

Administration and Accounts.  
27 Waterloo Road, North Ryde 2113. Telephone 888 7277. PO Box 127, North Ryde 2113. Telex AA20192.

### FIAT X1-9 - COMING ON STRONGER

Seven years ago Fiat proved to the world that sports cars were not dead with the launch of the uncompromising X1-9.

Fiat believe a sports car with performance and precision handling could be built without a supercar price tag - and so the Bertone mid-engined 1300cc car was born.

With other car makers killing off their sports cars, Fiat's X1-9 found an eager market place.

Throughout the world 150,000 were bought and Fiat remained as the only mass-producer of affordable open-top motoring.

The car was unique with its mid-engine layout, all-independent suspension, four wheel disc brakes, close ratio gearbox, rack and pinion steering and coupe-cum-spyder styling.

If the car could be improved, it was with more horsepower and an extra gear.

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Now, it has arrived. For Australia, proof from Fiat that the X1-9 can be even better. Enter the 1500 Five-Speed.

An increase in bore and stroke provides an extra two hundred cc and significantly boosts power from 53.7kw to 58.8, allowing the driver to reach even deeper into the car's reserves of handling.

Combined with the extra torque (118nm compared with 101nm), the new X1-9 will cover the standing 400m in around 17.8 seconds, cutting nearly a second from its predecessor's time.

The fifth gear adds a new level of quietness to its high speed touring ability, reducing cabin noise markedly.

Other changes in the 1500 Five-Speed are subtle but important.

To match the bigger engine, the dual-barrel Weber downdraught carburettor is of the larger 34mm type while retaining the automatic choke which makes early morning starts a first-time operation.

Larger 5 inch wheels are fitted to the new car with 165/70 HR 13 tyres.

To cope with the additional 5.1kw of power, the 1500 is equipped with a beefier (190mm) clutch.

The thermostatic fan operation has been modified slightly to cut in at a lower temperature (85°C) with the result that the engine remains cool and efficient even during constant hard driving.

At the heart of the X1-9 is the transverse mounted single overhead cam engine which nestles behind the seats.

It is a modified version from that which has proved durable and cheap to maintain in more than two million versions used by Fiat throughout the world.

The overhead valves are operated by a single overhead camshaft, driven by a cogged neoprene belt, eliminating the old-fashioned and less than reliable chain with its noisy chatter.

The tachometer is red-lined at 7,000rpm, a level the hardy engine will reach and pass without protest.

The crankshaft rests on five big main bearings which reduce noise, vibration and wear. Major services for the X1-9 are scheduled only once every 10,000kms.

The engine is not only reliable but fuel efficient in combination with the car's aerodynamic design. Even with flat-out driving and full use of the gears a figure around 8.0 litres per 100km (35mpg) can be expected.

The mid-engine layout is the key to the X1-9's tenacious handling because it allows an almost perfect unladen weight distribution - 41% on the front wheels and 49% over the rear wheels.

The resulting balance gives the driver instant response to steering, throttle and braking.

Four wheel independent suspension and rack and pinion steering gives the X1-9 the handling characteristics of sports cars three times its price.

The rifle-sight accuracy of the steering is enhanced by the small diameter sports wheel which requires only subtle movement hurtling the car through bends. And less than three turns lock to lock.

Stopping power is provided through a progressive-feel pedal which acts on the four wheel servo-assisted 227mm discs.

The transmission retains the first, second, third and reverse gear ratios found on the 1300cc but a change to fourth (from 0.959 to 1 to 1.042 to 1) and the addition of fifth gives the new car greatly improved flexibility in covering long distances at high speed.

At 120kph, for example, the flick up and across from fourth to fifth gear drops revs from 5,000rpm to 4,000rpm and allows the X1-9 to climb to a top speed of 170 k/ph

Stability at high speed is the result of the chiselled wedge shape created by the Italian master Bertone, the man who has styled Ferrari, Maserati and Lamborghini.

Not just attractive, the X1-9 body has been designed to give maximum strength and rigidity in the passenger compartment.

The floor pan is integrated with a central box section tunnel and a special reinforcing member linking the tunnel to the cowl. Completing the occupants' protection is a strong roll bar.

Because of the engine placement there is more room than might be expected and clever use has been made of it.

The cabin provides plenty of space between driver and passenger while the fuel tank and spare tyre have been placed between the engine and cabin. Another safety feature.

There are luggage boots fore and aft. The rear compartment runs the full width of the car and the front boot has special stowage clips for the removable roof and a surprising amount of room beneath.

The release for the rear storage is behind the passenger's door while a lever on the left side bulkhead opens the front boot.

With the top off (an easy one-man job) the fixed rear window reduces backdrafts.

With the side windows up there is none of the wind swirl usually associated with convertibles.

Inside, the cabin is functional and provides all the comforts.

The high back seats adjust to give a low slung racer-style position while allowing the driver a full view over the front and to the corners of the bonnet.

Pedals are grouped to allow heel-and-toe gear changes and there is a rest to the left of the clutch for the driver's convenience.

The X1-9 Five Speed comes with the revamped controls and instruments introduced on the updated 1300 in 1980.

The instrument cluster is set into a matt black console with attractive and easy-to-read orange on black colouring for the main dials.

The speedometer incorporates an odometer and the tacho reads in true sporting tradition from right to left.

Other equipment includes a 24 hour quartz clock with stop watch facility, oil pressure and water temperature gauges and warning lights for brake fluid, parking brake and battery.

The effective two speed heater provides individual outlets for driver and passenger and the fresh air vents to the sides of the dash give plenty of cooling, even with the roof on.

Other standard fittings are a cockpit control to adjust the exterior mirror, two speed wipers with intermittent sweep, a lockable glovebox and heated rear screen.

The retractable headlights, built in as part of the clean shape of the X1-9, pop up at the push of the main beam switch.

Alloy wheels are optional on the X1-9 and there are four colours to choose from - metallic silver, blue and red and solid red.

Recommended retail price is \$13,995.00

Alloy Wheels       \$    400

Metallic           \$    250

COMPARISON OF SPECIFICATIONS

FIVE SPEED 1500

Engine: transverse four cylinder in-line single overhead camshaft driven by toothed belt

Capacity: 1498cc

Bore x Stroke: 86.4mm x 63.9mm

Output: 58.8KW (80hp) @ 5,750 rpm

Compression Ratio: 9.2 to 1

Max Torque: 118 Nm @ 3,200rpm

Carburettor: Weber 34 mm dual-barrel down-draught with auto cold start device

Cooling: Horizontal flow radiator with electric fan controlled by temperature switch

Electricals: 12 volt 45 amp hour battery with 45 amp alternator

Transmission: Rear wheel drive with constant speed joints - 5 speed all synchromesh combined with diff

Ratios: First 3.583 to 1  
Second 2.235 to 1  
Third 1.454 to 1  
Fourth 1.042 to 1  
Fifth 0.863 to 1  
Reverse 3.714 to 1

FOUR SPEED 1300

Engine: transverse four cylinder in-line single overhead camshaft driven by toothed belt

Capacity: 1290cc

Bore x Stroke: 86mm x 55.5mm

Output: 53.7KW (73HP) @ 6,000 rpm

Compression Ratio: 9.2 to 1

Max Torque: 101 Nm @ 3,400rpm

Carburettor: Weber 32 mm dual-barrel down-draught with auto cold start device

Cooling: Same

Electricals: Same

Transmission: Rear wheel drive with constant speed joints - 4 speed all synchromesh combined with diff

Ratios: First Same  
Second Same  
Third Same  
Fourth 0.959 to 1  
Reverse Same

Suspension:	Front - independent with lower control arms and McPherson strut-shock absorber spring mounting	Suspension:	Front - same
	Rear: Independent with lower control arms and McPherson strut-shock absorber spring mounting		Rear - same
Steering:	Rack and pinion - approx. 3 turns lock to lock	Steering:	Same
Brakes:	Four wheel disc, dual hydraulic system, independent front and rear. Parking brake acting on rear disc calipers mechanically	Brakes:	Same
Wheels and Tyres:	Pressed steel wheels 5J x 13 165 x 13 radial tyres Alloy wheels optional	Wheels and Tyres:	Pressed steel wheels 4½J x 13 145 HR x 13 radial tyres Alloy 5J x 13 wheels with 165/70 x 13 tyres optional
Wheelbase:	2202mm	Wheelbase:	Same
Track:	1355mm front - 1350 rear	Track:	Same
Unladen Weight:	920kg	Unladen Weight:	880kg
Clutch:	190mm diameter plate	Clutch:	181mm diameter plate

FIAT X1-9 : STANDARD EQUIPMENT

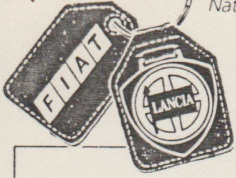
Heated rear screen  
24 hour quartz clock (and stop watch)  
Two-speed wipers with intermittent sweep  
Laminated windscreen  
Sports steering wheel  
Two-speed heater  
Lockable glovebox  
Cabin control for exterior mirror  
Cigarette lighter  
Hazard warning lights  
Night-day breakaway rear view mirror  
Speedometer  
Tachometer  
Odometer  
Oil pressure, water temperature and fuel gauges  
Warning lights for brake fluid, parking brake, battery.

OPTIONAL EXTRAS

Metallic Paint (\$255)  
Alloy wheels (\$400)

# AUSWIDE<sup>Pty.</sup> Limited

National marketers of Fiat and Lancia motor vehicles



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Auswide Pty Ltd, Australian concessionaire for Fiat/Lancia today launched its new, more powerful version of the X1-9 sports car - the 1500cc five speed - to mark the second stage of the company's rebuilding programme in Australia.

Auswide's programme to promote performance orientated Fiat/Lancia vehicles began with the introduction of the twin-cam SuperBRAVA in March.

The car was immediately successful with stock scheduled for nine months only lasting five. As a result, the SuperBRAVA will be in short supply in all states, until the end of the year.

"The SuperBRAVA marked the first stage of our revitalisation plan and we expect the 1500cc X1-9 to make the second stage equally successful", the General Manager of Auswide Pty Ltd, Mr Peter Sturrock said.

"Unfortunately, the small scale of X1-9 manufacture in Italy, and the constrictions of the quota system, have prevented us selling more X1-9's over the past couple of years.

"Despite these handicaps, about 1200 of the four speed 1300cc models have been sold since 1978.

"We are confident however, of selling around 400 of the new 1500cc model in a full year's trading.

"Over the past couple of months we have experienced strong demand for the X1-9, now the only car of its type available in Australia.

"We've been unable to keep pace with the demand as our stock levels have dwindled.

"With the demand definitely out there in the marketplace, we're only sorry we couldn't have introduced the new X1-9 sooner".

Mr Sturrock said Fiat's presence on the Australian market would be further enhanced in December/January with the launch of the SuperBRAVA Mk II, which will feature a higher level of standard equipment - and even more performance.

In the next few months, Auswide will also be evaluating the Lancia Delta and Fiat Argenta under local conditions.

"These cars will make up the next stages of our programme to offer Australian motorists an alternative to the flood of look-alike vehicles swamping the market", Mr Sturrock said.

"It is our intention to allow the motorist a chance to buy something individual and distinctive which retains the driver appeal we've come to expect and enjoy in European cars".

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