

FIATfocus

JULY 2010

THE NEWSLETTER OF THE FIAT CLUB OF NSW Inc.



13th July Social meeting - Ron Tauranac

The Fiat Club of NSW presents:
An Evening with Guest Speaker
RON TAURANAC



At the July 13th Social Meeting



Meet the man who from 1962 until 1970 designed the cars that won Sir Jack Brabham and Kiwi Denny Hulme World Formula One Drivers' Championships. It will be a fascinating story for anyone who is in any way interested in motor sport with a proud Aussie flavour.

THE FIAT CLUB OF NSW MEETS UPSTAIRS AT THE WESTERN SUBURBS AUSTRALIAN FOOTBALL CLUB
40 HAMPTON STREET, CROYDON PARK AT 8.00pm



Update on the Automobili-Italia Tour 2010 Report on the 2010 Italian Connection Trophy



AUTOMOBILIITALIA

TOUR 2010

OCTOBER 5 - OCTOBER 12

Don't miss out on this unique occasion!

This tour will take you to discover the production facilities and museums of the most famous motor houses of the world: FIAT, ABARTH, PININFARINA, FERRARI†, LAMBORGHINI†, DUCATI and MASERATI will open their doors for an unforgettable visit.



HURRY!
Limited number of seats available



DAY 1 Departure from Milan by coach transfer to Turin to visit Fiat & Abarth, then on to famous design house of Pininfarina for a guided tour, design presentation and lunch (optional extra).**

DAY 2 Sees us travelling down through the beautiful region of Reggio Emilia to Bologna, where will stopover and visit the fabulous Museo Dell'Automobili San Martino established in 1965, this museum chronicles the history of cars and motorcycles from 1890 to 1970. Pope John XXIII's Fiat (1959) and an Itala dating from 1920 are among the most interesting pieces.

DAY 3 We are welcomed at the Maserati Factory in the afternoon. Maserati invites us to see their cars being created during a special guided tour of the Viale Ciro Menotti headquarters in Modena, the company's home since 1940. These tours involve visits to the production lines and all of the other areas in which tradition, passionate craftsmanship and cutting-edge technology combine to produce truly exceptional cars.

DAY 4 We arrive in famous city of Maranello where we will visit The Galleria Ferrari built in 1988 and officially inaugurated on the 18th February 1990, this modern two story building houses exhibits of both racing and road cars. The museum was built by the local government in collaboration with Ferrari S.p.A. We will also hope to lunch at the Ristorante Cavallino (depending on availability)

DAY 5 We visit the famous Ducati Works. For Ducati passionate fans there is the opportunity of a guided tour with a very expertise guide who will take you through the various production departments of the factory. You will also be introduced through the fascinating Museum Gallery. This amazing museum gallery, housing forty-five motorcycles, will make you live and relive all the glorious moments in the history of this legendary Ducati brand, located in the suburb of Bologna Borgo Panigale.

DAY 6 Where upon greeted by Fabio Lamborghini - the nephew of Ferruccio Lamborghini - we will visit the Museo Lamborghini in the historic city of Ferrara. After Ferruccio Lamborghini died, his son Tonino managed to build and open the Centro Studi e Ricerche Ferruccio Lamborghini as a tribute to his father. The museum was inaugurated on May 13, 1995. The museum holds just about everything Ferruccio achieved during his life with most of the cars on display being from Ferruccio's own private museum.

DAY 7 Will be our return trip to Milan with a stopover in the beautiful city of Mantova - home of Tazio Nuvolari - a legend in his own lifetime and still is regarded today as one of the best and courageous all time grand prix racing drivers.

DAY 8 Arrive Milan. Free Day.

From
\$3980*

Includes airfare with Singapore Airlines, twin share accommodation with breakfast, coach transfer. Taxes. Italian-English speaking guide.

*Does NOT include entry fees to museums.

**Pininfarina company product and lunch 50 euros per person.

Travel insurance is highly recommended.

TO BOOK YOUR SEAT CALL NICK VASILE ON 0432 077 432



†Ferrari & Lamborghini Museums only

Club Calendar

DATE	EVENT	LOCATION	
03 July	Club Coffee Break	Cucina Viscontini, Homebush Bay	CE017030
13 July	Club Social Meeting	Western Suburbs Football Club, Ron Tauranac - Guest Speaker	CE017031
18 July	Motorkhana Rain Out Date	Ansell Park, Windsor	TBA
24 July	Ferrari Club Supersprint	Wakefield Park, Goulburn	CE017042
01 Aug	Concorso d" Eleganza	Gough Whitlam Reserve, Undercliffe	CE018010
07 Aug	Club Coffee Break	Cucina Viscontini, Homebush Bay	CE018070
08 Aug	Huntley Hillclimb	Wollongong Sporting Car Club	CE018080
10 Aug	Club Social Meeting	Western Suburbs Football Club	CE018001
15 Aug	Motorkhana Round 4	Ansell Park, Windsor	CE018051
22 Aug	Shannons CMC	Eastern Creek Raceway, NSW	CE010822
04 Sep	Club Coffee Break	Cucina Viscontini, Homebush Bay	CE019040
12 Sep	Motorkhana Round 5	Ansell Park, Windsor	CE010921
14 Sep	Club Social Meeting	Western Suburbs Football Club	CE019041
26 Sep	Fiat Club Driver Training Day	Marulan Driver Training Centre	CE010962
02 Oct	Club Coffee Break	Cucina Viscontini, Homebush Bay	CE010120
12 Oct	Club Social Meeting	Western Suburbs Football Club	CE010121
17 Oct	Motorkhana Round 6	Ansell Park, Windsor	CE010171
23 Oct	AROCA 6 Hour Race		TBA
06 Nov	Club Coffee Break	Cucina Viscontini, Homebush Bay	CE011160
07 Nov	Motorkhana Rain Out Date	Ansell Park, Windsor	TBA
09 Nov	Club Social Meeting	Western Suburbs Football Club	CE011190
20-21 Nov	End Of Year Weekend Away	TBA	
04 Dec	Club Coffee Break	Cucina Viscontini, Homebush Bay	CE012140
05 Dec	Christmas Lunch	TBA	
14 Dec	Club Social Meeting	Western Suburbs Football Club	CE012141

Fiatfocus Newsletter Costs.

In respect to some queries regarding costs associated with producing the club newsletter each month, our Treasurer has provided the following summary.

Treasurer :

Given that the club operates under a cash (not accrual) accounting method, we always have timing differences with revenues and costs. Not wanting to bamboozle anyone with the intricacies of accounting I will keep it simple.

Basically our 2010 production costs are as follows:

\$2.10 for printing and 0.55c for postage, therefore \$2.65 per magazine x 11 editions a year = \$29.15 (I have rounded a bit – but it is for illustrative purposes). This excludes the costs when we need to produce special colour inserts for specific events, which ranges from \$60 to \$180 per edition.

Members can easily see that the majority of their membership subscription goes to producing a 'best value for money' printed magazine, and this is the reason I have always said (but neither had the time nor technological knowledge) that we should have as many people going electronic as possible.

Hope this answers the questions???

Rebecca Gallard

If you have any thoughts or comments in regards to receiving an electronic copy of the newsletter, please forward them to the Editor - adrian@sandrin.com.au - EDITOR

Committee

■ PATRON

Mr Nat Zanardo OAM

■ PRESIDENT David Filippetto
9547 2550 • 0423 606 678
davefilippetto@gmail.com

■ VICE PRESIDENT Martin Gallard
8677 7457 • 0407 859 751
martin@calcoup.com.au

■ SECRETARY Richard Dalziel
9489-3553 • 0412 709 228
dalziel@bigpond.com

■ TREASURER Rebecca Gallard
8677 7457 • 0415 109 314
becandmarty@optusnet.com.au

■ COMPETITION SECRETARY
Michael McGeorge • 0414 965 425
teammcfiat@netspace.net.au

■ ASST. COMPETITION SECRETARY
Glenn Smith • 0415345208
glenn@team-hsr.com

■ MAGAZINE EDITOR

Adrian Sandrin • 0418 291185
adrian@sandrin.com.au

■ WEBMASTER Luca Sandrin
luca@sandrin.com.au

■ MERCHANDISING Kevin Halliburton
susan.halliburton@gmail.com
4626 1091 • 0413 992 369

■ PUBLIC OFFICER Warren Smith
9605 2301 • 0419 754 515
smith_uno@hotmail.com

■ HISTORIC PLATE REGISTRARS

Robert O'Toole
6551 3424 • 0413 302 551

49 Potoroo Drive, Kolodong 2430
robertotoole1960@hotmail.com

Or David Filippetto 0423 606 678

■ COMMITTEE MEMBERS

Tony Studans, Ian Allison

■ CMC DELEGATES

Norm Mitchell • 9636 2862

Richard Dalziel • 0412 709 228

■ HONORARY AUDITOR • John Maude

■ ANSELL PARK CO-ORDINATOR

Steve Gotch 9543 2530 • 0408 891 950
stevegotch66@hotmail.com

Life Members

- | | |
|-----------------|-----------------|
| • Tony Bray | • Wal Glading |
| • Steve Gotch | • Alan Steele |
| • Doug Tory | • Hank Breen |
| • John Godfrey | • John Braid |
| • Tom Hay | • Pauline Gotch |
| • Leonie Steele | • Ian Allison |
| • John Maude | |
| • Warren Smith | |
| • Graham Mumby | |

President's Report



Dave Filippetto



Greetings to All,

Well it would appear that my comments regarding Mark Webber in last month's report could have proved somewhat ominous or foreboding because he's had his fair share of bad luck since. Pundits have probably made their judgments on his last two races and accidents, but the margins are fine between these guys at 300kph – and it is often a fine line between pleasure and pain. Let's all hope his season recovers from here, there's enough races left for him to reassert himself, if it weren't for those pesky young blokes Vettel and Hamilton. Nevertheless, it will be interesting.

There were a few very noteworthy events for June. Again, my heartfelt thanks to Alan Steele for once again organising our annual and very popular Al's Breakfast at Cucina Viscontini at the Waterfront in Homebush Bay. Alan puts his heart and soul into making this day a success, and he personally does a lot of organising behind the scenes. It was held on the first Saturday in June, and it was simply wonderful. The breakfast fare itself was astonishing – and no one went away hungry because the food just kept coming. It was amazing value-for-money and to be commended. We also had quite a large contingent from the Lancia Club attend the breakfast event, and this made it all the more special. Alan is also behind the regular Fiat Club breakfasts at the same place the first Saturday morning of each month. There is a standing invitation for all Club members to go along.

I wasn't able to make the June Motorkhana, but from all reports another successful day of competition was had by all. The Juniors' Clinic was again well attended and thank you to Wayne McGeorge for taking it in my absence. I'm sure a separate report on the day is contained elsewhere in the magazine.

Now I'd like to highlight a very special event for our July Social Meeting. As has been advertised for the last few months now, we have the pleasure of special guest speaker – Ron Tauranac for our July Social Meeting. Again we have Alan Steele to thank for augmenting this event through his friends in the Lancia Club. Ron is an accomplished designer and F1 Race Team owner of considerable repute, having designed Jack Brabham's winning cars, and he and his brother Austin are the names and force behind the "Ralt" name as we all have come to know it, and was prevalent from the 1960s onwards in many circles of motorsport. Our Club will be joined by the Alfa Romeo Club members, some 30 or so all told and we are also expecting some Lancia and perhaps Ferrari Club members to attend as well, so a great night should be had by all. I would encourage you all to attend this very auspicious occasion and the Fiat Club is proud to be a part of it.

This will be the last newsletter before the annual Fiat – Alfa – Lancia Concorso which is to be held on the 1st August at the usual venue at Gough Whitlam Park, Tempe. AROCA will be celebrating 100 years of Alfa Romeo and we will be very happy to help them celebrate their milestone. The Fiat Club has also invited the Italian Made Social Motoring Club to attend and we hope to pass a nice day with their members as well. All cars that are to be displayed should arrive by 8:30am and be in place no later than 9:00am. Entry is \$5 per display-car and covers your Concorso entry. Spectators are free. Come along and be a part as this year promises to be special.

The 22nd August is the Council of Motor Clubs (CMC Day) display at Eastern Creek. For those of you that haven't been before, it is probably the largest display of Car Club cars in the southern hemisphere, and attracts about 1000 cars or more each year. A feature of the day is that all people who display their cars get

to drive a couple of parade laps around Eastern Creek. The Fiat Club has paid for 15 entries, and these will be given away free of charge to our financial Fiat Club members expressing an interest to attend to secretary Richard Dalziel by the 31st July.

See you at the July Social for the Ron Tauranac night.

Best Wishes. Dave.

Our Club President in 'RACE Magazine'

Dear Fellow Members, I am pleased to advise that a 6 page story about the Filippetto 147 Alfa has appeared in issue #22 of 'Race Magazine'. I am displeased to advise that all the text has been credited to myself, when in fact it was a joint effort with all the information provided to me by Dave.

The story was submitted to 'Race' by email, from me, with both names provided as joint authors.

I would request that you please advise in your next club magazine that it was a joint authorship, as your members deserve to know the considerable amount of information that Dave provided and the publicity that the story has generated for the FCNSW, the support crew and most importantly, the sponsors.

Kindest regards,
Bill Freame, co-author of the story

Update on the Automobilia Tour.

Ciao tutti.

I've been a bit quiet of late due to work commitments – as I work Tuesday evenings - and on top of all this house hunting!! I shall endeavour to make it to the next monthly meeting (July). I'd like to update you all on the Automobilia Tour.

The latest news is that we don't have the numbers. I don't want to dissappoint you all but the price \$3980 was based on twin share with 24 persons.

Unfortunately, some people are only interested in visiting 1 or 2 tour facilities then coming home, this was fine with me but as the agent pointed out to me that also creates a problem as airfare and accomodation, coach travel, meals are subject to the number of persons who are touring.

In a nutshell - the travel agency has done us a pretty good deal and are they interested in only sending a group from here. The price they worked out is all-inclusive. As its based on a Group Booking of 24 (Why 24? Because that's the number set out to me by Fiat and so I based it on that).

It wouldn't be fair to the others if 24 people want to visit Turin then 8 of them go home. The remaining 16 will need to "chip-in" so to speak...

Some folks will like to stay on in Europe and thats OK as its one of the conditions that I stipulated with the travel agency. If you are one of these travellers, you will need to let them know so you have an "open-ticket" We still have some time as deposits will need to be paid around Mid July-August.

As you can see, there is a bit of tweaking to do but I'm confident we can get around it.

I will be talking to the agent this week to confirm and renegotiate the price. If we are only 17 I would like the price to remain the same – I'm sure you would all agree. I'll stay in touch. My contact numbers are (02)9907 3541 or 0432 077 432

Regards

Nick Vasile



Hello all

Well we have approached the half way mark for the year and the motorkhana championship has been supported well with the last one on the 20th of June. With a healthy field again, a great day was had. As usual there were many hands on deck during the day to help out which is really appreciated by us all. My father, Wayne, ran the junior clinic this time round and was very impressed with the junior driving abilities. As he has never seen them drive, he was very surprised how they composed themselves behind the wheel, which is a credit to the past clinics that we have run.

I would like to encourage our members to come out on our motorkhana days, as we have 5 other clubs invited most of the time and this is a great fundraising revenue for the club and helpers are all ways needed.

Next event sport wise is a 6 hour regularity at Wakefield Park on the 10th-11th of July. Our club has entered a team with Paul Pana, as manager, drivers in no particular order, Glenn Smith and Nick Filipetto in the Alfa 147, Richard Caller in an x19, Andrew Matthews in a Mitsubishi Lancer, Greg in a VW beetle, and myself in the Fiat 127. Helpers so far are Warren Smith, Leanne Mathews, Nathan Gotch and Adrian Sandrin, if anyone else would like to come for a drive please feel free to head down on the Sunday to support our team. Hopefully we can put on a good show and have some fun doing so.

Cheers
Mic McGeorge

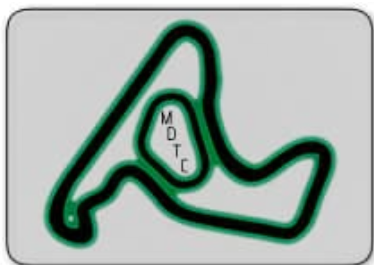
Motorkhana results Page 7 ...

2010 Alpine Classic - 25th & 26th September



The two day 2010 Alpine Classic Rally. Running for the twelfth year, the Alpine is the only timed navigational event in NSW and is considered one of the premier events on the Classic Rally Club's calendar. Set in the beautiful Central West of New South Wales, crews will have the opportunity to drive on some of the best roads this state has to offer.

Three categories of navigation will cater for all levels of skill. Those with experience and seeking a serious challenge will opt for Masters, whilst crews requiring a little more guidance will go for the Apprentices. For anyone just wanting a fabulous drive in the spring countryside without the challenge of navigation, the Tour category is ideal. The Alpine will start in Lithgow, at the foot of the Blue Mountains. The event will travel a circuitous route to the overnight stop in Orange, where competitors will have the opportunity to spend a relaxed evening with their newfound rally friends. Two motorkhanas, held over the lunch break will give those with a lead foot the chance to have some fun! After a good night's rest, it's on the road again for another day of Classic Rallying. It will then be on to the traditional pub finish near Lithgow.



<http://www.mdtc.com.au/>

A reminder that the Fiat Club of NSW will be holding it's Down Driver Training day at the Marulan Driver Training Centre on the **26th of September**. The Marulan Driver Training Centre is a specially designed, and professionally constructed training loop/track.

Incorporating a variety of realistic driving scenarios and situations, as well as a skid pan area. All type of cars and driver experience will be catered for on the day. So bring the old Fiat out for a spin around a small and safe track. More details in next month's newsletter.

Ferrari Driver Training day

The next Ferrari Driver Training day will be **24th of July** contact Mic McGeorge or a committee member for entry forms. Costs as follows:

1st Driver and car	\$185
2nd Driver in the same car	\$75





Social Meeting Minutes – 08 June 2010 (Condensed)
David Filippetto opened the meeting and welcomed members – held this month in the club Bistro.

Secretary's Report - the minutes of the previous meeting accepted, apologies recorded, and associated car club magazines displayed. We have received a number of last minute renewals.

Treasurer's Report – Closing balance as per Bank Statement dated 26 May 2010 = \$25,264.87 Funds boosted by Rally School hirings – FC & AP committees to decide when & where to spend funds. Consider cash management account for any surplus funds.

Competition Report – Day/Night Motorkhana #2 was a great success. Motorkhana #3 is 20 June. Wakefield Park 6hr 10&11 July in planning. Ferrari Supersprint at Wakefield Park on 24 July. Marulan Driver Training Day (Fiat Club) – 26 Sept.

Ansell Park Report – The toilets have been cleaned & painted by Warren Smith & Wayne McGeorge. Thanks W&W.

Social Events - The Past & Present Picnic at Ansell Park, & AI's Big Breakfast at Homebush were enjoyed by all those who attended. Thanks to Sue McGeorge & Alan Steele for the arrangements. July Social – Ron Tauranac, Concorso 1 Aug, Shannons Eastern Creek (tickets available).

President's Report – Nationals 2011 in planning stage.

Fiat Fixations – Richard Dalziel has resolved the problem with the 850 – new points fitted – the wire on the old points had been rubbing on the rotor, and the wire finally wore through. Alan Steele has been having trouble getting Buzz to start. The bank balance at 29th June is \$27,522.79

CMC – CMC Report – Norm Mitchell reported that, Kathleen Toovey has stood down as president for personal health reasons.

Children under 7 years must be fully restrained in an approved seat & seatbelt in all cars.

NMHD was supported by 600 plus cars across 6 venues. Shannon's Eastern Creek – 1666 tickets sold already – only area D left.

Ron Kane 1932 - 2010

I was reading the Alfa Club's magazine when I came across notification of the passing of one of their members, Ron Kane on April 3rd. Ron was also a member of our club for many years, the last membership form I could find was for the 2003 club year. Ron used to attend Concorso events regularly with one of his Fiat 130's, either the Sedan or the Coupe. Amatori Alfa reports that he had a long battle with cancer and passed away a few weeks before his 78th birthday. He was an engineer by profession and was a widower for 15 years.

The club offers our condolences to his family and friends.

Warren Smith

146 financial member clubs – Cronulla RSL Memorial Car Club voted in for affiliation
Robert Shannon Foundation – 8 applications received – 1 from the Fiat Club.
Incorporated Club fined & wound up for not filing Dept of Fair Trading annual accounts.
Issues with the importation of cars "assembled" after 1989 – mostly affects "new" hot rods.

General Business
Italian Connection Rally – Ian & Lindsey were at the pointy end – final positions tbc.
AutomobiliItalia Tour 2010 Update – members advised to follow up with Nick Vasile.
Tony Studans has been researching the Fiat Club history at the NSW State Library archives.
Old Bathurst Cars – 1:43 scale models on Ebay.
1921 Fiat for sale – restoration project – Croydon Vic – Norm Stephens 03-9725-8191
Peter McMillan – QLD club – best wishes sent following his recent surgery.
Early Fiat club badge – suggestions for its use required.

Meeting closed for tea, coffee and a Fiatchat at 9:00 (ish) pm.

New Members in the past month.

Daniel Bruce – 1975 124CC (rejoining)

John Fowler / Maria Braid – looking for a Fiat

Neal Vaughan – 1967 Fiat Dino Coupe (rejoining)

Russell Dickerson -

John McDermott -

ELECTRONIC BANKING IS HERE !

When making deposits via EFT to the Club bank account please ensure you include easily identifiable reference with your payment, if renewing your membership please make the reference your membership number followed by the suffix MSHIP i.e. 465MSHIP

If paying for a Club Event please include your surname and the date of the event as the reference. i.e. SMITH220510

BANKING DETAILS :

BSB	082-067
Account	03-665-7020
Name	Fiat Club of NSW Inc.
Bank	National Bank of Aust.

Results Page

provisional motorkhana results 20th June 2010 fiat car club nsw

Car number	Entrant	Car	driver class	club	Junior Class	try angles		cross 4 point		happy b'day		double bone		Gables		enterprise		accordion		oh what a feeling		Total	Outright
						Adjusted Time	Penalty	Adjusted Time	Penalty	Adjusted Time	Penalty	Adjusted Time	Penalty	Adjusted Time	Penalty	Adjusted Time	Penalty	Adjusted Time	Penalty	Adjusted Time	Penalty		
7	Martin Gallard	Fiat 126	FCC	Fiat 126	D	36.14		23.59		38.14	M	37.81		45.17		31.10		38.37		33.42		283.74	1
6	Ian Allison	Fiat 127	FCC	Fiat 127	C	36.02		26.19		33.69		38.69		43.79		32.20		39.57		35.22		285.37	2
10	Glenn Smith	Fiat rail	FCC	Fiat rail	D	41.21	M	29.73	G	33.29		37.78		50.06	M	30.08		42.38		38.86	G	303.39	3
2	Michael McGeorge	honda civic	FCC	honda civic	C	38.36		26.06		33.77		40.09		47.01		46.33	WD	41.93		36.29		309.84	4
8	Ross Di Bartolo	Fiat 127	FCC	Fiat 127	C	38.48		27.29		44.65	WD	42.53		49.00		34.07		42.62		35.36		314.00	5
22	Russell Dickerson	volvo 242gt	FCC	volvo 242gt	B	46.13	WD	26.86		35.67		42.35		51.01		33.45		44.53		36.28		316.28	6
1	Peter Jakrot	renault laguna	FCC	renault laguna	C	40.35		27.32		36.72		43.99		51.51		34.13		45.38		37.47		316.87	7
26	Daniel Titcume	VL commodore	33sport	VL commodore	B	40.16		27.44		36.98		44.87		55.82		33.51		46.59		36.05		321.42	8
17	Rebecca Gallard	fiat 126	L FCC	fiat 126	D	46.13	WD	35.93	WD	44.65	WD	40.31		47.36		32.60		39.16		35.81		321.95	9
24	John Titcume	VL commodore	33sport	VL commodore	B	46.13	WD	28.27		35.47		46.08		52.79		34.69		45.47		36.90		325.80	10
4	James Hill	Volvo V40	VSCC	Volvo V40	C	41.13		30.93		38.89		43.08		52.92		35.26		43.72		46.57		332.50	11
11	Kevin Halliburton	Fiat 131	FCC	Fiat 131	B	46.13	WD	29.30		44.65	WD	44.69		53.73		34.29		44.84		35.93		333.56	12
21	Trent Gorman	daewoo nubira	HDCC	daewoo nubira	y C	40.77		31.49		37.64		51.50		56.70		35.23		55.09	1F	37.66		346.08	13
16	Zac Elven	Toyota corolla	HDCC	Toyota corolla	y A	46.13	WD	26.01		44.65	WD	46.80		57.03		34.11		54.29	WD	37.10		346.12	14
15	Jake Elven	Toyota corolla	HDCC	Toyota corolla	y A	36.97		35.93	WD	35.12		53.69	2F	53.57		46.33	WD	54.29	WD	36.08		351.98	15
19	Glenn Gorman	daewoo nubira	HDCC	daewoo nubira	C	46.13	WD	31.67	G	35.46		44.72		81.33	1F	34.38		44.48		38.28		356.45	16
20	John McDermott	Fiat rail	FCC	Fiat rail	D	46.13	WD	30.68		44.65	WD	43.08		78.08	WD	33.50		44.20		40.52		360.84	17
9	Sherif Omar	fiat 131	FCC	fiat 131	y B	40.94		34.66	G	39.29		51.23		60.54		36.53		52.16		51.57	WD	366.92	18
18	Adel Omar	Fiat 131	FCC	Fiat 131	B	46.13	WD	35.93	WD	39.65		46.81		78.08	WD	35.42		49.29		39.28		370.59	19
12	Lindsey Cox	FIAT 127	L FCC	FIAT 127	C	46.13	WD	35.93	WD	44.65	DNS	64.73		73.08		41.33		54.29	WD	51.57	WD	411.71	20
3	Jemma Jakrot	hyundai ecel	FCC	hyundai ecel	JC	C																	
5	Antonio Napoli	hyundai ecel	FCC	hyundai ecel	JC	C																	
23	Josh Hulbert	hyundai ecel		hyundai ecel	JC	C																	

Penalties: F = Flag Down G = Garage Penalty WD = Wrong Direction M = Mechanical DNS = Did Not Start DNF = Did Not Finish NE = Night Event

WD, DNS & DNF times were calculated using "Double Fastest" method or slowest time plus 10sec whichever is faster.

Classes
 A SWB rear wheel drive
 B LWB Rear Wheel Drive
 C Front Wheel Drive
 D Specials
 F Four Wheel Drive



Members Page

The Adventures of Car 2 & Car 6 2010 Italian Connection Trophy Leichhardt, Sydney to Carlton, Melbourne, 21-23 May 2010 By Warren Smith (Car 2) and Ian Allison (Car 6) Photos by Tony Metcalf

This was the third running of this event and the third time that we have entered; except this year we were in different cars. Ian's wife Lindsey has taken over the navigator's seat in their Fiat Coupé 20V Turbo and Warren now has his own identical car (different red though) and asked Tony Metcalf to navigate. We have been looking forward to this year's event for months and trying our best to talk other members into it as well because this is the best event we have ever been involved with, both from the driving aspect and social aspect. Simply put: great roads, great people.

Day 1: 7.30 am at The Forum, Norton St, Leichhardt saw all the entrants and their cars gather for breakfast and registration, along with a whole gaggle of other Italian cars who were to be our official escort up Norton St and over the Anzac Bridge. The star of this parade was the 1921 Alfa Romeo G1, owned by Ateco's Neville Crichton and said to be the only one left in the world. Apart from our two Coupes, one other Fiat was in the event this year, a Fiat 124 Abarth Spider entered by David and Robyn Judd from the Fiat Car Club of Victoria. Also in the event was Rose Cara, a member of our club for many years, who was navigating a Maserati Merak SS. This event has also always been used to raise money for a specific charity and this year (and probably into the future) it was for the Duchenne Foundation. During the driver's briefing we were shown a short

video explaining what Duchenne Muscular Dystrophy is; a debilitating disease that effects only boys and is 100% fatal by around age 20. Enzo Ferrari's son Dino was a victim of this disease. Two ladies who work for the Duchenne Foundation, Tiina and Angela competed in an Alfa Romeo 159 loaned by Ateco for the event. More about them later. After the briefing it was into the cars and away, with police blocking intersections and holding up traffic to speed our passage. Warren and Tony ended up following the Alfa G1 through the Cross City Tunnel and onto South Dowling St., Tony videoing it as we passed. It was then heads down and concentrating on the instructions and questions to answer all the way to Gundagai, the Director sending us down roads other than the Hume when possible. Some of these roads became rather narrow and bumpy at times, but with little traffic on them still very enjoyable. When setting Touring Assemblies like this, the director will always try to slip in some curly questions to trip up an unsuspecting crew and this is what happened to several crews as the director had made his last question on the sheet something like "count the double railway tracks crossed between point A and point B". Car 2 fell into this trap as all the questions were not read straight away and point A was a long way behind!

Continued Page 9 ...



Al's BIG Breakfast - Saturday the 5th of June 2010 didn't get off to the best of starts for me.

I awoke with a very painful left eye as if an eyelash had cut it. I poured whatever eye drops I could find into it – use by dates irrelevant. Eventually I was able to keep the eye open. The previous weekend had seen a friend and myself rejeeting Buzz's carby and he was going really, really well. Surprise surprise on Saturday morning when he simply refused to start. What else, I thought, could go wrong to make up the trifecta of bad luck.

On the way to Homebush in the Commodore (running late, naturally) I managed to hit a Cockatoo.

But from there on in though, everything went smoothly, including the weather, which held off beautifully for the event.

The 36 attendees feasted on more food than could be devoured. I for one, didn't eat anything for the remainder of the day! Café Cucina Viscontini lived up to their reputation for wonderful food! We could have fed another 15-20 people I'd estimate! There were 6 bottles of specially labelled wine, some keyrings (thanks to Ducati Club member Phil Sonnerdale) and a couple of Fiat 500 books from Alessandro Scarpa distributed as door prizes.

By 11.00am we were out in the Piazza admiring the cars, including beautiful examples from our friends in the Lancia Club. All too soon it was over and we dispersed homeward.

One week later and after having recharged the battery as advised, Buzz still wouldn't fire up, so I started a systematic search for the problem. Accessing the spark plugs, meant unbolting the DCOE (which is a pain), so while it was off the engine, I stripped the carby on the bench but could find nothing wrong. The plugs were wet (which seemed strange – do I need “hotter” plugs? – currently using NGK BP6HS - I'd appreciate advice), so I replaced them. Checked the fuel pump – fine! Timing: spot on. Electronic ignition eliminated points/condensor problems. All wiring seemed intact and correct. After reassembling everything, I hit the starter and he burst into life at the first attempt.

I think that Buzz has developed a sense of humour. Bless him!

Anyhow, here's an interesting article I found on Italiaspeed.com (thanks guys!):



How's this for an excellent illustration!!

THE ABARTH 500C TURBO T-JET 140HP.

The new Abarth 500C is distinguished by its elegance and dynamism while the Abarth spirit lives on in its sporting features. The new open-topped car with its reworked engineering also represents a strategic choice by Abarth: this model was also produced to appeal to women customers who seek design and elegance but also appreciate the performance of a true sports car.

Alongside the classic body colour scheme, Abarth is offering two-tone paintwork for the first time on a 500. A rear-mounted spoiler not only adds flair to the sporting image but also ensures an improved CZ load and more effective air flow distribution.

The Abarth 500C is enhanced by new 17" diamond pattern alloy wheels.

Another strength of this model is the exceptional climatic and acoustic comfort. Thorough aerodynamic research means that the turbulence experienced with the open roof has been reduced to a minimum, allowing the open road and engine sound to be enjoyed to the full.

The Abarth 500C allows you all the sensations of a real sports car: with the hood closed, it offers performance worthy of a hard top version but when the roof is rolled down, the range of sensations and experience expands as you speed along with the wind rushing through your hair to the authentic sound of the twin silencer exhaust.

The electric hood which traces the car's roof line, means that the Abarth 500C can be enjoyed at any time of year. A true design object, the hood is distinguished by its sophisticated electrically-controlled movement and its impressively finished and carefully crafted technical features: from the glass rear window to the third brake light built into the spoiler. The hood is available in two colours (black and titanium grey) and can be combined with classic Abarth colours as well as two specially-created two-tone combinations: the more sporty version (racing black and white) and a more elegant version in two tones of grey. A chromatic liner runs along the two-tone body to simultaneously divide and combine the car's two spirits: out-and-out sports performance below and the elegance of a cabriolet above.

The new car is a true Abarth and this is confirmed by a 1.4 Turbo T-Jet power unit that delivers 140 HP, for significant performance: 0-100 km/h in just 8.1 seconds and a torque of 206 Nm at 2000 rpm in Sport mode – a power unit that ensures thrilling performance while also making the Abarth 500C extremely satisfying to drive even during day-to-day use. Top speed is 205 km/h.

In detail, the engine is a 1368 cc 4 cylinder 16 valve unit - turbo charged with fixed geometry IHI RHF3-P turbocharger. Performance is partly achieved by the overboost function, activated by the Sport button that modulates control unit mapping and turbo pressure in addition to load on the steering wheel. Yet this typically Abarth performance comes with very frugal fuel consumption: 6.5 litres/100 km over a combined cycle and meets the toughest restrictions imposed by future European standards (Euro 5).

In addition to the engine, the Abarth 500C retains all the engineering features already so appreciated on the original model, such as TTC (Torque Transfer Control). The most important new feature is the race inspired "ABARTH Competizione" gearbox. The year was 1949 and Karl Abarth was beginning to market his first official product, a racing gearbox with steering wheel mounted controls for the Fiat Topolino, able to offer slick gearshifts under sporty driving conditions. More than 60 years later, The ABARTH Competizione is offered as standard on the Abarth 500C with the same philosophy. It takes the form of a 5 speed gearbox with electrohydraulic control and driver interface created with paddles behind the steering wheel in a configuration that enhances the car's attributes of thrift and efficiency under sporting driving conditions. In detail, the innovative gearbox derived from an MTA (Manual Transmission Automated) unit consists of a conventional manual gearbox on which the manual linkage is replaced by an actuator controlled electronically by a TCU (Transmission Control Unit) which optimises both gearshifting and mechanical efficiency. This gearbox also offers auto mode for greater comfort and manual mode for maximum driving satisfaction. A sport setting may be added to both modes, with repercussions on shift speed. In addition, a special "esse esse" kit is being prepared as an additional customer offer.

In terms of safety, The Abarth 500C also offers the features already offered on the Abarth 500, which were created to exceed even the toughest standards and is one of the safest cars in the entire segment. Stable, effective braking plus excellent pick-up ensured by the 140 HP power unit and predictable handling at all times allow the new car to deal confidently with critical situations. The Abarth 500C is also fitted as standard with 7 airbags (two front, two window bags, two side bags and one for knee protection): a record for this car category. The car also employs ABS with electronic brake distribution (EBD) to the advanced electronic stability program (ESP), from the anti-slip regulation (ASR) system to the Hill Holder devices and hydraulic brake assistance (HBA) to help with emergency stops.

As for the suspension, the front MacPherson configuration and rear semi-independent torsion beam setup have been appropriately revised and developed for the new vehicle to ensure great handling and top level driving comfort.

Regards
Alan

Continued from Page 7 ...

After arrival in Gundagai we checked into the motel, unloaded the car and then back to the Shire Office car park for the first of two motorkhanas, held under lights brought in by the local SES. After one practice run and two timed runs, it was time for dinner at the local RSL where we were welcomed by the deputy mayor and local councillor Bill Maslin who was also competing this year. More than half of those present were locals and each table had 4 competitors and 4 local people. This was a great way to meet people and on our table we had a chap named Rodney who has just restored a Fiat 124 AC and is trying to register it, but as he has installed a 1756cc engine the RTA is giving him grief! The night was a fundraiser so raffles and other means of extracting cash from pockets was happening all evening. Point losses for all competitors were announced and Car 6 (Ian and Lindsey) were the only ones without loss of points! With 10 points for each wrong answer, Car 2 was on 20 (damn!)

Day 2: Back to the RSL at 7.30am for a hearty breakfast, then we were flagged away again for more of the same, except this time the roads became better. Exceptional might be a better word, as we were sent along possibly Australia's best road south of Adelong and west of Batlow. The area is fairly hilly and is a pine plantation with a beautiful, wide, smooth bitumen road, built for the logging trucks. Except there were no logging trucks or traffic of any other kind to mention (maybe 1 or 2) and high speeds are possible. Not that we did of course! Warren said to Tony at the start of this section "Geez, we've died and gone to motoring heaven!"

Usually on Day 2, the rally director ups the ante on his trickery and this year was no exception. One question asked "How many miles from this point to Batlow" and the sign said "4km". Guess who fell into that one? Yep, Car 2.

One question though asked for the date a church was built and it was on a marble plaque on the church gate. Even parked 2 metres away the date looked like 1880, but there was something odd about the "0" so I got out of the car and had a very close look. Someone had tampered with it and the number was actually a "3" engraved into the marble, but made into a zero with some paint. Tony took a picture as evidence (see photo). We thought the director had chosen this sign on purpose, but it turned out he hadn't even seen it and thought it was "1880", so this issue is still unresolved at time of writing.

Continued Page 11 ...



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WANTED



For Restoration / Dedication project -1962/63 Fiat 1100 deluxe. (same body as Fiat 1100 D or Riviera) All were Two tone coloured, light colours with darker shade of roof and insert side panels. There was a gold coloured badge on the rear guards. The interior was quite different to the standard model. Colour not important, but must have all body moulding /chrome trim and badges. Contact Ross Brackenbury on 0407 260 988.

WANTED PARTS - For a 125 Special

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Members Page

The overnight rally stop was in Myrtleford, Victoria and we made it there about 3.00pm in time for another motorkhana held in a street behind the main drag and right outside the local Police Station! Because this rally has been using Myrtleford, the locals have started up an Italian Festival called La Fiera, which brings in people from far and wide and they were all waiting for us to put on a show, which we subsequently did. We did one practice run (where Warren scared himself and half the population by totally losing the rear end of the Coupé and missing a big barrier by inches), then 2 timed runs, followed by another 'demonstration run'. I think the crowd wanted blood! Dinner with the local populace was in the local footy club hall (much better than it sounds) and again more fun and fundraising was had. Car 6 (Ian and Lindsey) still had a share of the lead and we won't mention Car 2.

Day 3: Another 7.30 am breakfast, this time at the local Butter Factory. I couldn't do too many of these rallies, as I'd get too fat on all these fantastic breakfasts! After eating, we looked outside and a bloke had brought along a totally restored Alfa Romeo 8C (I think Superleggera (translated as "Super Light Weight"), which indeed he said only weighed around 1,000kg as the whole body is hand crafted aluminium! Beautiful.

After a quick circuit of town behind the Superleggera, we were off on the final legs to Melbourne, but we had only got as far as Beechworth, when all the competitors came to a stop searching for an answer to a question which was no longer there! Seems the solicitor mentioned in the question had moved his office the week before the rally and we all wasted half an hour looking. A director's nightmare, as we were expected into Melbourne by 2.30pm and people were waiting to greet us.

Further south we were sent over the Whitfield - Mansfield Road, which is another classic mountain drive with plenty of fast, flowing corners and views to die for. This road however is used by more vehicles, particularly motorbikes on Sundays and the road being narrow, we were warned not to hug the centreline too much as we could easily remove the head of a motorcyclist cornering hard from the other direction!

Having avoided all helmeted heads, we enjoyed lunch in Mansfield then it was on again towards Melbourne, with a sobering drive through Kinglake where the Black Saturday bushfires were at their worst last year. There is still a temporary "town" of portable cabins there and much building is still happening. Lots of new growth is visible on all the burnt tree trunks too.

Arrival at Plaza Italia on Lygon Street, Carlton signalled our successful completion of the rally, the Maserati arriving a bit late as it had a bit of trouble with the points, which was repaired by Vic the mechanic in the Fiat Ducato support vehicle. We were greeted by fellow Italian car enthusiasts who had their cars on display on the plaza, while ours were lined up along the street for the photo shoot. Among the cars there to meet us was a 1955 Fiat 1100 owned by Peter Parussolo, who entered this car in the 2008 and

2009 events. He had gearbox trouble this year so couldn't do the event and would love to find another source of parts. There was also a beautifully restored Fiat 600 (Tony reckons his is better) and a Fiat 124 Spider, some Alfas and a Lancia Delta integrale.

After checking into our motel, we found an Irish pub to while away an hour or so, then it was off to the Presentation Dinner at Cafe Italia. This time we only had rallyists attending, so got to know each other a bit better and did more fundraising. At least I got rid of all those pesky coins in my pocket! One highlight of the evening was a poem written by Tiina and Angela which mentions almost everyone on the event, with a reference to some incident along the way. It was hilarious and I hope we have room to print it here.

So, the winners?... Car 6 had some mighty expectations, but in the end were pipped by Domenic and Kim Votano in a Renault Clio who were delivering the car to their daughter who is now living in Melbourne. Boy, is that car now second hand! So Ian and Lindsey finished second, followed by the ladies in the Alfa 159. (Again, I won't mention Car 2....) Ian reckons they are a cinch to win in 2011, as he finished 4th in 2008, 3rd in 2009 and now 2nd in 2010. Hmmm, pressure's on there!

Hopefully the biggest winner is the Duchenne Foundation who are over \$20,000 richer as a result of our efforts. To find out more about it please visit the following website. <http://www.blueball.org.au>

We hope to make this the club's official charity and have put out a challenge to the Fiat Car Club of Victoria to raise money for 2011, which has unofficially been accepted by David Judd. Please think about entering in 2011 as we only had 13 competitors this year and the organiser has warned he may only run the event again if he can get 25 or more starters. Also, it may run in the reverse direction next year, starting in Melbourne with the finish in Sydney. Talk to any of us if you want to know more.



The winners with their trophies in Melbourne

Club Coffee Break



Then how about joining us for a couple of hours at "Cucina Viscontini" on the first Saturday of each month around 9.00am! The café is situated at the end of *The Piazza* at The Waterfront in Homebush Bay. Come for breakfast or just a cup of Java. We can talk cars or simply cure the problems of the world! If interested, please email Alan Steele on asteele@virginbroadband.com.au

The Piazza runs off Benelong Road (UBD reference Map 380 - L6).

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JULY 2010

FIATfocus

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SOCIAL MEETINGS are held at 8pm on the 2nd Tuesday of the month at the Western Suburbs Australian Football Club at 40 Hampton Road Croydon Park NSW 2133

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).