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www.fiat500enthusiasts.co.uk

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"Have you heard about 'Car Fest'?" I asked Jenny Squillaci on a rather chilly Saturday in May at Brooklands Auto-Italia. "Yes" Jenny replied "it's the Chris Evans/BBC radio 2 event for Children in Need". "Shall I see if I can organise a club entry?" I volunteered and with that the ball started rolling towards what proved to be a sell-out event. For those of you who are not familiar with Chris Evans' involvement with Children in Need, he puts his seven Ferraris up for auction every year, and the highest bidders spend two days driving the 'Magnificent Seven' with all the money going to the BBC appeal. The theme, therefore for Car Fest was the Magnificent Seven: all club entries being made up of seven cars. Despite Jenny's emails to club members, only five cars said 'yes' (or their owners did!). I sent a 'pretty please' email to the organiser and kindly he said 'yes' and we became the one and only 'Famous Five'.

Three months and 112 emails later, the August bank holiday weekend arrived and the Famous Five 500's made their way to Jodie Scheckter's farm for the two day event: Jenny and Vittorio Squillaci (Fiat 500L), Angela Bowie (Fiat Gamine), David Darley (Fiat 500), Graham Farley (Fiat 500L) and me with Aida, the Giardiniera.

Saturday started dry, but in typical festival fashion, it rained – no, it poured; stair-rods! Just how many people can you fit in a 3x3m marquee? Once you are wet, you can't get any wetter and the same was true for some of the little Fiats with leaking roofs, and windscreens. But our spirits weren't dampened and neither were the spirits of the crowd, they just kept on coming to see the Fiats. The event also featured a food festival as well as live music, but the main theme was the cars. Both days featured a hill climb with specific groups of seven cars: Chris Evans' 7 Ferraris lead each climb. Other groups included a Super Car 7, Million Pound 7 (Bugatti Veyron), Unusual 7 (Chitty Chitty Bang Bang), Historic F1 7, and a Nick Mason Celebrity 7 to name a few. There was even a Marussia F1 car – my ears have just recovered from it starting up! The Famous Five 500's were part of the static display and in some visitors eyes we were the stars, quite rightly so! A few of us braved the



James Martin's Abarth Photo: G Boswell

mud for the evening music rocking along to the Counterfeit Stones amongst other acts.

Sunday was a much brighter day with wellingtons and sowesters being swapped for sandals and sunglasses. Once again, the Fiats had a constant flow of visitors and interest. More hill climbs took place and more sausages and pies were consumed at the food tents. James Martin, the celebrity chef presenter of Saturday Kitchen Live, turned up with his classic cars including a

1963 Fiat Abarth. The spectacular air-display that had been bought to an abrupt end the day before was completed in full with the Red Arrows making an appearance. The Bootleg Beatles performed on the main stage and were, for me, the best music act of the two days. Slowly the Famous Five 500's made their way home with the sun beginning to go down at the end of a very successful event.

I have to thank all the drivers and co-drivers of the Famous Five 500's for saying 'yes' to the two days and for smiling throughout the rain. Finally, a very special thank you to Jenny and Vittorio for helping me in many ways over the last few months.

Toot-toot!

Gillian Boswell

The Famous Five meet the Magnificent Seven

'Carfest' South 25-26th August 2012

Chris Evans pulled in his car loving mates at super F1 speed to set up this fantastic fundraising event for BBC Children in Need. Former 1970's F1 championship driver Jody Scheckter's Laverstoke Farm Park in Hampshire proved to be an excellent venue for this purpose.

A demonstration hill climb plus a VIP paddock to display the crème de la crème of the motoring world displayed historic as well as modern machinery. Modern F1 cars muscled alongside vintage originals driven in their time by James Hunt, Michael Schumacher and of course Jody Scheckter.

Chris Evans collection of magnificent seven Ferrari's, each valued at over a million pounds rubbed shoulders with both vintage and modern Astons, Bentleys, Lamborghinis, Buggattis, Jaguars et al.

The day started early with cars being positioned from 8am and the show opening to the public at 10am. This allowed car clubs and exhibitors access to the heavenly car



paddock, a feast for the eyes and ears as mechanics prepared their machines for the demonstration runs. I don't think I have ever seen such a collection of cars and to be allowed to walk amongst them with their engines running was for me, the highlight of the

weekend.

Chris opened the show by driving around in his newly purchased original Chitty Chitty Bang Bang complete with wife and new baby in tow.

This Event catered for every one with live music, organic food, cake making, bread making, air displays including the Battle of Britain flight, Vulcan Bomber display, dancing tractors, auction and even stunt driving from the cars used in the new Sweeney film.

The five Fiat babies held their own and were much admired as they nestled alongside a select group of invited car clubs. We even had our own marquee and furniture which proved fortuitous during Saturday's torrential downpour.

Our famous five cars were piloted and co-piloted by Gilly, Angela, Jenny, Vittorio, David, Gill, myself and featured three Fiat 500's, one Gamine and a Gardiniere. Also on site was a genuine Abarth 500 and several replicas.

On the other side of the demonstration track James Martin of TV Chef fame, displayed his car collection complete with replica 1963 Fiat 500 Abarth. I was allowed to sit in James's 1965 Ferrari I 275 GTB, the opposite end of the spectrum to the 500 and still managed to smile and drool at the same time! I do wonder if I polish up my cooking just what car I could get? Still love my Fiat though!

CarFest raised over £800,000.00 for Children in Need!! And our club was personally thanked by Chris Evans on BBC Radio 2 on the Tuesday morning show.....

Hope to see you next year.

Gillian Tuffey



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L'Amabile Topolino

We present a series of articles and snippets covering restorations, resurrections, remembrances and the frankly bizarre—all to do with the lovable Topolino

My thanks to all who have contributed

The following article which describes the Topolino and its importance in the eventual development of the 500 we all know and love, is reproduced from our website with kind permission of Malcom Bobbitt. The original pictures have been substituted. To see the original article check out the members' section of the web-site www.fiat500enthusiasts.co.

'Looking Back - The Origins Of Fiat's Little Wonder' By Malcom Bobbit



500 Topolino A 1936 - 1948

Photo: Courtesy of Fiat

A tiny prototype car known as Zero-A emerged from Italy's Turin factory on 7th October 1934. Its design was intended to satisfy Fiat's proposal for an affordable car and one that offered truly economical and comfortable minimal motoring. Minimalism in the automotive industry wasn't new, the motoring world having already seen a variety of often fragile-looking machines which came within the cyclecar genre. Such fundamental cars included the like of Citroën's 5CV, Opel's Laubfrosch (Tree Frog), the Austin Seven and a range of austere European models, amongst the better known being the Bédélia and Hanomag. Less than two years after Zero-A's debut arrived Fiat's Cinquecento production car, which

was launched on 15th June 1936 and which soon became familiarly known as the Topolino, or Little Mouse.

Winning the acclaim as being the world's smallest mass-produced four-cylinder car, output of the Topolino quickly reached 100 cars a day. Like its modern namesake, the 1936 Fiat 500 had its engine mounted beneath the bonnet, though unlike today's front-wheel drive version, it had a propeller shaft driving the rear wheels.

In effect, the Topolino was a two-seater. Although it was marketed as a family car it was designed to accommodate a couple of children in the rear compartment, not on proper seats as might be supposed, but on cushions that had to be supplied by the car's owner. Luggage could also be carried but this had to be loaded through one of the two doors as the car didn't have external boot access. Anyone who has driven a Topolino will know that everything about the car is in miniature, from its very modest footprint to the confined cabin space and the tiny engine compartment housing the 569cc water-cooled four-cylinder side-valve motor. Likewise, those enthusiasts who undertake their own maintenance will know only too well the difficulty in reaching some of the components owing to the limited amount of space beneath the bonnet.

Despite its overall length of just 10.55 feet and width of 4.18 feet, the Topolino was ultra-modern in concept. At a time when many cars were still relying upon cable or rod activated brakes, the Fiat 500 was specified with all-round hydraulic braking. It had a four-speed gearbox when most small cars had three speeds, but the parking brake, instead of being employed to work on the wheels, acted on the transmission. Weight saving was paramount with a specially designed chassis while the rear-hinged 'suicide' doors had sliding windows instead of the winding type in order to afford as much interior cabin space as possible.

The Topolino was originally designed as a saloon but during development a version with a full-length sunroof evolved, and it is this version that became the best seller. The important link between the development of the 500 Topolino and the design and styling of the later generation Fiat 500 Nuova is Dante Giacosa (3rd January 1905-31st March 1996). As a young man with a degree in mechanical engineering, Giacosa was given the responsibility of designing the Topolino's chassis and engine and he worked closely with Rodolfo Schaeffer who, from 1929, was director of Fiat's coachwork department. From the outset, it was Schaeffer's intention that the 500 was to take a completely scaled down image of the streamlined Fiat 1500.

Giacosa might well have wished the Topolino to have front-wheel drive (a clue being the chassis layout with the forward positioning of the engine and gearbox) but there was no chance of this owing to Fiat boss Giovanni Agnelli's antipathy towards this type of transmission. His suspicion of driving the front wheels followed an incident in 1931 when an experimental car so equipped, and which was powered by

a twin-cylinder air-cooled engine, caught fire.

Giacosa was told to produce a car that would be comfortable, functional and cheap to manufacture. A tight budget meant that development costs had to be kept to a minimum, hence the 500's unfussiness with its two-bearing engine which relied on oil being circulated without pressure and a cooling system that was without need of a water pump. With the petrol tank mounted beneath the scuttle within the engine compartment, gravity feed of fuel was possible. Final drawings for the car were made in June 1934 and the car was launched two years later on the 15th June 1936.

With its independent front suspension, light weight and good performance, the Topolino quickly made its name in motorsport becoming a familiar sight on the rally and navigation scene. So highly regarded was the car that racing driver and 'Bentley Boy' Lord Howe, who was president of the British Racing Driver's Club and the ERA Club, owned two examples which he used regularly during the II World War.

As well as being built in Italy, Fiat 500s were also constructed at Nanterre in France by Simca where the Topolino was sold as the Simca Cinq. Britain, too, hosted Topolino production courtesy Fiat (England) at Water Lane in Wembley. Fiat, like Renault at Acton and Citroën at Slough, along with Chevrolet and Dodge at Kew, operated production facilities in the United Kingdom as a means of getting around the swingeing purchase tax applied to the sales of foreign vehicles. In order to be exempt from additional purchase tax, the British-based foreign manufacturers were compelled to use a high proportion of locally-sourced components, which made the cars uniquely different to those built in their home countries.

Now very rare is the four-seat version of the 500 that was specially designed by Fiat (England) in 1939. To accommodate four adults, the car was given special bodywork with side windows and a modified floorpan with built-in rear footwells. Only 400 of these vehicles, which were mostly painted in a two-tone metallic colour scheme and given front and rear bumpers, were built.

Two years after production began, by which time production output had accounted for 46,000 vehicles, the 500 Topolino was modified with a revised rear suspension having longer leaf springs. A decade later in 1948 a total of some 112,000 cars had been produced, and it was at that year's Geneva Motor Show a new version of the 500, the 500B, was exhibited. Though the 500B looked exactly the same as its predecessor (which then became known as the 500A), beneath the bonnet lay a new overhead valve engine, its cubic capacity being the same as that of the side-valve unit but with power output increased from 13 to 16.5bhp. Complementing the improved performance, the brakes, clutch, transmission and suspension were updated. Later that year at the Turin Motor Show, a proper four-seater estate car version known as the Giardiniera of the 500B was unveiled.

The 500B proved to be a stop-gap model because, 21,000 cars and a year later, an

entirely new 500 Topolino was launched at the 1949 Geneva show. Though essentially capturing the image of the original 500A and using some of the original body pressings, the 500C featured a re-styled 'full-width' frontal arrangement with a longer bonnet, new wings and faired-in headlamps. Additionally, the 500C featured



500 Topolino B 1948 - 1949 Photo: Courtesy of Fiat

a re-shaped tail which as well as increasing luggage capacity also accommodated the spare wheel in a compartment beneath the boot floor instead of being carried externally.

As with the 500A and 500B saloons and convertibles, the 500C was also a two-seater with space to accommodate a couple of children on cushions. It was, however, an inch shorter in its overall length compared to the previous models. An estate car marketed as the Belvedere was added to the 500C range in 1953 and had polished ash body sides with masonite panels to give it a rustic appearance. Simca continued to produce the

Topolino in 500C guise but instead of the Cinq was renamed the Six.

The Topolino was built as a commercial variant from 1936 with a 300kg payload. It proved to be more aerodynamic than the saloon and therefore marginally faster. Three years after launch, double rear doors were specified along with modified suspension.

Living up to the sporting potentials of its forebears, the 500C was a familiar sight at trials and rallies throughout Britain and mainland Europe. Not least was an example's appearance in the 1953 Monte Carlo rally.

The Topolino's chassis was a favourite with coachbuilders who prepared some interesting coachwork designs that often took on sporting themes as well as adopting dedicated saloon and convertible styles. Siata was one of the most prolific coachbuilders supplying specialist 500s together with famous names like Zagato, Carrozzeria Automobili, Ernesto Accossato, Francis Lombardi and Carrozzeria Montescani.



500 Topolino C 1949 - 1955

Photo: Courtesy of Fiat

The 500C remained in production until 1955 when it was replaced by the all-new Fiat 600. Production from 1936 accounted for 122,213 500As, 21,623 Bs and 376,371 Cs to make a grand total of 520,207 Topolinos.

Fiat Topolino Staff Car



Photo courtesy: Bill Maloney

Specifications:

Length: 9 feet 6 ins

Wheelbase: 72ins

Crew: 1 + 3

Weight: 1,320lbs

Max Speed: 53mph,

MPG: 39mpg

Powerplant:

569cc Inline, Water

Cooled, 4 cylinder

Gas Engine 16hp

MUSEUM TICKET

FIAT "TOPOLINO" STAFF
CAR W/TRAILER
ITALIAN/GERMAN 1941.

BUILT FOR THE GERMAN

WEHRMACHT, THIS STAFF CAR SERVED WITH ROMMEL'S AFRIKA KORPS AND ACCORDING TO THE FIAT CAR CLUB, IS THE ONLY ONE KNOWN TO HAVE SURVIVED. BEING RESTORED BY AN ANTIQUE CAR ENTHUSIAST IN ENGLAND IN THE 1980'S, A DATA PLATE WAS UNCOVERED WHICH HELPED TO DOCUMENT ITS MILITARY ROLE. IT WAS AUTHENTICALLY RESTORED TO THE NOMENCLATURE AND STYLE OF ITS WORLD WAR II SERVICE, WHICH INCLUDED A TOW BAR. IT IS DISPLAYED WITH THE STANDARD GERMAN INFANTRY TRAILER.

DATA: LENGTH: 10 FT., 8IN. (WITHOUT TRAILER) WIDTH: 4 FT., 3 IN.

MANUFACTURER: NSU (GERMANY) UNDER LICENSE FROM FIAT (ITALY)

Photo and text courtesy Bill Maloney www.williammaloney.com

Members Cars

Two restoration projects

1. Roy and his 1937 Topolino 'A'

19th May 2012

Looking on E-Bay for a project after renovating 1936 Rolls, when I spotted a 1937 Fiat Topolino, it looked a bit rough but very interesting. One problem it is nearly 200 miles away so I could not have a look at it but I thought I would try a bid, watching as the auction finished, yes I was the winning bid. Now what to do?, 1. Borrow a trailer, 2. ask a friend to come with me as navigator.

23rd May

leave home at 5.30a.m. We arrive Lockerbie 9.0a.m. What have I done car in very poor condition, but as well as the car; there are spares and 3 engine blocks, pistons



and 2 crankshafts. Oh well, load everything on to the trailer for the return trip, only lost the GB plate on the motorway. Arrive home at 3.30p.m., wife takes one look and declares I should continue to the local scrap yard.

1st Job put front suspension together so car could be moved and assess where to begin restoration. Having got the car on its 4 wheels assess the project and decide what to do. This must be one of the worst projects to bring back from the dead. The



drivers door gap was about 11/2 inches at the bottom because both inner and outer sills and floor pans were virtually non existent. I gingerly jacked the drivers side up the door gap closed got it to about the right gap and welded a bracing strip into position. I have to source sills and floor pans so I will begin repairing bits that are not structurally strengthening and go from there – wings, top centre section etc.

25th May

After consideration fabricate pieces and weld in position to make up bottom of drivers side front wing cutting out rusty parts to find firm metal to weld to This takes 4 days.

31st May

Start making centre section from windscreen to bonnet

2nd June

Make passenger side section under windscreen and around opening grille

5th June

Remove inner bulkhead section that joins under lower windscreen to prop shaft tunnel Fabricate new using old part as pattern.



14



6th June

Cut out rotten part of spare wheel well at rear make parts and weld into position the last section in the spare wheel well was a bit awkward as I could not get any clamps in solution make a tool and drill a hole in the section to hold it in place while welding it in. this worked and the last piece was in place.



8th June

Having strengthened the rear end the next job make up the drivers side rear wing as this had rotted off leaving nothing of the bolting on part. The main part of the wing had a good shape so I removed the passenger side rear wing to try to copy the bolting on piece. Removing the passenger side by heating up (to red hot) the bolts lucky there only 3 left in (this was done with extra care as someone at sometime had covered the floor and sides at the rear with fibreglass).

11th June

The day spent cutting and shaping pieces of metal to replace rotten or missing parts of drivers side rear mudguards (These had virtually rotted and dropped off).

12th June

Carry on patching drivers side rear mudguards, then go to passenger side rear repairing and patching.

23rd June

Remove fibre glass on passenger side to reveal remains of original floor virtually non existent. The front body mount badly corroded, will have to fabricate new. A bit stuck now until I get some floor sills etc. to hold the thing together. Decide to see if I could build an



engine out of the boxes of bits. There are 3 cylinder blocks looking at the bores I decided to hone out the best looking one. Having cleaned up the rusty bore I found it to be in quite good condition, no lip at the top. Next job to find out the size of bore I don't have much in the measuring

tools department but I do have a box of used pistons marked +30 +60 etc., I tried various ones non would go in the bore except a std. one. strange I thought (at this point I must point out that I have just acquired another topolino in much better condition, then another one which came with more boxes of bits). The reason for buying another was to copy or have a look at anything that I didn't know how to fit. Anyway that's another story, getting back to the engine amongst these other bits was a set of new std pistons without rings, searching through the bit found some std compression rings. Checked these out they fitted the pistons o.k. checking the gaps should be about 6thou. 4 were o.k 4 were too big (I think they were +10) This was no problem I filed then to the correct gaps, they fitted great, next some compression rings. I took some off some used +20 pistons and checked my new pistons they fitted. I cleaned them up with some fine wet and dry paper and gapped them. Now to fit them I can't do that yet as I haven't sorted a crankshaft out There is a clean one (I have 3) This one has been greased on the journals and put into a bag. looks good . Now there are also some cleanish looking con-rods white metallated and don't look to worn complete with caps and bolts. I tried them on the crankshaft and tightened them up next to no movement so oiled up and I think o.k. Next task to fit

them to the piston and fit in the block I cannot do this because the big ends are larger than the bores, solution put the con-rods up from inside the crankcase and put the piston on at the top, found this could not be done without turning the con-rod $\frac{1}{4}$ turn this allowed it to go up another $\frac{1}{2}$ inch or so allowing the little end through enough to get the gudgeon pin in. having done this on all four pistons, turn them back $\frac{1}{4}$ of a turn to line up with the crankshaft. Next job fitting pistons in the bores, I have not got a ring clamp small enough. So I had to make one out of 1 inch wide strip of steel, bent it round a piston and bent the ends back so I could grip it with pliers or grips. It worked a treat, got all 4 pistons in (no broken rings) Now to fit the crankshaft. This is put from the flywheel end, tried to push it through only to find that the bottoms on the con-rods were in the way. I tried the con-rods in different positions but there was no way it is going in, so had to knock the pistons out again. The crank then slipped in o.k. using my make shift ring clamp refitted the pistons, all intact again. I then fitted the big-ends to the crank shaft; everything appears to be o.k. turns over no end float in crank. I filled the bores with about $\frac{1}{2}$ inch of oil and left overnight, oil still in the cylinders in the morning, so I think it will be alright. Next job, flywheel and clutch, looking among my bits found a good flywheel, cleaned it up, ring gear and clutch surface o.k. I found a good clutch plate very little wear, and a pressure plate, a bit rusty but in good condition, cleaned these 3 bit up and fitted them. All appears o.k. Now I need a gear box I have got a box of gearbox bits also 2 complete, one very dirty the other looks better so I opt for the latter. Pressure washed it off (looks better still) I took the plate off the top to see what it was like inside no oil in, but nice and clean, fitted the gear stick and selected all gears, appears o.k. I cleaned the drive shaft and splines and fitted it to the engine temporary. My intention is to fit the whole unit on a Jig which I will make and run up before fitting when I have something to fit in to.

I am still short of a few bits for the engine, out of all the bits and pieces I have got I cannot find any cam Followers, valve springs or collet cups but know someone who may help.. In the mean time I will have a go at the starter motor. I have got one very rusty, took it to bits, it is very dirty inside but all intact. I cleaned all the parts. The com is fairly worn but smooth and brushes seem o.k. I oiled the bushes and pinion selector etc. put it together and bingo it works.

5th July

Had a delivery of panels today from Mr. Fiat (Atlanta U.S.A.) There are inner and outer sills, floor pans prop shaft tunnel and some foot-well panels, so I can start on the bodywork. I have acquired a couple of good doors, so I will start at the passenger side and use the good doors to line up with the new sills. Will repair old doors later I can get inner and outer bottoms.

Removing the old door I had to heat up the screws holding the door to the body, 3 came out 3 didn't so I drilled the heads off the remaining 3 this allowed me to slide the door out complete with hinges. I can remove the remaining screws from the

hinges at a later date.

9th July

The sills are in 2 parts inner and outer. After looking at the situation of fitting the sills it seems it is better to weld the inner and outer together to make a good strong box section a welding the two parts in situ would be more difficult and not get as good welds. Having welded the two together I then had to cut out the ends of the body work and build up some parts with good metal to fit the sill in position, this took a day putting in position and removing, to try to get all the door gaps right before welding in position.

11th July

Sill driver's side, weld 2 parts together, make up, Cut out corroded parts and fix sill in position.

13th July

Having welded both sill box sections in position next job is to fit the floor pans in position, before I can do this, where the back end of the floor pans fit is rotten, so I will cut out and weld in replacement pieces of metal, having patched up the bad parts I can now fit the floor pans. The sides and centre should be relatively straight forward as the sides are new and the centre is a new prop shaft tunnel. Having put the floor pans in position I found I had to cut some sections out at the rear to accommodate the rear axle stabiliser arm fixing points. This done everything seems to fit in position fairly well. Now the prop shaft tunnel, this dropped over the inner edges of the floor pans, I had to jack out the front cockpit about 2 inches to fit the tunnel correctly. Everything in position now to mig-weld it all together. All welded up the doors are a good fit. The next job is to replace the rear of the boot floor; the front seems alright, although I will have to make a new battery box.

14th July

To make the rear boot panel I made a cardboard pattern and placed it on the sheet of steel, drew round it and cut it out. I made 2 pieces of 1 inch angle 14 inches long and welded them to each side of the boot; this was to rest the outer sides of the floor pan. With the floor pan in position I made a further 2 inch angle bracket and welded it to the rear inside the spare wheel well, this supports the rear of the floor pan. Before putting the floor section in position I swaged some strengthening grooves in to make it rigid. I then welded the whole section in position. It will need some more welding from underneath the body later on when I turn the body upside down. Next job to make a battery box as this is nonexistent, Apart from a front and inner side. First I made 2 angle pieces and stepped them to rest the box on, then folded a section of steel to size 8 inches x 10 inches, folded a top flange I dropped this into position which was a good fit, so welded in. I will make a bottom later and fit it when the body is upside down.

17th July,

Next Job is to tight the fronts of the floor panels to the sides but before I do this I am

18

going to make sure the front wings are a good fit, so when floor and inner wings are in position and welded the wings will also be in the correct position.

July 20th

I fitted both wings in position, had to do a bit of manoeuvring to get the bonnet to fit correctly, the gap between the inner wings was about 2 inches too small so I had to jack them apart with the bonnet and wings in position I can now weld in the floor with sides. This done has made the structure a lot more rigid. Now for the inner bulkhead, which I made earlier, this section holds the fuel tank, which is held in position with captive nuts, so I am going to fit the tank temporarily and weld the nuts in position the fit the tank, when the bulkhead is in position, there are a few more holes to drill in the bulkhead before fitting, holes for top panel grille catches and cables etc.

24th July

Having drilled all the holes and welded the captive nuts in position I have decided to fit the tank to the bulkhead before placing the bulkhead in position, the idea behind this is that the bulkhead may distort when welding in place, fitting the tank will make it more rigid and ensure the fixing holes stay in position. Having fitted the tank the whole unit is ready. Fitting in position was quite easy, using clamps etc. I welded it to the floor panels and sides, I will have to do some of the welding from underneath. With most of the welding done the body is now rigid enough to take off the chassis and turn it upside



down. I have made a bogey to put the body on upside down.

27th July

With the body unbolted from the chassis I fastened a ratchet strap to the cross beam in the garage, tied the doors in position, put the strap across the top and through the window spaces and lifted the body up, rolled the chassis out and put the bogey underneath and lowered the body on the bogey. With a couple of friends to help we lifted the body, turned it upside down and put it back on the bogey.

28th July

Next job make a bottom for the battery box and weld in position. The rear wing

fastener points need replacing, in a strip of metal drill an 8mm hole and weld a captive nut to each piece, place the piece on metal in position lining up with the fastening hole in the wing and weld in place then move on to the next piece in turn. Having both wing fixing pieces done I need to make a plate to connect the rear boot floor to the bottom of the spare wheel well. Having made up the rear wing fixing points and spare wheel well strengtheners I then fitted the rear wings in position and had to do a final bit of panel beating to them to create a better fit to the wheel arch.

30th July

I have done as much as I can at the rear without turning the body back, so I am going to the front to tidy up the inner wings and front floor and gearbox tunnel.

3rd August.

I have just found among my spare parts a rear repair panel for below the spare wheel well, so I am going to cut off some of the repair I have done and fit the panel, with the new panel in position and lined up with the rear wings I welded it, good neat job I am pleased with the result.

4th August

I want to place the body back on the chassis to mark and drill to mounting points on the floor panel, but the front outriggers are virtually non-existent on the chassis, so before putting the body on I am going to fabricate some outriggers and weld them in position. With the outrigger made and fitted I am ready to drop the body on, block and pulley hung on the roof girder I lifted the body up, rolled the chassis under and lowered the body into position that went well.

7th August

I have marked the mounting points on the underside of the floor pan, the next job is to fabricate the front inner body mounting points as they are in a fairly bad condition. With the mounts fabricated I have welded them in position. With a bit welding left to do, but it will be easier when I take the body off again.

Pulley blocks out again, after have removed the wings so that I do not damage them when I roll the body over again.

9th August

Because I have fitted new floor panels etc., the mounting points on the body do not line up with the holes on the chassis properly therefore I am going to strip it down and cut out the corroded parts and replace them with new metal, then with the body upside down lay the chassis on the body and drill the chassis to match exactly the body mounting positions and weld captive nut to the chassis.

11th August

I have removed all the suspension parts and rear springs etc., from the chassis so I now have a bare chassis needing repair. Fitting the bonnet grille I have acquired a couple of good s/hand ones, because I made one new centre section for the bonnet top I had to fasten the old lid hinges on. They were originally spot welded in

20

position, but I drilled and fastened them with nuts and screws. When I fitted and positioned the lids I found they slightly overlapped the outer side, so I had to cut out the outer sections of the body approx 1inch the move them back approx. 1/4inch then mig weld back in position leaving a good gap all round.

12th August

While waiting for some steel strip to repair the chassis I have been cutting out and replacing bits around the lower windscreen surround, also the ends out the dash top. I also cut the driver side section out of the rear back corner where the hood bottom fits and replaced that bit.

17th August

I have now got the steel strip to repair the chassis, so I am going to cut out with a 1.00ml cutting disc the corroded parts in the top and bottom section of the channel, replacing them with new steel.

20th August

I have replaced the rotten parts and drilled the new sections welding captive nuts in place for bolting on the body. I am going to turn the body upside down and lay the chassis on top to mark and drill the fixing points in the new floor panels.

23rd August

Fabricated and welded in position rear gutter drains.

25th August

Having got most of the body shell welded and tidied up and fitted to the chassis temporarily I am going to tidy up the wings and fill the parts I have welded with lead to seal the joints I will then finish them with body filler. I have not done any lead loading as it is called for about 30years so we will see how it goes.

27th August

The lead loading on the rear wings did not go to bad, not too much lead on the floor. I am going to fill the wings and shape them to fit the body. First I will have to repair the body where the semaphore arms fit, to allow me to form around the wheel arch. I will also have to make semaphore housings and cover trims to fit the body before fitting the wings.

Roy Allison

My great aunt had a Topolino when she and her husband and daughter lived out in Beirut, in the early 1950's.

There was a family photo of it, which I can't find at the moment, probably my aunt has it. It was the only time my great aunt ever drove a car, and she loved it!

My grand parents were also out there for a few years (my grandmother and my great aunt were inseparable sisters!), their husbands working for various petroleum companies. The sisters were keen golf players, and won a few trophies, although I'm not sure how much competition there was!

Tony Spillane



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Two restoration projects

2. Jeff and his 1937 Topolino 'A'

Three years ago, Jeff Clapp and his family were sitting in a cafe in Sicily, watching a convoy of Fiat 500's drive past – that was the trigger that brought Jeff into the world of the 500. Back in England, his daughter-in-law found a 1972 Fiat 500 F on eBay which had been dry-stored in a garage for 13 years and was, in his words, “in a bit of mess”. Being a professional mechanic and owning a garage helped enormously – with the 500 being totally restored over a seven month period, with work taking place at weekends and between his paying jobs. The 500 is now red, with a 650cc engine and gearbox and sports exhaust, and has been to several events over the last couple of years. One last job is to fit disc brakes, which he doesn't expect will take long.

His next project is nearly complete - a 1953 Renault 750 which, although looks in



Jeff with 1937 Topolino 'A'

fabulous condition, is apparently “in the way” of his latest purchase – a very early 1937 Topolino.

Jeff saw the Topolino advertised in the Club magazine and went with pick-up truck and large trailer, through some very narrow Welsh lanes to Merthyr Tydfil to see it. The Topolino was still in its garage – untouched and as it had been left in 1957 by the then apprentice mechanic. 55 years later, Brian Jones is now retired and takes up the story.

In 1957, Brian was 18 and helping a mate work on another old car. His father

suggested he should start his own project and benefit from his restoration work, by having a car for himself. So he looked for a project – something that could be an everyday means of transport, but still have character. It was, in his words, to be “a young man’s project car and not really a true restoration”, and through a college



Dry-stored in Jeff's garage

friend, he found a Topolino only six miles away from his home.

It was in a bit of a state, with the body rotting away and without a floor, but he still bought it and towed it home to start work. Over subsequent years, Brian did the welding as best he could,

sourcing sheet metal from Fram Filters – the company he was training at, to replace the rotten floor.

Wanting parts, he found another local Topolino which became the donor. After towing this one home as well, it was stripped of anything and everything usable, including the engine, gearbox and many boxes of parts, and stored in his mother’s back garden. Here they all stayed for many years, as Brian got married, had a family, and took on building his own family home.

Sometime in the late 1960’s, his mother agreed to let a ‘scrappy’ clear the garden, and many of the stored parts were unfortunately lost – although the car itself remained in the garage.

Moving to 2011 and retirement meant Brian had some free time again. He considered the restoration project, but in the end decided model aircraft beckoned. That led to him to join our Club and advertise his Topolino in the Club magazine for someone else with the time and enthusiasm to really do it justice. Jeff viewed his potential project. back in 1957, Brian had just restored the floors and sills, but being half a century later, they would need to be re-done. Worse – many of the donor parts had been taken by the scrap man, but it certainly wasn’t an unmanageable project - a deal was made and it was loaded onto the trailer.

Back at his garage in Surrey, the Topolino is now beginning to take shape. It has been stripped and is held together in a specially made jig, with new floors and inner and outer sills having been welded in. The next step is to get to bare metal, treat the

body and patch or replace any holes found under the original 1930's paint.



Spare axle and doors



Topolino in a jig while welding takes place

The chassis will be done at the same time and then they will be joined to become a rolling shell. With various parts still to source, those will be added once the car is painted in its original iconic maroon colour.



Chassis and rear axle and front axle being prepared

The main problem at the moment isn't the Topolino itself, but the Renault – every time work starts on cleaning the Topolino, the dust gets all over the Renault ! That's put emphasis back on completing the Renault and moving it from his business to his home.

One part of the Topolino is already complete - the engine. This had been completely rebuilt in the 1950's by Brian as he was learning his trade, but over the decades it had seized and needed a rebuild to be certain. Now just awaiting a little fuel from the tiny petrol tank and a spark, and the engine will be back producing its magnificent 13bhp !

A small hiccup, known to many restoring very early classics, is the number plate.



Petrol tank under the bonnet

The DVLA was created in the 1970's, taking control of car registration from individual local councils around the UK. Initially, the records of all 'on the road' cars were kept on paper. During the computerisation process in the 80's, those records were transferred to what is now the central database. What that does mean

though, is in many cases cars that were 'off road' during that period have never been transferred to this central database, with the original paper records held by the local councils being destroyed. This is a known problem, so the Club has been working with Fiat to confirm the history of this car using their records and the original log book and tax discs, so the DVLA can re-assign the original number plate.



Engine restored and ready to go



Topolino with new sills and floors awaiting cleaning and painting

Jeff says the restoration is likely to take another six months, as long as he can source the parts, and then will be on the road and at Club events during 2013. This 75 year old car will then be back running again and adding to its 20 years on the road!

With thanks to Brian, his daughter Alison and Jeff for their stories of this particular Topolino – from the 1950's to today, and hope we can arrange an event where they can all finally see it back in its original condition.

A very unique Topolino



Livio in his full scale Fiat Topolino A, carved in 1989.

Livio De Marchi was brought up in Venice, learning the craftsmanship of sculpture whilst studying at the world famous Accademia di Bella Arti.

Originally working with marble, he moved to bronze, but eventually settled on wood as his medium – contrasting the smooth detail of his subject with the hard

material. He uses very simple tools – 100 chisels and an old wooden hammer.

At his studio Livio has created many works including the more unexpected, such as a leather jacket or a dress on a coat hanger, but probably the most amazing have been the life size vehicles – some of which are actually ‘driven’ in the canals of Venice. Apart from the Topolino, he has created a Vespa, Ferrari F50, VW Beetle and even a carriage and four prancing horses.

With thanks to Craig Libuse of the Joe Martin Foundation and



*Venezia, automobile di Livio de Marchi
(c) Mark Edward Smith - Venezia*



Livio De Marchi. More information can be found on their Club website and at:-
www.craftsmanshipmuseum.com/demarchi
www.liviodemarchi.com

And if you're ever visiting Venice, pop into his gallery at S.Marco - Salizzada San Samuele, number 3157/A and mention the Fiat 500 Enthusiasts Club.

And from the skilled use of hammer and chisel to the high tech world of 3D Design: -

TURBO SQUID



We saw this and thought it fascinating so contacted TurboSquid.com the design company, for more information.

They've been in business in the Unites States for around a decade and their models are used by game developers, news agencies, architects, visual effects studios and creative professionals around the world.

It's likely, if you've played a video game, watched TV or been to the cinema, that you've seen TurboSquid's models and didn't even know it! Testament to their work – the models are frequently mistaken for the real thing!



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Like all young apprentice mechanics, and in 1963 when I started my apprenticeship I was young, I desired my own car. An approach to my father for some financial assistance was met with a very firm 'No!' He did however assure me he would assist me physically with any work that was required on whatever I bought. I grew

up with my father working on his own cars—at one time the family car was a M45 Lagonda, all 2 tons of her powered by one of Mr Meadows 4-1/2 litre, 6 cylinder marine engines. His rallying exploits (yes, really) with this beast and his attempts to cut-and-shut a 2nd M45 in order to create a 'lighter and therefore quicker' rally version of the M45 is a story in itself, but probably for a different magazine. It was in this atmosphere that my love of engineering was nurtured.

Being somewhat short of funds, and apprentices were paid 'not a lot' in those days, all I could initially afford were a pair of 1936 Fiat 500A Topolinos—the original 'little mouse'. I seem to remember paying a total of £35.00p for the pair!! The Topolino, designed by that genius Dante Giacosa, was years ahead of its English equivalent—the Austin 7. The Austin had a beam front-axle, rod operated brakes, 3 speed 'crash' gear-box, spit-and-hope lubrication and a 750cc side-valve engine whose performance was at best 'lethargic'. The Topolino, however, had independent front suspension, a 4 speed gear-box with synchro on 3rd and top, pressure engine lubrication, hydraulic brakes and a 570cc engine that was very nearly as powerful as the Austin engine—and the Topolino had a higher top speed!

Both cars were stripped down to their basic components, the best parts retained and the surplus body and chassis found new homes. The retained chassis was very laboriously wire-brush cleaned and the painted with chassis-black as were all the suspension parts. I was very lucky, in that due to his job (and the Lagonda) my father had quite a number of contacts. Some of his contacts were at Fiat UK and they were able to come up with some of the parts I required and a workshop manual (in French, and I still have it). A complete set of seals saw all the brake cylinders, including the master cylinder overhauled and by sorting out the best of all the brake shoes, the brakes were, for its day, pretty darn good.

Gearbox-wise I had an incredible stroke of luck; for some of the time during the restoration, I was allowed to keep the car at the garage where I was doing my apprenticeship (and 1 day I got to work and found that a very large cardboard key bow had been attached to the boot of the car—clockwork mouse!) when one of my colleagues

casually advised me that his brother had 'a gearbox just like that' in his cellar, not only was it the correct box and free, but it turned out to be the best of all 3—how lucky can one get?

The engine was stripped to its component parts and the crankcase, crankshaft and con-rods sent away to one of dad's 'contacts'. When it arrived back the crank had been lightly ground, the con-rods and main bearings re-metalled (no shell bearings in those days) and the bearing material cut back to the correct clearance. Whilst the bottom end was being refurbished I overhauled the cylinder-head, front cover, sump, clutch camshaft, and all the other myriad parts that when re-united, form an engine.

During the renovation/restoration of the car my parents decided to move from south London (Penge) to north-west Kent (West Wickham) so I had the pleasure(!?) of moving the car which was still in component form and then find another garage that I could hire to finish the project. I was able to find a garage very close to home, but it had 1 drawback—alongside the garage (it was at the end of a service path) was a wall totally covered in honeysuckle and on a summer's evening I was almost knocked out by the scent.

For the move, I seem to remember (it was 46 years ago) that the body was loosely mounted on the chassis, so one of the first major jobs on the car at its new home was to properly secure the body to the chassis with new bolts and washers. Amazingly, most of the car was in very good condition (well it was only about 30 years old) seats only needed a good clean, the instruments worked, all body seals sealed, suspension and steering joints and bushes were sound. A fair bit of the wiring required gentle refurbishment (new terminals and connections and a small amount of replacement) the starter & dynamo were stripped and refurbished, and a variety of small jobs, the sort that any restoration seem to acquire.

The engine finally got fully rebuilt and installed and started pretty well first time, ran sweetly, sounded good and had good oil pressure, both hot and cold (about 35-40 psi hot)—all the careful cleaning and overhauling had paid off; all the lights worked, the brakes were good, the clutch smooth and the gearbox surprisingly positive and it was, for its time, a nice little driver. A small detail to remember was, never use the hand-brake whilst the car was moving, as it was a transmission brake—it really was just a 'parking brake'. It wasn't a 'better than it came out of the factory' job, I just couldn't afford it, just a sound workmanlike overhaul that hopefully was going to allow me to use it on the road.

Sadly I never got the chance to use it on the road as, being my only asset I had to sell it to pay of a debt—repairing the garage parts-department panelling that I damaged when my mate's mini that I was driving had a brake failure—and I shouldn't have been driving it on the companies premises! Some of life's lessons are tough. The reg. number of the car? I wish I could remember, but I can only find 1 photo of the Topolino and I never made a note of it in the workshop manual—I would love to know what happened to her.

I have just bought my 5th Fiat 500, a 1971 500L, which will be converted to a replica Abarth 695—it would be an ironic twist of fate if both my 1st and last cars were designed by the same man.

Tom Montagu

The Topolino goes racing....

As the following articles show, the 500 Fiat 'Topolino' has been involved in the development of motor racing and of motor racing careers. The little mouse has even learnt to roar in the guise of stock car racer...

Did you know...

Topolino contributes to Formula One – and the Italian Job!

In 1946 father and son, Charles and John Cooper, founded the Cooper Car Company and began building racing cars. Their first cars were single seater 500cc Formula 3 racing cars which John, and friend Eric Brandon, drove to great success.

As materials were in short supply after WW2, their first two prototypes, named the T2 and T3, were constructed using parts of the Fiat Topolino – one donor being a crashed Topolino that had been lying unused in their garage yard. The Fiat's independent suspension was used at both the front and rear, whilst the wheels, steering gear and other parts were also salvaged. A 500cc motorcycle engine was then bolted in behind the driver.

Whilst the Cooper 500cc cars dominated Formula 3 events in the late 1940s, Charles found there was real demand for racing cars, producing over three hundred of various types up until 1959. The likes of Stirling Moss, Peter Collins, Ken Tyrrell and Bernie Ecclestone were amongst those who drove them.

By the late 1950's, John Cooper had built winning Formula 1 cars, enabling Jack Brabham to take the 1959 and 1960 drivers championships. By 1961, John saw a market for an up-rated sports version of the BMC Mini. This became the Mini Cooper and Cooper 'S' models, selling in their many thousands and attaining cult status– starring in the film "The Italian Job" along with the new Fiat 500 – the Nuova.

My only recollection of the Topolino, (and I hope my memory is sound) is from when in my later youth(which was around the early Seventies) I was involved in "short circuit" motor racing which was held in a 1/4 mile tarmac oval enclosed by a VERY solid steel barrier. One of the other classes was for "Stock Cars" which were for brutish tractor type machines with great big V8 engines.

The builders of these monsters would use the roof of the Topolino welded to the girder-like chassis. Being small, strong and only having one side window it fitted perfectly and was freely available in scrap yards at the time! A sad end to the remaining part of a rusty car, but at least they went out in a blaze of glory!

Just remembered also: the roofs were painted according to the drivers grade, Red for top men, then blue, White for novices. The "World Champion" had a gold roof for his victory year.

John Jenkins

Mike Hawthorn – racing legend and Topolino driver!

Mike Hawthorn was born in Yorkshire in 1929, into a family with huge enthusiasm for racing cars and motorbikes. When Mike was only two years old, the family moved to Farnham in Surrey to set up a garage and be close to the Brooklands race track. At the age of nine, he was driven at high speed around the track in a two litre Riley and from that day on he was determined to become a racing driver. He did – becoming Britain's first-ever Formula One World Champion.



Mike with his Topolino, age seventeen

Photo courtesy Peter Simmonds

His father decided to curtail the 17 year olds everyday use of motorbikes and found him a Fiat 500 from the garage stock. Along with many other motor dealers of the time, their garage did good business selling reconditioned pre-war 500s, which were economical and practical. Known from its birth in 1936 as the Topolino, this little car had immediately acquired a class-less appeal and almost cult following. Much of its success lay in it being a big car in miniature, but the Topolino was also great fun to drive, which is why it appealed to the motor sport fraternity of the day. Mike loved it – not only did it handle well, but it had image.

Mike began his racing with Rileys, an Ulster Imp and a Sprite TT. Immediate success with these cars led in 1951 to a Formula two Cooper Bristol. In 1952, the 23 year old had been spotted by Jaguar Competition Manager 'Lofty' England, and given a test at Silverstone in a C-type Jaguar. Within five laps, he had broken the lap record! He was obviously a natural and becoming known. Ferrari snapped him up. In 1955 he was already an international star and given Stirling Moss' seat as team leader at



Mike leads 1955 Le Mans Photo courtesy Paul Skilleter Collection

Jaguar, racing sports cars and at Formula One grand prix events.

Much more on Mike Hawthorn's racing career, competing against the likes of Stirling Moss,

Juan Manuel

Fangio, Phil Hill and Peter Collins, some of the terrible racing accidents he witnessed, and his work testing the D and E type Jaguar road cars, can be found in the book "Mike Hawthorn - Golden Boy".

Shortly after he retired in 1959, Mike died in an automobile accident on the A3 Guildford bypass in Surrey. He was driving his Jaguar Mark 1 and lost control. His entire racing career had lasted barely eight years, with Ferrari playing the dominant F1 role but very important were his Jaguar connections.

With thanks to Tony Bailey and mike-hawthorn.org.uk

Stock Car Racing

During the fifties and sixties Topolinos provided the body for many stock cars. Apparently, this was because in combat racing when a good all-round view was essential, drivers could see better out of a small body with close up window openings. In addition the body was small and compact and could sit tight over driver and engine without needing to be cut much. Drivers usually did a lot of hacking and cutting to Ford and Morris bodies to make them small enough. Stock car bodies had to be smaller than the chassis they sat on (usually that of a van or truck) well inside the front, back, and side bumpers, because otherwise the bodies would be very quickly wrecked.

There were two different classes of stock cars which used Topolino bodies—the 'Junior' F2 and the Senior F1.

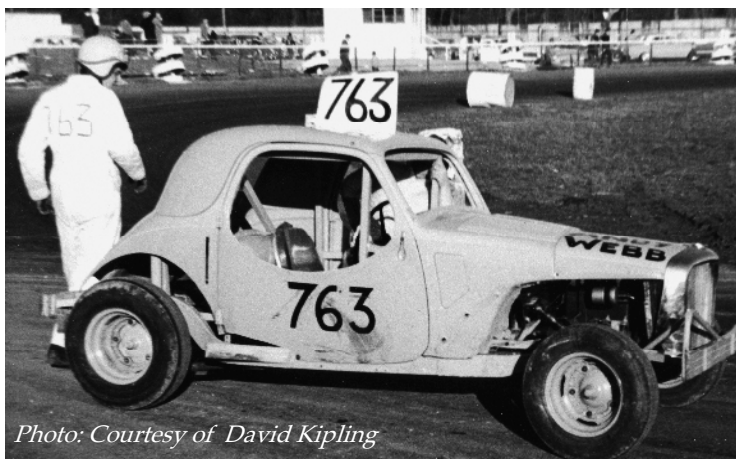
My grateful thanks to David Kipling at www.oldstox.com for photographs and every scrap of information contained in this article.

J.S

No. 24
Brafield stadium
Northamptonshire

'Senior' F1 stock
car with a large
American V-8 motor.

Driven by Alan
England from
Harringay 1964. Note
smoothed-off road
tyres used for fast
concrete ovals such
as Brafield stadium



No. 763
'Junior' F2 stock car
with 1172cc side
valve Ford engine.
Driven by Andy
Webb 1965

No. 179 (below)
Brandon stadium
near Coventry
around 1966.
'Senior' F1, V-8
Owner Geoff
Harrison, driver on
the day 'Jumbo'
Tustin (it was
common informal
practice to borrow
cars). Car shows
deep-cut winter/
mud tyres for grip
for racing on cinder
tracks like Brandon.
Speedway riders
and fans did not
approve of stock
cars which
roughened the
track.



*Not everyone views the use of classic cars for stock car racing with the same delight. Richard Jones laments the use of classic cars for this purpose. However, in his article reprinted below with kind permission from the *Old Classic Car* web-site, he does admit that some were too 'far gone' for any other purpose.*

The photos that Richard mentions can be viewed on their web-site and he would be grateful to anyone who can shed some light on the drivers or the cars.



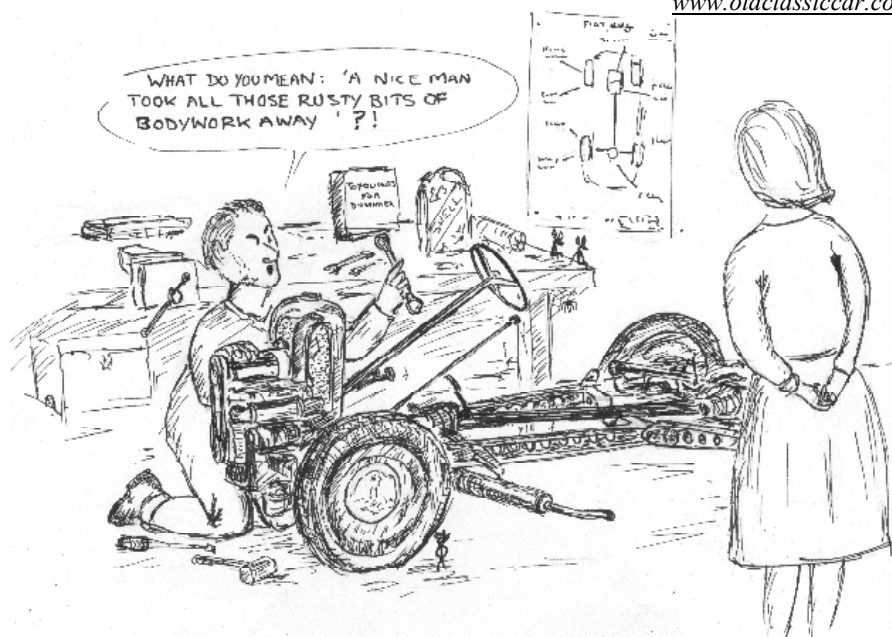
***Car 60 - Fiat Topolino.** Even in the 1960s, these early Fiat Topolinos must have been quite rare, so its a shame to see a Topolino's body hacked about to clothe this stock car's chassis.*

In a way, looking at these old photos is a depressing activity, as a number of now-collectable cars have met their end during the build of these weekend race-cars. However, not everything can be saved, and at the time of these shots - say mid-1960s - the car bodyshells grafted onto these stock car's frames were little more than old junk to most people, rusted, battered, and one step from the crusher. Few people nowadays would bat an eyelid at a few old Ford Mondeos, or Fiat Cromas, being chopped up to make a banger or stock car racer, likewise in the '60s no-one much cared for an old 300E Ford, a sit-up-and-beg Pop, or even a rare Topolino being sacrificed in the name of speed. Chop up a sound '50s car today though, during the build of a historic stock car, and it wouldn't go down too well in some quarters I'm sure.

Some of the bodies fitted to the chassis shown are identifiable, and others I've not been able to pin down. If anyone recognises these cars, or perhaps the drivers who battled in these stock car racers, please drop me a line. Maybe one of the venues featured here rings a bell with someone?

Richard Jones

www.oldclassiccar.co.uk



Memories of the Topolino? My wife says she felt we were like Noddy and Big Ears driving the car with the roof down (and with it up!). I'm happy to admit to Big Ears owing to my white beard, though it's not as bushy as EB's character.

Trying to do anything under the bonnet was a nightmare, and trying to get parts was even worse. One occasion my wife Jean recalls, and I try to forget, is the first time we went out in the car and filled up with petrol. The previous owner had routed the fuel tank breather pipe through the scuttle into the cabin rather than allowing it to feed to the outside. Hence, when the tank was brimming full, petrol began dripping down onto her lap. Thankfully neither of us smoked!

On another matter, we had a 126BIS which we drove to a Beaulieu Autojumble.

At the Autojumble I bought a VeloSolex motorcycle (moped type) and tried to get it into the rear of the car. Even with taking the wheels of the Velo off and folding flat the rear seat, we only just got the machine into the vehicle, but even so it was too long for the size of rear compartment. So, we drove home the 100 miles with the handlebars resting on our shoulders. Why does my wife look at me with amazement when I come up with what seems a good idea...?

Malcolm Bobbitt

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Events

Technical Day

Due to a sudden influx of cars the chairman's garage is now full to overflowing (more of this in a future magazine). Therefore the Technical day planned for November has had to be postponed, and will take place next spring. Contact John Jenkins chairman@fiat500enthusiasts.co.uk 02380 730765

Christmas Meal

Sunday December 2nd



Anchor Pub Restaurant – Pyrford Lock, Wisley GU23 6QW

(just outside M25 so easy to get to from London via the A3). Tel: 01932 342 507
If you have not yet managed to attend any events with the club please try to join us, we would welcome a chance to meet you.
Contact Steven Abbott 01483 715656
memship@fiat500enthusiasts.co.uk

Events 2013

Brooklands New Year's Day Gathering

Tuesday 1st January 10am- 4pm

Brooklands Museum, Brooklands Road, Weybridge, Surrey KT13 0QN

Probably the largest New Year's Day gathering in the South East.. Contact Steven Abbott membership@fiat500enthusiasts.co.uk 01483 715656

MEMBERS WANTED AND FOR SALE

Please note that the 500 Fiat Enthusiasts Club only offers free advertising in this column to private individuals who are paid up members and not to businesses or commercial enterprises. The 500 Fiat Enthusiasts Club advises those placing or responding to adverts to take reasonable care as the club cannot endorse or accept responsibility for any items listed for sale or for any subsequent transactions.

For Sale

Several Fiat 500 starter motors, regulators & dynamos - **Offers** 500cc Engine & box – not seized but not sure of condition **£80** 650cc Engine - **Offers**

Contact Jeff Clapp on 01483 730951 or 07768 830943

Members wanted continued over page



For Sale Fiat 500 1972

This unique Tricoloured Fiat 500 has been restored. She has had a complete re-spray, has a new white sunroof on the white panel, red carpet, new tyres, new chrome work, and many new parts. She comes with a years MOT and is road tax exempt.. She is regretfully for sale. **Offers in excess of £10,000**
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WANTED

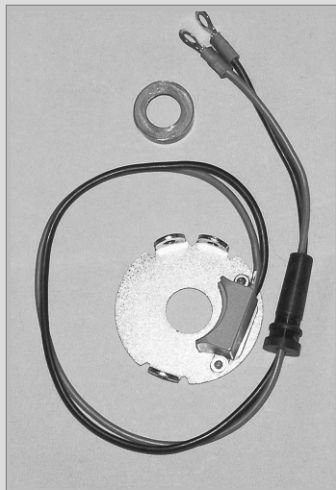
I am looking for a set of front seats for my Fiat 500 L, in black. If you can help, please contact member Tony Spillane on tonyspillane@tiscali.co.uk

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39

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Tony Spillane	Worcestershire	Green	500
Claire Reeves	Gloucestershire		
Russell Gray	London	Red, Yellow, Silver	500 L
Anthony Goodwin	London		Topolino C
Victoria Bradley	Cheshire	Sky Blue	500 F
Mike McDowall	Essex	White	500 F
Damian O'Neill	Wiltshire		500 F
Alex Marshall	Hampshire	Red	Seat 600
Thomas Montagu	Suffolk	Burgundy	500 L
Richard Eggleston	West Yorkshire	White	500 L
Charles Tabbron	Cheshire	Red	500 F
Gary Edwards	East Sussex	Black	Giardiniera
Barry Worsey	Staffordshire		
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