

FIATfocus

AUGUST 2010

THE NEWSLETTER OF THE FIAT CLUB OF NSW Inc.



Evening with Ron Tauranac



- MotorKhana - 15th August**
- CMC Display Day - 22nd August**
- Concorsa d' Eleganza - 12th September**
- Fiat Club Driver Training Day - 26th September**

Fiat Nationals January 15/16 Wakefield - Goulburn

Wakefield 6 Hour Race



Ron Tauranac - Evening



Club Calendar

DATE	EVENT	LOCATION	
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	Concorso d" Eleganza	Gough Whitlam Reserve, Undercliffe	CE010921
12 Sep	TBC - 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 or Christmas Lunch	TBA Kembla Grange - TBC	
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
15/16 Jan	Fiat Nationals	Wakerfield, Goulburn NSW	CE110151

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
dalzielr@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

Position Vacant - Treasurer

The Treasurer committee position is currently vacant and looking for a new owner. An ideal opportunity for someone to give back to the club. The commitment is a couple of hours a month. The person does not need to be an accountant, but should have an eye for detail and some spreadsheet skills.

Full training and hand-over is offered.
All enquiries to Rebecca Gallard 0415109314

Life Members

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



Greetings to All,
The July Social Meeting was a very well attended affair with people coming from far and wide to listen to our special guest speaker – Ron Tauranac. We also had the pleasure of about 30 or so Alfa Romeo Owners Club NSW Members join us for the meeting and we were especially pleased to have them come along. Ron kept the assembled crowd entertained for well over an hour with his stories and anecdotes from a somewhat more romantic period in Formula One history for mine, and his achievements were amazing. He is a particularly grounded and humble man and had a frank and fresh perspective on things. The man behind the "Ralt" name will also be attending the annual Fiat / Alfa / Lancia Concorso, and if you missed out on chatting with him that night, then there will be another chance there. Again, a big thank you to Alan Steele for organising this event.

Speaking of the Concorso, the annual Fiat – Alfa – Lancia Concorso had to be postponed due to Sydney's rainy weather, it will now be held on the Sunday 12th September

REMINDER: The 22nd August is the Council of Motor Clubs (CMC Day) display at Eastern Creek. A HUGE EVENT, and again this year, the Fiat Club Committee has sponsored 15 entries to be given away free to our Club members, and if you are interested in attending please contact our Club Secretary Richard Dalziel asap as there are only a few tickets left to give out.

I was very pleased that the Fiat Club NSW entered a team in the recent Wakefield Six Hour Relay race. My son Nick and Glen Smith shared the Alfa 147 turbo diesel, Andrew Matthews competed in his new Mitsubishi production car, Mic Mac was in the trusty 127, Richard Caller punted his X1/9 and Greg Dalton started in his rapid VW Beetle that we saw at the Nationals earlier this year, but engine problems saw him jump in with Andrew. The team was well managed by Paul Pana and finished third outright. A good effort, on a cold, wet and somewhat bleak Goulburn weekend and I am certain a full report resides elsewhere in this magazine. Well done to the team.

Ok, some upcoming events for your consideration:

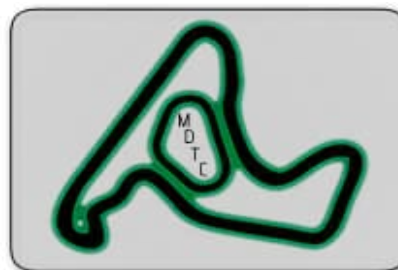
* August Motorkhana and Junior Driving Clinic. See Michael McGeorge or Glen Smith.

* Fiat Car Club Driver Training Day at Marulan Driving Centre – 21st September. An opportunity to acquire some advanced driving skills. In the morning we will have several instructors who will take you around the track and give you "1on1" tuition, and in the afternoon there will be timed practice. A day not to be missed, details elsewhere in the magazine, but spaces will be limited to 30 drivers only to give the sort of attention needed to individuals. See Michael McGeorge for entry details.

* Fiat Club Christmas party is a little earlier this year and will be held on the 21st November – Venue to be confirmed and will include a little drive into the country but mark the date now. Richard Dalziel is the contact for the moment.

* The Fiat Nationals are soon upon us once again. To be held on the 15 / 16 January 2011 at Wakefield Park, Goulburn and again the Fiat Club of NSW will be organising this event. Entries will open on the 1st September. More details to follow in the next magazine but please put this weekend aside. Motorkhana, Show n Shine and Supersprint events once again, plus a healthy dose of 'Social' activities. Something for everyone.

Best Wishes. Dave.



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

A reminder that the Fiat Club of NSW will be holding its 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 your everyday car or the old Fiat out for a spin around a small and safe track. More details on enclosed flyer.

Entries Close 31st August

Fiat Nationals

**January 15th/16th at Wakefield Park,
Goulburn.**

Entries will open on the 1st September.

**Motorkhana, Show 'n' Shine and Supersprint
events once again, plus a healthy dose of
'Social' activities.
Something for everyone.**

Wakefield 6 Hour Race

Over the weekend of the 10th and 11th of July, the Fiat Club of NSW participated in the inaugural Wakefield Park 6 Hour Regularity Relay. Not our first, but the first for the proprietors of Wakefield Park.

For those that do not know, Wakefield Park is located in Turrillville, ten kilometres South of Goulburn. It is a 2.2km circuit comprising of 10 turns and 3 straights. As circuits go. Wakefield Park is small and tight with a couple of tricky corners, namely turn 5 and the aptly named 'Fishhook', turn 8.



<http://wakefieldpark.com.au/>

As the name suggests, a Regularity Relay is not a race against other cars on the track, but a points scoring system for teams and their ability to circulate constantly.

Basically, each team can have between 3 and 6 cars with 3 to 6 drivers. Each driver nominates a target lap time. The driver gets points for each lap within 0.99 seconds of the target time and loses points for each lap under the nominated time. Each driver has a stint on the track, comes into the pits, a ribbon is transferred to the next car and the relay continues.

The winning team has the best regularity factor. This is a calculation between the number of theoretical laps and actual laps, combined with a factor for bonus and penalty laps.

Our Team comprised of Nicholas Filipetto and Glenn Smith driving an Alfa 147 JTD. Michael McGeorge in his Fiat 127, Richard Caller in his Fiat X1/9, Andrew Matthews in his Mitsubishi Lancer and finally Greg Dalton in a VW Beetle. Me as the Team Manager and the invaluable support of Leanne Matthews and Warren Smith.

The weekend began with practice on Saturday. Looking up and down the pit lane there weren't too many cars to be seen. In fact only seven teams entered. Given time, this will surely grow. A similar event is run by AROCA at Winton Raceway and attracts almost 40 teams.

Anyway time to concentrate on our team. 2 cars from each team allowed on the track at a time. The boys circulated rather predictably. The track was dry and air wasn't too cold.

The Alfa was running some second hand slicks that turned rather second hand. Richard's X1/9 was developing fading brakes. So he headed to Bunnings and returned with a couple of plastic funnels and flex ducting which he fashioned into some good looking brake ducts. Michael's 127 developed a small fuel leak over the exhaust manifold. This only occurred after he stopped. Which was a problem since the engine was hot. It's a little disconcerting to meet a car in the pits holding only a fire extinguisher. Problem fixed for race day though, with the inclusion of a rubber gasket somewhere in the intake system.

The only casualty was Greg's Beetle. Having performed some pretty respectable 1:20 laps, the engine was feeling a little too tight. Draining the oil, it came out with the same viscosity as water. Not a good sign. Greg suspected a dropped ring or badly scored liner. A good lesson about using high tech oils in older engines. This gave him an excuse to go the fuel injection route he was aiming for. The rest of his event was occupied in Andrew's Lancer.

That night was spent in the motel room inhaling pizzas, watching Funniest Home Videos on TV and exchanging war stories. Some of which cannot be repeated for fear offending the opposition team members.

Continued Page 9 ...





Social Meeting Minutes – 13 July 2010 (Condensed)
David Filippetto opened the meeting and welcomed members, plus visitors from AROCA, the Lancia and Austin/Austin Healey Clubs, along with our very special guest speaker, Ron Tauranac. A short meeting followed our guest speaker.

Secretary's Report: The minutes of the previous meeting were accepted, apologies recorded, and associated car club magazines displayed. We received information regarding some invited events, see below for more details. We also received some information from Lumley SV regarding car insurance.

Treasurer's Report: Closing balance as per Bank Statement dated 28th June 2010 = \$28199.15

Competition Report: Paul Pana will prepare a report on the Wakefield Park 6hr for the next magazine. The next events are, the Ferrari Supersprint at Wakefield Park on 24 July, and the Fiat Club Driver Training Day at Marulan on 26 Sept. Why not drive down to see what goes on at one of these events.

Ansell Park Report: A new BBQ has been installed.

Social Events: The July Coffee / Breakfast at Homebush was

attended by 9 Fiats and 1 Ducati. Why not come along next month? The next events are, the Concorso d'Eleganza on 1 Aug, and Shannon's Eastern Creek Classic on 22 Aug (free tickets still available from Richard Dalziel).

President's Report: Nationals 2011 in planning stage.

Fiat Fixations: Nil.

CMC: No meeting this month.

General Business: John Maud presented the club with some original invitations to the opening of Ansell Park in 1979, plus a letter of appreciation from past president Crampton for his Honorary Life Membership.

Guest Speaker: Ron Tauranac

We were treated to a simply delightful evening reminiscing with Ron, following his career in motorsport design and development with Brabham & RALT cars. Tony Studans prepared a DVD photo record of Ron's achievements to view on the night.

Meeting closed at 10:30 pm for more tea, coffee and a Fiatchat.

Richard Dalziel

Wheel Restoration



BEFORE



AFTER

I recently needed to get a spare set of original Fiat wheels restored for a project and I was lucky enough to be placed in contact with Mauro from A1 Hitech Automotive Service who is an ex Club member and now specialises in the restoration of modern and historic wheels at very competitive prices. He also has access to a professional automotive polisher who can restore Alloy / Chrome wheels as well. He is still has the 'Fiat' bug and is in the process of restoring his own Fiat 501.

A1 Hitech also performs servicing and repairs.

Adrian Sandrin - Editor

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.



Well July was a quiet month sport wise, giving everyone a chance to rest their cars and I'm sure doing some mods where needed. Just one event took place at the last minute, which was the 6 hour regularity at Wakefield. With a our club entering a team which I was involved in but I won't touch on this too much, as there is another write up on this within this edition, so will leave it with a thank you to all the team for a wonderful weekend and a congrats on the 3rd outright.

So to coming events, we have a motorkhana on the 15th of August, this will be round 4 of the session, which I hope will see all come out for the day even if it is for the first time as you are more than welcome to give it a try.

While on the 26th of September the Fiat Club will be running a driver training day at Marulan. As the club has not run one of these types of events for many year now, I feel it is the right time to get back to educating drivers. As there is a resurgence in our club sport wise and with a lot of our members now finding their kids getting licences and starting to drive on the roads in a crowd, we feel it is a good opportunity for people to have a chance to learn driving techniques and confidence behind the wheel. This is why we chose Marulan driver training centre as it is a track specially designed for learning.

We are offering this day for the inexperienced to the experienced, please don't feel that because you have been driving for over ten or so years that this day is not for you. This is still a great chance for all of our members that have been driving on the roads and even participating in our super sprint days to learn about things like driving lines and braking, to mention a few.

On the day you will be broken into groups of 5 to 6 cars based on experience. In the morning you will have the chance to do a lap the best way you find quickest. Then you will be able to take on a passenger from a list of instructors, all of whom have experience in some form of racing, who will now give you tips and instructions around the course. Then in the afternoon we will do some events to gauge what you have learnt and give you a chance to see if this helps you in your driving.

So for more information please feel free to contact myself or see the flyer within this edition.

Cheers
Michael McGeorge

Members Section

Karl McManus 16/9/1966 - 14/7/2010 (aka 'FiatNut' on the Fiat Internet Forum Groups)

I attended Karl's funeral on Friday 23rd and there were a lot of very heartbroken friends and family there. He was a very well liked and respected bloke.

After listening to the speakers and watching several videos, it is no wonder that we rarely got to see him as he must have always been so busy! Go Karts, rockets, jet engines, Fiats, Lancias, fireworks, his own cars or other peoples'... it didn't matter - he was always there and involved. As well as me, Graham Smith, Marc Berard and Nick Stanton were there, with Marc delivering a Tribute during the service and also supplying a Delta integrale in Martini colours which was parked right outside the doors of the chapel. His coffin was draped with a well-used FIAT flag and oddly, a "Fiat Genuine Spares" placard.

Karl's mother Robyn told mourners that they could all blame her for Karl's love of Fiats as she was the one who introduced him to them. She still has her Fiat 124 Spider and took it "for a burn" last Sunday up in Noosa to think about her son. Karl's family believe he was a victim of Lyme Disease caused by a tick bite several years ago and have asked friends and family to donate what they can to the Lyme Disease Association of Australia, c/- 100 Bobbin Head Road, Turrumurra, NSW, 2074. The Fiat Club of NSW Inc. will be making a donation on behalf of Karl's fellow members, but if you would like to make your own, please feel free.

The Association's mission is to:

1. Raise awareness of Lyme disease and other tick-borne illness in Australia.
2. Facilitate better testing and treatment.
3. Educate doctors and other health professionals about Lyme in Australia.
4. Use the media to alert the public

Yours FIATfully,
Warren Smith,



Hi Everyone!
 Saturday, July 3rd saw 13 of us at Café Cucina Viscontini for the Coffee Break. It was a great roll-up with 9 Fiats and one Ducati gracing the car park. Three new faces (Alan, Ross & Giovanni) all seemed to enjoy themselves, as did the rest of us. Despite the cool weather, we spent quite some time afterwards in the car park inspecting Alan Rodd's lovely little Topolino "C". Ross came in the 903-powered 1965 Seicento "D" and Giovanni had his immaculate Series One X1/9. Regulars John & Lorraine came in the 124CC, Gene & Rav were in the 500F, as was Tony in his Bambino. Richard had his oh so original 850 Sports Coupe, Dougie as usual was in his green "AC" while Steve & myself were in Buzz. Phil rode his Ducati, despite the cold! There's lots of room for anyone else who may wish to join us on the first Saturday of every month. It certainly makes a nice break from the routine! If you have any queries, simply email me on alansteele7@bigpond.com See the advertisement elsewhere in the newsletter for all the details.

I seem to have had some luck with Buzz's running problems at long last. Replacing the plugs only seemed to be a temporary cure as the problem seemed to be coming back (sluggish performance and lousy idling). I removed the new plugs and they were indeed sooting up (but dry, not oily).

After re-consulting the NGK website, I opted to fit one-grade hotter spark plugs (BP5HS) which seems to have done the trick. Easy starting, excellent performance and steady idling – what more could you want! The exhaust pipe colour is even a shade lighter I do believe! NGK report that sooting up of spark plugs is a not uncommon problem these days, due in part to unleaded fuel. What hope have we got? As no doubt reported elsewhere in this edition, the evening with Ron Tauranac was one of the best meetings I have ever attended. Thanks again to Bob Young from the Lancia Club, a personal friend of Ron, who approached us at a Coffee Break last year and offered to organise it.

As posted on the Fiat Club's Yahoo Group, this year's Concorso de Eleganza will incorporate special prizes for the Fiat 500 entrants, whether they are Topolinos (A, B, or C), Bambinos (N, D, F, L, or R), Derivatives (eg, Abarth, Giannini, Moretti, etc), Most Original, Modified or NEW (ie, the current models). So get those polishing rags out and we'll see you on the day!

500 Regards
 Alan

Ferrari Track Day

The Ferrari Track day was held on the 24th of July with a large contingent from the NSW and ACT Fiat Clubs in attendance.



**FERRARI CLUB OF AUSTRALIA
 WAKEFIELD PARK RACEWAY
 Ferrari Club Australia**

Qualifying SS
 Scheduled Start 12:30

Page 1 Issue 1
 Start Sat Jul 24 12:30
 Elapsed Time 03:22:37



Pos	Car	Driver	Competitor/Team	Vehicle	Cap	Laps	Fastest...Lap	Gap
1	761	Nick Smith	FCC	Fiat 131R	1995T	8	7 1:03.8800*	
2	172	Jeremy Smith	FCC	Fiat 124 Redback	1995	25	25 1:06.4900	0:02.6100
3	72	Ross Smith	FCC	Fiat 124 Redback	1995	16	14 1:07.3600	0:03.4800
16	125	John Young	FCC	Fiat 125 Sparkles	1995	23	23 1:15.6900	0:11.8100
17	79	Glenn Smith	FCC	Fiat X1/9	1995	11	11 1:16.3400	
22	5	Tony Metcalf	FCC	Renault Clio Sport	1998	14	3 1:18.1000	
34	11	Paul Pana	FCC	Fiat 124 Spider	1995	20	14 1:21.8100	
37	36	Peter Jakrot	FCC	Renault Laguna	2000	35	4 1:23.0200	
39	2	Eric Young	FCC	Fiat 128 3P	1290	14	5 1:23.5200	
40	88	Luca Sandrin	FCC	Fiat 2000 Spider	1995	19	5 1:23.6700	
41	8	Adrian Sandrin	FCC	Fiat 2000 Spider	1995	17	13 1:23.9200	
42	50	Paddy Martin	FCCACT	Fiat FJ	1100	8	8 1:24.2900	
43	501	David Martin	FCCACT	Fiat FJ	1100	9	9 1:24.6700	
44	22	Tony Borg	FCC	Fiat 128 3P	1290	15	14 1:26.9700	
45	18	Dino Ius	FCC	Fiat X1/9	1498	18	15 1:31.9400	
47	70	Heather Jarvis	FCC	Fiat 124 BC	1995	11	11 1:42.6500	

Wakefield 6 Hour Race (Cont.)

Bright (dull) and early Sunday morning race day we were welcomed with showers. Mic Mac whipped up some tasty egg and bacon rolls. Out on the track seven teams were reduced to six as the attrition from the previous day forced to two teams to merge.

Glenn Smith was first out on a rolling start. The Alfa booted up with wet weather road tyres. His lap times considerably reduced. The torque of the turbo diesel was too much for the levels of adhesion provided by the tyres. His stint was a tad pedestrian. After an hour, Glen came in smiling nonetheless. A treat for him to four wheel drift through the corners and pick up some wet weather experience.

Next out was Andrew Matthews. On behalf of Andrew, a sincere thanks to wife Leanne for swapping over the wheels from her road car to his race car. The weather persisted in drizzling for most of his stint. The Lancer was predictably reliable circulating with no fuss. Into the pits, Andrew greeted me with smiles as the wet track offered him some exciting moments.

The first Fiat to hit the track was Michael McGeorge's 127. The slowest car of our group (and the day) the little orange starburst was faultless. Completing 34 laps with 6 bonus laps and no penalties. Michael's lap times were reflective of his facial expressions as he passed us down the straight. Teeth gleaming as he horse whips the door equals poor lap. Puckered lips and the look of three days of constipation equalled a bonus lap. Most amusing.

After Michael's run, Richard Caller hit the fully dry track screaming in his X1/9. He was driving like a man possessed. His nominated lap time was made for vehicle conservation approach. Only problem was, I think Richard forgot. Standing on the pit wall with the guys, we couldn't understand his braking issue given that most of the braking effort was provided by the engine. Coming into turn 10. We were sure he was shifting down and sidestepping the clutch. That poor gearbox was copping a hiding. Low and behold Richard had parked the X1/9 on the grass after turn 8. A quick wager amongst the team had reached even odds on a blown gearbox. Given his track record of blowing two boxes at the AROCA 6 hour last year. The recovery vehicle towed him in as I sent out Greg in Andrew's Lancer.

Like Andrew, Greg Dalton's stint in the Lancer was a Regularity dream. His nominated lap time was right on the money. Of the 44 laps achieved, Greg scored 23 bonus laps. Because he was so marginal, this was countered by 8 penalty laps. A great result.

Whilst Greg was out, Richard was clambering all over the X. To our surprise, it was not the gearbox, but an electrical problem. The fuse for the fuel pump had blown and the

car died on the track. Since the AROCA 6 hour gearbox fiasco, Richard had installed a gearbox cooling system. This comprised of a radiator and electric pump assembly. Guess what circuit he wired the gearbox oil pump to? That's right, the fuel pump circuit. Bit too much load for that Fuse. I believe the car now has more radiators than the Bugatti Veyron.

That fixed I sent Richard out again after Greg to complete his allocated driving time. This time I whispered in his ear about going too fast and penalising his lap count. I'll let you decide if my recommendations got through. Richard scored more penalty laps than bonus laps.

It was about this time that Steve and Nathan Gotch, who drove up early on that day. Said their goodbyes and departed. A dejected Nathan's parting comments were, "There's nothing to fix here. I'm going home".

Finally Nicholas Filippetto went out in the Alfa. By now we were hovering over a podium finish. Like the Lancer, the Alfa was predictable and Nick was consistent. Excluding his out lap Nick's lap times had a standard deviation of < 1sec. He scored 16 bonus laps and no penalty laps. His regularity factor was the second best of all the competing cars on the day. Now because I'm writing this article I can say, had Nicholas listened to me and nominated a lap time ½ a second slower, he would have scored the best regularity factor and been awarded accordingly at the presentation.

The 6 hour was complete at 4:00pm with the Fiat Club finishing a respectable 3rd. We were presented with trophies for our efforts and a tentative agreement to be there next year and improve our position.

For me, I am planning to get my 124 there and would put the call out to other club members to participate. This is a great format of racing that is safe and challenging on an individual level, as your performance is not judged by the speed of your car, but the consistency of your effort.

Ciao
Paul



CLASSIFIEDS

FOR SALE Fiat X1/9 Bertone, 1988 model, photos of car is on carsales.com.au \$12,000 ono. Call Ben Caller on 0431931655 or email brt19x@hotmail.com

FOR SALE Lancia Beta 1984 Rego: March 2011, Good Condition Features: 2litre, lowered, power steering, air con, Sony CD player, alarm, Momo steering wheel, Lenso 17" wheels. Price range: \$8,000 (ono)

Contact Daniel Sullo (02) 9604 8842



FOR SALE

FIAT 850 Spider 1974 LOMBARDI First of 1800 motor with side impact bars in doors, last of chrome bumper series. Good body and mechanics. Mag wheels and new Pirelli's tyres Long rego \$16000 Brian Carr (02) 99857059

FOR SALE Fiat 500 Early type Starter \$30 suitable for rebuild, Fuel Pump \$25 Contact Adrian 0418291185

FOR SALE FIAT 2300 Station wagon 1967, not going but in reasonable condition. \$1800 o.n.o. ,Cam Belt to suit 124 1438cc -New -\$10, Headlights 1500/2300 new & used \$10 & \$5, Oil Filter to suit 1500/2300 \$10 ea., 1500 Disc Brake Caliper Kit - missing the large dust boot - FREE Give away - Terry Slattery (02) 49712839

FOR SALE FIAT 850 Engine (903cc) good condition \$200 o.n.o.

Richard Caller 0404061907

FOR SALE Matching set of 40mm IDF downdraft Webers on waffle inlet manifold. Suit Fiat 124. Part numbers are 40 IDF 13 & 40 IDF 15. Main connecting throttle bracket included. Factory air horns included. Currently set up with 125 main jets and F11 emulsion tubes. Includes 2x Italian sourced IDF rebuild kits. Also included is a set of insulator mount pads. \$500 ono. Pick up north west Sydney. Can deliver to CBD. Contact Nathan

0418 45 7788 or nmills@ignitedesign.com.au

FOR SALE FIAT 128 COUPE 1977 Model

Good Condition Comes with 12 months Registration, One Lady Owner Apply

S. Miggins 96814004 - \$5000 or ONO

FOR SALE - 4 X Alfa Sprint Alloy wheels Metric size 14" - \$400 ono

Contact the Editor for more details.

WANTED - One or Two tyres to suit a FIAT 500. Contact Joe 0425254556

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 I am after some parts for my Fiat 600 Multipla (or a complete car) and was hoping that someone may be able to help me. Some of the parts I need are a complete 2nd row seat frame and 3 rd bottom of the seat frame I also need other parts, so if any one can help me locate any parts for this car please send me a email to fredre_oz@hotmail.com or phone 0438653469

WANTED Drivers side front blinker / indicator assembly to suit a 1978 Series I X1/9.

Contact the Editor for more details.

WANTED Fiat 128 Sedan Parts

rubber fuel filler pipe for tank, front wind screen air vents, wiper motor, rear door locks and strikers.

Contact the Editor for more details.

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PLACING A CLASSIFIAT AD

- If you are a member, please email adrian@sandrin.com.au.
- Members advertise for free. If you are not a member please contact Adrian Sandrin and send \$10.00 cheque or money order to Fiat Club of NSW Inc. P.O. Box 3034 Bangor NSW 2234
- "Want to Buy", is free. Ads will automatically be listed on the club website on the internet with ALL details. If you DO Not want your ad on the internet, please contact the editor when you place the ad. Ads will run for 3 months unless otherwise advised then deleted. Please re-advise if you want it to re-run. The editor reserves the right to edit advertisements due to size restrictions.

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- Specialists in the restoration of body and paintwork
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Members Page

Cucina Viscontini on the Coffee Break event 3rd July.



FOR SALE 1922 Fiat 501 Tourer running, chassis and complete body, spare engine and mechanical parts included. Disassembled car \$ 2,000 o.n.o. Car located in Sydney.

For additional information Contact Robert Wing 02-95804273



FIAT CLUB of NSW Inc.

Coffee Break

Need a "fix"
on a
Saturday morning?

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!

For enquiries, please email
Alan Steele on
alansteele7@bigpond.com

Members and non-members
are most welcome!

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

ORIGINAL SPARES



TURIN IMPORTS Est 1973

ADELAIDE - SOUTH AUSTRALIA

1800 888 225

Please email all contributions for Fiatfocus in MS Word format or text only. Photos or pictures are to be attached as JPEG's.
Email to: adrian@sandrin.com.au The editor reserves the right to edit contributions due to size restrictions. Deadline for material is
the 25th of each month. Opinions expressed in the FIAT FOCUS are not necessarily the views of the Fiat Club of NSW Inc.

Advertising is accepted for publication, however it is not Club policy to recommend any product or services.



AUGUST 2010

FIATfocus

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

Please direct all correspondence to:

THE FIAT CLUB OF NSW

PO Box 3034 BANGOR NSW 2234 Australia

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BANKING DETAILS : BSB 082-067 Account 03-665-7020

Name - Fiat Club of NSW Inc. **Bank** - National Bank of Aust.

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).