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Jan
2013



Courtesy Sean Perry

'A VERY HAPPY NEW YEAR TO ALL OUR MEMBERS'

'A TUTTI I MEMBRI AUGURIAMO BUON ANNO'

www.fiat500enthusiasts.co.uk

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FORMAL ANNOUNCEMENT

Our Very Own

"NEW YEARS HONOURS LIST"

On Behalf of the Committee I have the greatest of pleasure to announce:-

The Appointment of Mr ERIC BOSWELL
as an "HONORARY MEMBER" of the Club.



In recognition of his wide contribution to club activities, setting an excellent example to us all with his always wise but amusing comments, and statesman like good manners, we knew that there was non better to receive this position.

So we decided to "lay claim" to him and ensure that we would continue to enjoy his involvement (and that of his car and family!) long into the future.

Eric and his extensive 500 Giardi ownership is featured in the Club Website, so I need not repeat here*. However we are hoping to celebrate with a return of the family and car to Bristol in the Spring, to where it spent a number of interesting years giving good service in "student support".

A Club Photo-shoot! , Lunch and much more is likely and all will be invited!

Our congratulations and best wishes, go to Eric and family on this occasion.

John Jenkins

**See over for Eric's story , which has been reproduced from our web-site for the benefit of those without internet access.*

JS

Eric and Aida

Eric Boswell bought the ash blue Fiat Giardiniera new in 1967 for Mary, his late wife. The car cost 498 pounds 3 shillings and 9 pence! Mary quickly christened the car "Aida" and used her to ferry their two young daughters Janice and Gillian everywhere.

Both girls learnt to drive in Aida successfully passing their driving tests in her too. Aida then went to Bristol University in 1979 where both Janice and Gillian were studying. She was famously pushed up Constitution Hill in Clifton by some of Gillian's friends on her first weekend. Having survived 4 years of student life Aida returned home to Eric and Mary and after a complete strip-down and respray she 'rested' in the garage awaiting a rebuild.



Eric with Aida and daughters Gillian (left) and Janice in 1968 Picture: Eric Boswell

In 2007 Gillian mentioned to a colleague at Bristol Dental Hospital that the family still owned a fiat 500 Giardiniera. This friend happened to know of the Fiat 500 enthusiasts Club and Eric was put in touch with Jimmy and Jan Di Carlo.

After a weekend of garage clearance by the girls and their partners, Aida saw the light of day for the first time in over 20 years. Jimmy took Aida and all her parts to his Fiat hospital to begin the rebuild and restore Aida to her former glory – a fitting tribute to Mary.

Aida made her debut at the Broadlands Pageant of Motoring in August 2009, and she looked fabulous: thanks to Jimmy and Jan Di Carlo.

Eric joined the committee the following year and whilst he is not as mobile as he

would like, he is very active with the club bringing Aida along (with a bit of help) to as many events as he can.

The club has given Aida and Eric a new lease of life with its friendly atmosphere: you can't be too serious if you own a Fiat 500!



Gillian (right this time) and Janice in 2011



Christmas Meal
Sunday December 2nd
At the Anchor Pub Restaurant — Pyrford Lock, Wisley



Members and their families joined up for a very enjoyable meal at the Anchor. A variety of menus was on offer as well as the more traditional Christmas fare.

While everyone tucked into their food and wine, some of the younger members were busy colouring Martin Bates' cartoons and we have great pleasure in reproducing their pictures here. One especially drawn by Martin for the event



Our chairman giving a short post dinner speech—note the lamentable lack of festive hat wearing!

suggested a slightly scary scenario for the cars and their owners, but despite the wine and wet weather nobody got their feet wet!
JS



James aged 8



Aron aged 8



George aged 11



Henry



Jamie aged 11



unknown

From the Editor

CLUB WEBSITE From the March magazine onwards look out for a regular slot including news and items from our website.

As well as providing a window on the site for those without internet access, we hope it will also encourage more members to visit the website for extra information plus use the facebook and twitter facilities.

FIAT 600 Later on in the year we plan to produce a special edition of the magazine on the Fiat 600. If you own, or have ever owned one, have experience of this car, technical or otherwise, please get in touch with me.

JS

FUEL NEWS

Although a report on the above was included in last September's magazine, this report from the FBHVC may act as a timely reminder and also includes a web-site address for information on leaded fuel outlets.

INTRODUCTION OF E10 PETROL

The FBHVC and member clubs have previously been led to believe that the widespread introduction of E10 fuel was unlikely before 2015. However, following a recent Stakeholder meeting at the Department for Transport it does seem that this has changed and E10 could be with us as early as 2013.

The BSI committee (the Federation has a representative on this committee) is working on the E10 fuel specification for the UK which is expected to be in place by the end of 2012 and fuel retailers are to be given guidance over the introduction of E10 petrol. There is currently no planned national roll-out for E10 and not all fuel terminals have ethanol blending facilities, so a piecemeal introduction of E10 can be expected.

A DfT vehicle compatibility working group will be compiling a list of modern E10 compatible vehicles and this should be in place by early September. There is also a working group subset which is concerned with classic or historic vehicles, including motorcycles, to which the Federation is invited.



Genuine Weber 26IMB and 28IMB Carburettors now back in stock



Webcon are delighted to announce that the genuine Weber 26IMB and 28IMB carburetors are being produced again in the Spanish Weber factory, and that stock is now available in the UK.

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We are already well aware that E10 is not suitable for historic vehicles, unless steps have been taken to proof fuel systems for this blend. Members should be aware that E10 may start to penetrate the UK retail fuel market early in 2013, and they should avoid it unless they have adopted measures to ensure compatibility with E10 petrol. Pumps selling this fuel will be clearly labelled E10, and also will carry a warning message. It should also be noted that super grade petrol will continue to be the 'protection grade' and will not have more than 5% ethanol.

LEADED PETROL

A list of garages selling leaded fuel can found on the FBHVC website: www.fbhvc.co.uk/fuel-information/ This list has recently been updated and there are now very few places left to fill up with leaded petrol

The article above is reproduced with kind permission from Federation of British Historic Vehicle Clubs Newsletter No. 5 2012

Committee member Peter Siddall points out that although there will be a warning at E10 pumps "Not suitable for all vehicles" there is still a scope for human error, so buyer beware!

Fiat 500 Carburettor Problems

You may have read my story (Sept. 2011) about the trip to Garlenda which resulted in a blown engine on the way home. I never found the real cause of the breakdown and put it down to an old engine with unknown mileage and the fact the Italians closed the Freitus tunnel on the way home.

The engine was removed and rebuilt with new pistons and shells, rebored and head skimmed etc. But the motor would not run well and kept losing oil pressure after a short run, this was put down to petrol getting into the sump and diluting the oil. The only way that petrol could be getting into the sump was via the fuel pump, I was informed various fuel pumps were fitted with the same result.

I finally called on WEBCON who confirmed that not only could petrol be flooding into the engine via the carb. but I had the wrong carb for my 650 engine. The pressure build up in the 650 engine can result in unused fuel flooding into the engine.

I obtained the correct carb a 28IMB which has a bypass outlet that allows the unused fuel to be returned to the tank (or fuel line via a tee piece) Problem solved. The car not only starts better but runs better achieving its 85mph very easily.

This may not have been the cause of the original breakdown but if you do have a problem with oil pressure or carb flooding it is a point worth remembering

Peter Siddall

Phoebe neé Green Pea



In a moment of Ebay frenzy, I became the owner of a bright green Fiat 500 L, and so of course I'm now a Fiat 500 Enthusiast!

I thought I'd introduce myself. I'm Tony Spillane, and I've had a few small Fiats before:- Fiat 600D Multipla (I was the Multipla registrar at the Fiat Car Club at the time), Fiat 126 - 650; Fiat 126 - Bis; my brother's Fiat 500 L, which I had for a few years; Fiat 600 D saloon, which I was given when I was a student (when I washed it, it disappeared down the drain!)



Tony's brother and his 500. With steel sunroof taken from an aged VW | Beetle

I've mainly worked in the car industry, on new vehicle design, development & research. This has included Rover, BMW, Honda, Ford, Land-Rover, Rolls Royce, and recently the Chinese SAIC. I was very involved with BMW and the new Mini in the late 1990's, and there was role for my small Fiats in that! My Fiat Multipla was featured in a multi page article in Autocar many years ago.

Since my daughter-in-law bought a new type Fiat 500, I have been reminiscing about when I used my brother's 1972 Fiat 500L some twenty years ago. I started idly looking on Autotrader online and Ebay, and inevitably got sucked into

buying one, fondly called the 'green pea' by the seller. When I went to collect it I was quite pleased to see it was in good condition, and come with a lot of new spares, and a spare engine (although the existing engine is recently reconditioned).

The ride back from Reading to the Birmingham area gave me time to make a mental list of things to do, which were mainly the finishing touches. This included fitting items like the door pockets, dash tray, etc, lubricating things, such as the throttle mechanism and cable so that it would return to idle properly, and sorting the electrics, such as the indicators and lights.



The indicators flashed too quickly and with little brightness. A new flasher unit made little difference. It turned out that the front indicator lights are dual filament, and the wires connected to the 5w filament rather than the 21w filament! Once swapped over - proper indicators!. The lights wouldn't work on dipped beam, despite the bulbs and fuses being OK. The previous owner had assumed it was the column switch, but checking it with my meter and studying the wiring diagram showed it was the lighting dash switch, which has separate contacts for dipped beam. A new switch and all is OK.

I'm now using the car as my everyday transport, and enjoying it. It will cruise at 70 on the motorway, and is good fun to drive, just like my brother's was all those years ago. Mine's a bit noisier, as it has a performance exhaust and carb, but that is offset by the 126bis final drive, which keeps the revs down. The front disc brakes are great, and the heater is a recent luxury, now that I've sourced some flexible ducting to go around the solenoid type starter motor. It's got a modern type starter 'go' button on the dash, where the ignition key was (it's now got a locking steering column type ignition switch).

I'm going up to Bingley in Yorkshire in it in a few weeks time, to stay with my brother. He's keen to see it, and re-live his 500 experiences! Looking forward to going over the Pennine back roads!

My daughter-in-law likes to name cars, and 'green pea' doesn't constitute a name, so using a bit of alliteration with Fiat, her modern 500 is called 'Fonsie', and mine is now called 'Pheobie'!

Tony Spillane

Stafford Castle Classic Car Show - Sunday 29th July



Geoff Kelshaw reported that the weather was surprisingly good on Sunday - just a couple of very light showers .

However on Monday the weather they had promised for Sunday finally arrived - torrential heavy and prolonged downpours!

Two 500's joined in the show - Geoff's is in the photo. The other 500 has since been sold to a new owner.

Brooklands New Year's Day gathering



The weather for this gathering was very good - warm and sunny. Obviously many people were encouraged by the weather as lots of Fiat 500 Enthusiasts turned out - a 600, at least six 500's and three more families without their classic.

This event is 'just turn up' so we parked up around the Brooklands Museum grounds - on the original race track banking, on the start/finish straight and under the aeroplanes and Concorde.

This was a nice, informal start to the year and well worth beating the hangover for.



Fiat 500 and 600 parked on the banking.



*Picture :
Courtesy
of Easy
Living
magazine*

Back in the summer, the Club was asked if we could help find a Fiat 500 to star in a Christmas feature for a national women's magazine. The idea was based around shopping for presents, and the feature was printed in the December issue of Easy Living. We'd like to thank Jenny Haslam from Easy Living magazine for such a fun day - Robert Dearing picks up the story.

As a relatively new member of the Fiat 500 Enthusiasts Club imagine my surprise when I received an email asking if I would be interested in providing my car for a photo shoot for Condé Nast Publications.

My little car is in excellent condition both interior and exterior but could not be considered as "concourse". Therefore, although I eagerly agreed to the request, I wasn't at all sure if my "pride and joy" would be acceptable, but I supplied some photos and did not expect to hear anything further.

However, I was duly contacted by the project organisers who gave me all the details (well most of them anyway!) and I was all set.

It was late August and I was desperately hoping that the weather would be kind to us as my 500 is, after all, an Italian car and not at all fond of rain. Especially in the large measures which usually beset us in the UK in the summer!

Well, I was certainly not disappointed. The previous day had been spent lovingly cleaning and polishing the car ready for its starring role the next day so I was very relieved when the day arrived and amazingly, the sun was shining and the sky was blue. Almost Italian!

I set off for the photo shoot. My journey took me down the A40 into London where the session was to be held. All was going well: I had many admiring waves and thumbs up from other rush hour motorists. So far so good I thought... a little prematurely as it transpired!

As I was approaching the Hangar Lane Gyrotary system I seemed to lose power and very sedately glided to a halt, to a halt in the middle lane, pleasing many of the passing motorists. I assumed their hand gestures and gesticulations were to show their encouragement because they were jealously admiring my "little baby".

Now, although I had every confidence in my car's ability, I had taken the precaution to have a backup car with me just in case! Between us, we managed to deflect the traffic and push my poor car over to a handy bus stop which providence had kindly provided for us. Time was getting short as I was supposed to be at the photo shoot by 9.30am – just one hour to go! Thankfully I was able to enlist the help of the AA who arrived in very short time just like the cavalry!

In the short time I had whilst waiting for help to arrive, I remembered how my obsession with the FIAT 500 had begun. Many years ago I was visiting a friend of ours who was a Doctor in Rome. He used to use his 500 for house calls to his patients. His "other car" was an Alfa Giulietta and when he didn't need the 500 he let me use it. Now, driving around Rome in a FIAT 500 in the 60's was an education and not for the faint hearted. I can well remember pulling into a petrol station and paying for the fill by handing a 500Lire note through the sunroof to the attendant. Rome was full of 500's at the time and I have never forgotten the experience of driving around the Coliseum to the accompaniment of hundreds of 500 car horns.... Great! Rather reminiscent of a large scale dodgems!! From then on it was my ambition to own one myself and I eventually fulfilled my ambition about 15 years ago. My car has had only 2 owners and coincidentally the

previous owner was also a Doctor not in Rome but in Paris!

Bringing myself back to reality, when the AA man arrived he soon diagnosed the problem as a coil and condenser. And although of course, he didn't have the replacement part to hand (!) he was able to do a temporary repair which enabled us to get back underway in a very short time. Full marks to the AA. He couldn't have been more helpful or innovative. Thank goodness that cars of that age (mine is 1968) are mainly mechanical and quite uncomplicated. However, I was pleased that that he was undaunted and after much deliberation and helpful suggestions from the ever increasing audience which had by that time gathered around us, managed to fix the problem so we could continue on our way.

We eventually arrived at the location. Despite the breakdown on the way and having to drive the car some distance, it was still looking pristine. We met with the guys who were doing the shoot just a little later than arranged. Not bad going I thought!

I knew that the photos were to be featured in a Christmas edition of Easy Living Magazine. "Christmas" was the clue....in order to make the pictures authentic my poor car was then sprayed with water and covered in Polystyrene chips to simulate snow. These were the little details that were not given earlier when we discussed how the day was going to go!! (But of course).

The 8 year old daughter of the coordinator sat in the front passenger seat and despite her protests that it was too hot (it was 25c) was given a quilted coat, a woolly bobble hat and gloves to wear to further set the seasonal tone. On top of the car were piled lots of brightly coloured boxes. Excellent! - the scene was set and the photo shoot began. When it was all finished and my car was once again back to its usual appearance I set off back to base!

Fortunately, the journey back was uneventful and the 500 cruised through the London traffic (roof back) just as it did through the Paris traffic 40 years ago. The only malfunction on the way back to base was that of the sat nav. That is the sat nav permanently perched upon my shoulders which took a wrong turn and so I took the "scenic route" through the Olympic Park. Very interesting but extremely busy and with my mind still on the temporary repair I was hoping that it wouldn't let me down again. Of course, the car behaved beautifully.

I am really looking forward to seeing the pictures when the magazine is published in the Christmas Edition which I think appears in November. Don't think I'll make the Oscars though...!!

Robert Dearing



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The Tale of Piccolo Rana Verde (The Little Green Frog)

Episode 1

*For want of a nail the shoe was lost.
For want of a shoe the horse was lost.*

As new members of the Fiat 500 Enthusiasts Club we wondered if we might share with you the delight and amusement that owning our first Fiat 500 has brought us (said with ever-such a slight tongue-in cheek!)

Last December I was wondering what Christmas present to buy Janet (my long suffering wife). I knew she had always hankered after a classic Fiat 500, ever since her teen years, so I went on a hunt. I found a very nice example in Amersham – a 1971 500F, British Racing Green (not very Italian, I know) that had some body restoration work completed and a new interior fitted. The Fiat 126 650cc engine ran (of a sorts) and Janet fell in love with the little green car, so I parted with some (probably too much) money and trailered it home in the pouring rain. There it sat, in our garage, waiting for some fine weather to take it for its first run.

(Fast forward three months). The sun was out, the air was fresh and Rana Verde was going on her maiden voyage. “Not too far” said Janet, so we planned a five mile round trip to visit friends and have a coffee with each while showing off Janet’s car. Well, we made it to the first friend, but not the second. Rana ran out of steam and pattered to a stop. Still the engine ran, but no power and no response to the throttle. “Hmmm”, said I, wanting to appear knowledgeable, “would seem to be fuel starvation”. So, we walked to our friend’s house, got a lift home and picked up a tow car. However, on our return, Rana fired up and pattered all the way home (she’s a good girl).

So, that is the start of our journey – a minor problem of fuel starvation. It is now six months later and yesterday I fired Rana up and she purred away. I spent today cleaning and waxing and our first trip will be tomorrow (late September!) ! Fingers crossed that all those nuts and bolts I have left over aren’t really necessary. I have made new friends on this journey, I have found that the best coffee in England is made by Franco Rosselli in Wallington and I have learned a lot about Italian design and manufacturing (a mixture of head shaking and mirth). Most of all I have learned that the Fiat 500 is a delight to work on and how rewarding it is to be able to complete the work myself (Janet just wants

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to drive the car and has shown remarkable patience as I tell of the new jobs I intend to complete).

First Job? Change the Fuel Pump. Not hard I thought, keep to the original mechanical type, whip it off, clean up the joints, new gasket, fit the new pump and should be done. Then, as an afterthought, I might as well take the carburettor off and give that a service. So off to see Franco for the parts, have a coffee and a chat. Great coffee, spent an hour there bought the bits and came home thinking, "Hmmm, might be that the fuel line is getting too hot and the fuel is evaporating before the carb. – better check that too".

Fitting the fuel pump, taking off the carb, adjusting the float and changing the needle all seemed to be easy (although getting the alternator out of the way to get the fuel pump off and the new one fitted did cause some swearing!). I found that the washer was missing from under the fuel inlet seat, so that made the carb refurbishment seem worthwhile. While taking the carb off I found that the car had a return line from the overflow at the back of the carb back into the fuel line from the petrol tank. A bit odd – till I found out that the 126 has a return fuel line from the carb back to the tank and the 500 didn't. So this was a 'Heath Robinson' way of getting round that – but better than blanking off the carburettor return line altogether (which is what I have heard is done sometimes!)

All good so far and I am feeling chuffed. The Pride before the fall??



Picture of Rana's engine bay before fettling – previous owner

Episode 2

*For want of a horse the rider was lost.
For want of a rider the message was lost.*

So, check the fuel lines next and see if they are getting too hot. First check if the thermostat flap valve is working on the heater casing on the side of the engine. Whoops, when I look there is no Flap valve!! Its all been cut away!! Rear end of the heater casing all rusted away as well! No rubber tubing on the Warm Air Nozzle Intake either. As I look further, I find that there's no centre duct box for the heater!

Time for another coffee, so over to Franco – espresso machine is bubbling away when I arrive. (This is when I found out that the 500 and 126 engines heating system is (not so) subtly different) He can source a new heater casing with thermostat but a replacement central heater ducting box may be a problem (some suggestion that I might try and buy some Hen's teeth instead). Good man though, he does find me a second hand duct box some time later.

While I am at Wallington I think that it wouldn't be a bad idea to put new brake pads on the rear, so I purchase those as well.

Back home (some days or weeks later – I admit) I take the old heater casing off and try and fit the new one. The so-and-so just would not go on!! Struggle? I could get my head into the engine bay (just) I could get my arm behind the engine (just) – but not both at the same time! Wiggle, swear, jiggle, swear, bang about, swear.... (you get the picture)...

While I am performing this dance, I did spot one thing. The front exhaust down pipe is moving rather freely as I struggle with the heater casing. Yep, you guessed it; the studs into the head for the front exhaust manifold have stripped!!

Nothing for it then.....Engine OUT!! At least I'll have access to the front of the engine to fit this heater casing. Franco's Dad tells me that he used to take 500 engines out at the side of the road in an hour and half – how hard can it be?

Two (yes 2!) days later – the engine is out. All of the cooling fan casing is off for a good cleaning (I've swapped the original rocker box cover (black) for a snazzy green one that the owner didn't like) and I find that there is a large bolt in the head which I hadn't spotted. That was why the casing didn't fit!



Engine out – Heater Casing fitted – Snazzy green Rocker Box fitted

Oh, while I was playing with all of this I noted that the distributor cap had some glue on it?? Ah, an electronic timing gizmo had been fitted, but strangely the distributor cap didn't fit well onto the casing. The spring clips on the sides just didn't engage. So, someone had glued the clips to the cap. I had heard that these after service electronic ignitions that fit into the old distributor body can overheat, so I decided to go and buy the 123 Ignition replacement. (Actually, I was missing the espresso coffee!). Later on this one!

The Exhaust manifold studs? Yes, waggling about like no tomorrow. I removed the studs to find that they were M8 Fine. Why would you put a fine thread into an aluminium head??? So I had a pal of mine turn me up some new studs, 3/8 UNC to go into the head and M8 for the manifold. I thought about Helicoiling them, but this seemed to be a better answer. Having done this I looked at the rear exhaust manifold. That had suffered the same problem some time in the past and someone had tapped the head out and fitted M10 studs. Fine, but this meant they had drilled out the manifold and the new M10 studs fouled the

exhaust gasket, so that had been trimmed to fit by cutting a wedge out of the gasket. Not ideal! So back for another coffee and I purchased a new exhaust manifold. Then back to my chum to plead that he make me two more new studs, M10 into the head and M8 for the manifold.



Cooling fan, fuel pump and distributor off

While I had the engine out I spotted an oil leak from the driveshaft flange, so I went back for yet another coffee (this time I was offered minestrone soup for lunch too!) and replacement oil seals, flexible boot and circlips. They were all changed.

Still worrying about the cooling for this little engine I was persuaded that maybe I should think about a larger sump (4 litre) – so I bought one of those too (muggins? probably!). Anyway, I thought I had about finished the engine, so onto the brakes!

Oh, just a reminder. Does anyone remember what I started out to do? Yes, that's right – change the fuel pump!

Next instalment it's the brakes and reverse nyloc nuts (?)

Alan Cook



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Ongoing restoration of Fiat 500N

Members may remember the article regarding the acquisition and initial work on Chris' 500N in the July 2012 magazine. Since then he has obviously been busy with the restoration (below) and his marriage (Sept 2012 magazine)

Chris describes his chosen method of stripping back to the body shell—chemical dipping.



I used a cracking company to do the work who understand classic car requirements.

The basics of the process are as follows, firstly you disassemble the car as the process removes (dissolves) all non metals including aluminium. After the company work their magic, approx 2/3 weeks, you get back a completely bare shell looking like a new pin, surface corrosion does start quickly with raw metal certainly within the hour but not to worry it will be removed later.



The second stage is to repair your car, welding is now easier because you have no paint to weld through so all connections should be as good as the welder. In my particular case the floor, inner and outer cills as well as the front of the car need replacing and the rear wings I plan to lead fill.

Once your repairs are done it's back to the company to dip again and then to be electrophoretic immersion coating. This gives the car corrosion protection which rivals any new car coming off the production line. Once the car is back home it's off to the body shop for painting.

The main advantage of this process over media blasting (commonly known as sand blasting) is that every surface including internal surfaces are stripped



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then protected whereas with media blasting the only surfaces to be cleaned are the ones which are obtainable and as we all know cars tend to rot from the inside to out. This is a very expensive process and which is probably why it's not commonly used with cheaper 500s, I thought though for a



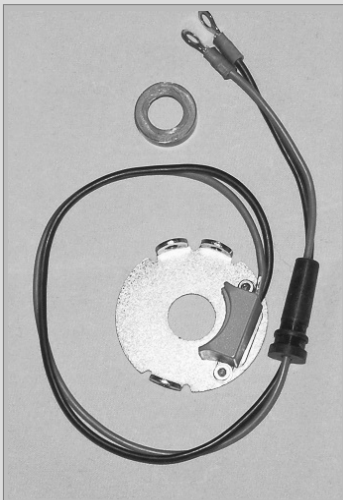
500N I would go the extra mile. Another advantage other blasting is that there is no metal fatigue or deformation caused by work hardening the material as the process is chemical not mechanical. Blasting can also thin the material too.

Chris Walker

Chris promises to keep us updated with progress on the 500N

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PETER'S STORY



I am an absolute Fiat 500 fanatic. I learnt to drive with BSM in a Fiat 500 when I was 18 and have been hooked ever since! I passed in record time for BSM, something like 6 weeks. I think I was inspired by this brilliant Italian stallion. From the moment I got behind the wheel there was no looking back. There was something so special about this little car. I had always dreamt of Minis while I was growing up and had never really looked at Fiat 500s. You could even say it was destiny I ended up in a Cinquecento!

Although I didn't get a Fiat 500 for my first car I was lucky enough to get a brand new white 2010 'sport' model straight off the showroom floor. This is one car that I absolutely adore. I have had many, many happy memories and experiences since I owned it. Often when I'm bored I just jump in, put the windows down, have some music on and drive. There's a really quite unique feeling the 500 gives you. 21000 miles later and we're both still going strong! I absolutely love driving around in it. It's without doubt one of the coolest cars to be driving round in! Many admiring glances! From the moment I got the car, I was hooked driving it around. I clocked up about 10000 miles in about 9 months. I couldn't be separated from my 500. It's such a fun, exciting, charming, cool car to drive around. And the fuel economy is ideal for me as I'm a student!

So I had well and truly caught the Fiat 500 bug and by February 2011 it just so happened whilst looking at car showrooms that a little blue 1966 500F was



sitting on top of a roof looking a little lonely and waiting for a owner to come along and give it the love and attention it was yearning for.

I sat back and thought to myself, sometimes you only get one chance and that time is now. The car wasn't in too bad a shape despite sitting on a roof for a few years. It had quite bad

rust at the front of the car and the floor had near enough rusted away underneath the drivers seat. But to my amazement the car started and sounded very healthy. So after looking and still dreaming quite a bit I decided, I've got to get that car! So I did and spent all my student loan on it in the process. A quite audacious move for a 19 year old student!

As you would expect time and other commitments held me back from restoring it to get it back on the road and after doing a little work here and there I finally set aside time and really put my mind to it. To start off with I put the car in for an MOT to see what it needed to pass. Surprisingly not a lot came back. The brakes needed adjustment and the lighting system needed looking at but the main issue was the rust. This is the perfect example of restoring a car on a shoestring budget. The front valance of the car had completely rusted but I used a bit of nous and creativity to rebuild it up again from sheet metal. A very cost effective and perfectly serviceable option rather than welding. Of course being a student I've learnt to be as cost effective as possible!

All in all I worked flat out for a month and got the car back into the MOT centre and to my delight and amazement the car had passed. The sheer elation I felt was through the roof. I could not believe that a dream I had 18 months previously had actually come true. MOT Tax and insurance followed and the Fiat 500 journey had only just begun.

You can forget Ferrari's, McLaren's and Porsche's. This car had such a profound effect on people! They wave at me, smile at me, come up and talk, even at traffic lights! There is just something about the classic 500 that is so rare. I think its brilliant. So fun and vibrant, and very popular with the ladies! Its been a frantic summer but the thrill and experience of taking this little car out is so special. Talking earlier about the new 500 being cool. Well it doesn't even compare to the classic 500. It's quite literally off the scale! I have only just joined the club but look forward to going to the events in either Fiat 500! Ciao!

Peter Noble

Events 2013

Where possible please use our web addresses to contact us, otherwise alternative contact details can be found on the inside of the front page.

Horsham Piazza Italia

Saturday 30th March 10am-4pm

Horsham Town Centre, Horsham, Sussex RH12 1HN

Italian classic cars are displayed in the streets of the town centre and draw a large crowd whilst there's a wide variety of Italian foods to try in the market.

Please contact Nathaniel Cross at web@fiat500enthusiasts.co.uk

Technical Day

March TBC

Some very basic info on routine maintenance and servicing. The less you know the better, just theory or hands on, it's up to you. Open to club members only.

Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

Auto Italia Italian Car Day

Saturday 4th May 10am-4pm

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

Auto Italia's 27th Spring gathering and one of the biggest events of the year at Brooklands celebrating the UK's obsession with all things Italian.

Please contact Nathaniel Cross at web@fiat500enthusiasts.co.uk

Bath Pageant of Motoring

Saturday & Sunday 23rd & 24th June

(Saturday 11am - 5pm Sunday 10am - 4pm)

Bath Racecourse, Lansdown, BA1 9BU

A charity event aimed at families as well as enthusiasts, including displays of Vintage, Post Vintage, Historic and Classic Cars and Motorcycles.

Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

Amberley Classic Microcar & Scooter Rally

July TBC

Amberley Working Museum, Amberley, West Sussex BN18 9LT

This event features Messerschmitts, Heinkels, Bond Bugs, and Lambrettas plus the museum's steam railway, traction engines, vintage buses and fire engines.

Please contact Nathaniel Cross at web@fiat500enthusiasts.co.uk

Honnington Italian Classic Car & Bike Show

September TBC

Honnington Farm, Vauxhall Lane, Southborough, Kent, TN4 0XD

Run by club members in aid of the Kent Air Ambulance, the car and bike show is combined with the Honnington Country Fair making it a great day out for the family.

Please contact Nathaniel Cross at web@fiat500enthusiasts.co.uk

Annual Gathering & AGM
September TBC

Christmas Meal
December TBC

*We plan to take part at the following events subject to demand .
 Please contact the organiser to register your interest.*

Basingstoke Festival of Transport
Sunday 12th May 11am-5pm

War Memorial Park, Crossborough Hill, Basingstoke, Hampshire RG21 4AG
 Cars, motor cycles, lorries, buses, tractors and stationary engines.
 Please contact Jenny Squillaci at magazine@fiat500enthusiasts.co.uk

London to Brighton Classic Car Run
Sunday 2nd June

Start: Brookland Museum, Brooklands Road, Weybridge, Surrey KT13 0QN.
 Finish: Brighton Racecourse, Freshfields Road, Brighton, East Sussex BN2 9XZ
 The run will involve a leisurely drive from the Museum to Brighton Racecourse.
 Participants to arrive at the Museum from 7am to be flagged off between 8 and 10am.
 Please contact Nathaniel Cross at web@fiat500enthusiasts.co.uk

Scottish Borders Historic Motoring Extravaganza
June TBC 11am-3:30pm

Thirlestane Castle, Lauder, Berwickshire TD2 6RU
 This is a family event which promises a wealth of attractions including around 1000
 vintage, classic and performance cars, military vehicles and motorbikes.
 Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

Stafford Castle Classic Car Show
July TBC

Stafford Castle, Newport Road, Stafford ST16 1DJ
 Fun for all the family, classic, vintage and collectors cars on display.
 Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

CarFest South
August TBC

Laverstoke Park Farm, Overton, Hampshire RG25 3DR
 Run for the benefit of the BBC's Children in Need appeal, this year promises to be
 just as good as last, with a car auction and Chris Evans' 'Magnificent Seven' and
 others tackling the hill climb. Huge numbers of car clubs and individually owned
 cars will be on display.
 Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

Capel Classic Car & Bike Show

Saturday 17th August 12pm-5pm

Capel Recreation Ground, Capel, West Sussex RH5 5LD

A well-attended local show in support of Friends of St. John the Baptist Church, Capel.

Please contact Nathaniel Cross at web@fiat500enthusiasts.co.uk

Dunsfold Wings & Wheels

24-25th August

Top Gear Test Track, Dunsfold Aerodrome, Dunsfold, Surrey GU6 8HY

This historic setting (home of BBC's Top Gear), returns for its ninth year with a variety of aviation and motoring displays, iconic cars, shopping and arena attractions.

Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

CarFest North

September TBC

Cholmondeley Castle, Cholmondeley, Cheshire SY14 8HN

CarFest North, run for the benefit of the BBC's Children in Need appeal, promises all the elements of its sister show in the South.

Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

Other events are in the pipeline so keep watching in the magazine or newsletter. For up to date information see events section on our website www.fiat500enthusiasts.co.uk

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



FOR SALE

This unique Tricoloured 1972 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.

Offers in excess of £10,000 Lesley: 07886089569

email: lesleywilliams04@aol.com

WANTED

Original parts in good or restorable condition, for a 1970 Fiat 500 L
Quarter Light Frames & Exterior Door Handles.
Please contact Don Stewart on 020 8330 7071

WANTED

I am looking for a set of front seats for my Fiat 500 L, in black. Contact Tony Spillane on tonyspillane@tiscali.co.uk (If you do not have internet access, contact the editor on 01256 771105 and I will pass on the message)

WANTED

Don Paesano is looking for a Fiat 500 price between £2,500 and £3,000
anything within reason considered.
Contact No. 07974 501644

WANTED

1955 Topolino rear porkpie lights, gasket set for O/H valve engine, starter pull cable with correct knob, or knob only, any other spares you may no longer have a use for.
Barry Worsey 01384 873560 or mobile 07733115562

NEW MEMBERS

The Fiat 500 Enthusiasts Club extends a warm welcome to the following members who have recently joined our club

| | | | |
|--------------------|-------------|------|--------------|
| Sara Kingsley | Manchester | 500L | Turkish Blue |
| Andrew Doherty | Isle of Man | 500F | Turquoise |
| Warren Sisley | West Sussex | 500 | Cream |
| Donald Stewart | Surrey | 500L | White |
| Anne Spencer-Smith | West Sussex | 500L | Blue |
| Charles Robinson | Derbyshire | 600D | Blue |
| Susie Stanford | London | 500L | White |
| Michael Preston | East Sussex | | |

**COPY FOR THE MARCH MAGAZINE SHOULD BE WITH THE
EDITOR NO LATER THAN FRIDAY FEBRUARY 15TH 2013**

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