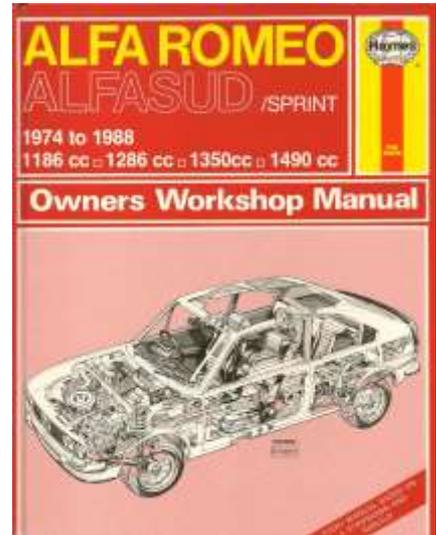
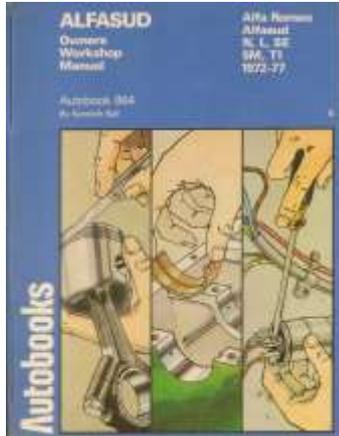
This proposal offers the opportunity to create the #3 global automotive company with broad, complementary and strong brand and geographic presence and important strengths in transforming technologies. It also confirms and enhances the value of the existing Alliance and its potential to become even stronger in the future. While there is no certainty that this proposal will result in a transaction, the Board of FCA has strongly supported and approved the proposal which will now be reviewed by the Groupe Renault Board of Directors. The definitive agreements for the proposed combination are subject to negotiation and to final review and approval by the FCA and Groupe Renault Boards. Completion of the proposed combination would also be subject to customary closing conditions, including approval by each company's shareholders, as applicable, and the satisfaction of antitrust and other regulatory requirements.

London, 27 May 2019

For Sale - workshop manuals and other ..

Alfasud workshop manuals—#1 1974 to 1988 models, excellent condition \$15. #2 1972 –77, good condition \$10. Fiat 128 Sport, Specifications and Feature, parts list, \$10, 2 x Fiat 128 workshop manuals, a bit rough but in tact and very useable, \$6 each.

Contact Lorenzo Aventi at lorenzo.aveni@yahoo.com, or Mob 0425 374 014



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The Back End ...



FIAT 639n3

particolarmente adatte per impieghi fuori strada
convient particulièrement aux emplois tout-terrain
especially suitable for cross-country operation

4x4

DATI TECNICI

MOTORE

Ciclo e tempi Diesel, 4 tempi
Numero cilindri 6
Cilindrata cm³ 7298
Diametro e corsa mm 110 x 128
Potenza 120 Cv (DIN)
Regime di potenza massima 2200 giri/min
Camera di combustione ad alta turbolenza (Brev. FIAT)

Tre filtri dell'olio: a rete, a dischi, a cartucce di carta.

Filtro aria di aspirazione a bagno d'olio.

AUTOTELAIO

Guida: a vite e settore. Servosterzo idraulico di serie.

Frizione: monodisco a secco.

Cambio: 8 velocità avanti (4 normali e 4 ridotte) + 2 RM (una normale e una ridotta).

Freni: indipendenti n. 4. Freno di servizio e di soccorso: a pedale (dropneumatico sulle 4 ruote con servofreni e con 3 circuiti (pneumatici ed idraulici) indipendenti). Freno di stazionamento: meccanico a mano sulla trasmissione. Freno motore: a mano.

Sospensioni: con molle a balestra anteriori e posteriori ed ammortizzatori telescopici idraulici anteriori a doppio effetto.

Gruppo di rinvio, con ruota libera, per la trazione anche alle ruote anteriori.

Ponti (anteriore e posteriore): rapporto totale di riduzione 1:6,71.

Ruote: a razze con cerchi 20" x 6,00 T
Pneumatici: 9,00-20 P.R. 14 (od equivalenti).

Impianto elettrico

Tensione Volt 24

Serbatoio combustibile

Capacità lt 111 circa

Portata: 6,5 t (oltre il guidatore).

Peso rimorchiabile: 10 T.

Velocità: km/h 64.

DONNÉES TECHNIQUES

MOTEUR

Cycle et temps Diesel, 4 temps
Nombre de cylindres 6
Cylindrée cm³ 7298
Alésage et course 110 x 128 mm
Puissance 120 Cv (DIN)
Régime de puissance max. 2200 tours/min.
Chambre de combustion à haute turbulence (Brevet FIAT).

Filtrage de l'huile impeccable, grâce aux filtres: à crépine, à disques et à double cartouche en papier.

Filtre à air à bain d'huile.

CHASSIS

Direction par vis et secteur. Servo-direction hydraulique montée en série.

Embrayage monodisque à sec.

Boîte à 8 vitesses avant (4 normales et 4 démultipliées) et 2 marches arrière (une normale et une démultipliée).

Freins indépendants au nombre de 4: frein de service et de secours, à pédale, dropneumatic, agissant sur les 4 roues avec servofreins et 3 circuits (pneumatiques et hydrauliques) indépendants; frein de stationnement, mécanique, à main sur la transmission; frein moteur à main.

Suspension par ressorts à lames à l'avant et à l'arrière. Amortisseurs hydrauliques télescopiques à double effet à l'avant.

Groupe de renvoi à roue libre pour la transmission du mouvement aux roues avant.

Ponts: (AV et AR): rapport total de réduction 1:6,71.

Roues à rais avec jantes 20" x 6,00 T
Pneus: 9,00-20 P.R. 14 ou équivalents.

Installation électrique

Tension 24 volts

Réservoir carburant

Contenance environ 111 litres

Charge utile: 6,5 tonnes (chauffeur non compris).

Poids remorquable: 10 tonnes.

Vitesse: 64 km/h.

TECHNICAL DATA

ENGINE

Cycle Diesel, 4 stroke
Number of cylinders 6
Cylinder capacity 7298 c.c.
Bore and stroke 110 mm x 128 mm
Maximum power 120 HP (DIN)
at 2200 r.p.m.

High turbulence combustion chamber (FIAT patent).

Complete and continuous oil filtration through a mesh filter, a disc filter and a filter with paper cartridges.

Oil-bath air filter.

CHASSIS

Steering: worm and sector type with hydraulic powered servosteering (as standard equipment).

Clutch: single plate, dry.

Gearbox: 8 forward speeds (4 high range and 4 low range) and 2 reverse gears (one H.R. and one L.R.).

Brakes: 4 independent brakes: hydro-pneumatic pedal operation on all four wheels; with 3 independent circuits (pneumatic and hydraulic) and servobrake; parking brake: mechanical hand operation on the transmission; engine brake: hand controlled.

Suspension: Front: by leaf springs and double-acting telescopic hydraulic shock absorbers; rear: by leaf springs.

Transfer unit with sprag wheel for front wheel drive.

Front and rear axle: total reduction ratio: 1:6,71.

Wheels: spoke type, with 20" x 6,00 T rims
Tyres: 9,00-20 P.R. 14 (or equivalent).

Electrical equipment

Tension 24 Volts

Fuel tank

Capacity about 24 1/2 Imp. gals. (about 111 litres)

Payload: 6,5 metric tons (besides driver).

Towing load: 10 metric tons.

Speed: 40 m. p. h. (64 km/h).

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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

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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.

BANKING DETAILS : BSB 082-067 Account 036657020
Name - Fiat Club of NSW Inc. Bank - National Bank of Aust

SOCIAL MEETINGS are held at 7:30pm on the 2nd Tuesday of the month at Bankstown Sports Club, 8 Greenfield Parade Bankstown, NSW, 2200

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

The venue for social meetings is at the.

Bankstown Sports

Enter via carpark entrance on Mona Street, Bankstown.

CLUB MERCHANDISE



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



Cloth badge \$ 3.00
Key rings \$ 7.00



Sticker \$ 2.00

Sticker \$ 2.00



FIAT LANCIA CLUB of WA

2020 TWO OCEANS TOUR

EXPRESSIONS OF INTEREST CALLED FOR

After running successful TWO OCEANS TOURS in 2016 and 2018, the Fiat Lancia Club of Western Australia is contemplating running a third TWO OCEANS TOUR in October 2020.

Tentatively, this event would run from Sunday 25th October to Friday 30th October 2020.

Preliminary discussions have indicated that the tour may start in Esperance and then proceed along the south coast to Albany before heading up to Perth via the Margaret River wine country. The tour would most likely depart Esperance on the Monday morning after a welcome and registration function in Esperance on the Sunday night.

We are looking to couple the tour with the annual ALL ITALIAN CAR DAY In Perth that may be held on the first week-end in November and follow up with several site-seeing short drives around Perth that would avail visitors to Perth the opportunity to see a number of the more popular tourist attractions within the Perth metropolitan area.

In order to give the organizers the confidence that this tour will be well supported and to identify sufficient accommodation along the planned route, it would be appreciated if anyone proposing to attend the tour would send an email with an expression of interest to Rob Rowbottam at pininfarina@fiatlancia.org.au . This does not bind you to enter and failure to express an interest at this time does not exclude you from entering when entry forms are released early in 2020.

PLEASE BLOCK THE ABOVE DATES OUT IN YOUR 2020 CALENDAR.