

28



Sept
2013



Club display at McLaren Technology Centre

www.fiat500enthusiasts.co.uk

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From the Editor

Fiat 500 Enthusiasts Survey I should like to thank all who took the time to respond to our survey. There is still time to return your survey, please contact me if you need a new form.

I believe there will be a more in depth report on the survey in a future magazine, but one item that cropped up and of particular interest to me was the request for more technical content in the magazine. This has been a concern of mine and we do rely heavily on those more experienced members to come forward and fulfil this demand. I am happy to say that in this issue, thanks to a few of our members and one in particular, we have begun to address this issue. There must be a wealth of knowledge out there amongst our members and I would be very happy to receive copy on anything you feel may be of interest.

A new heading 'Tech Torque' was suggested by one of our members for our technical section. I have adopted the heading in favour of the much less original 'Hints and Tips' - a big thank you to the individual concerned.

I believe it was the same member who suggested we include a Q & A section. This is an excellent idea and I urge anyone who has any questions related to their Fiats to send them to me and we will see if any of our members can provide you with the answers.

Members advertisements Starting with the November issue I shall be including these only once. If members would like them repeated in a subsequent magazine please let me know before that magazine's deadline, and I will be happy to include them.

JS



McLAREN EMPLOYEE MOTOR SHOW



As a "life long" follower of FORMULA 1 ... and as I was born in the year of the first Grand Prix I can correctly claim that! (small prize for naming the year and keeping it to yourself)

The prospect of entering the hallowed grounds of the McLaren complex certainly got my attention, and to have the opportunity to display some of the club members 500's was icing on the cake!

Now we are used to being surrounded by exotics and the competition was fierce



and yet we stood our ground, all neatly lined up in true F1 style with bumpers perfectly in line and a great array of colours. Although a passer by kindly said that they were like a box of Smarties, [see magazine cover] she may have been influenced by the SMARTS (small car but only 2 seats) which were parked next in the line.

Seeing the HUGE display of trophies in the McLaren cabinets was awe inspiring and being able to see, touch, (almost) and examine the genuine cars was a real experience, (no dummy mock ups here, the real thing!)



Taking the opportunity to impersonate the pit crews that provide the most impressive wheel changes at pit stop time each F1 event, 'Team 500' stepped forward and after a mere 5 minutes of practice set a terrific time which was the second quickest for most of the afternoon! We then celebrated with an excellent CLUB LOGO decorated cake, (see the link?).



To be invited to this excellent event was truly an opportunity that we all were very grateful for and hope that we are fortunate to be invited to return next year.

John Jenkins

MIDLANDS GROUP

Arley Hall Classic Car Show, Cheshire

4th August 2013

I was going to go to the Stafford Castle show on this date, but when the only other club member interested said that he was going to the Arley Hall show instead, as he thought it was better, I changed my plans. It actually fitted in better, because although it was a greater distance, I could stop the night before at some relatives, and go to a Soul night, and meet up with some past work colleagues. All good!

The Arley Hall show was also good. Although a bit overcast, it didn't rain. There was a good turn-out, and a good mix of vehicles. Some were supported by club entrants, like Jaguars, Fords, Dolomites & Toledos, etc. Some lovely big American cars were there too, as well as motorbikes and scooters.

There were three 500's there. Chris from Merseyside was there (who I'd arrange to meet up with), and also Jim from Stoke was there. Both had Abarth type 500's, and it was interesting to talk them both about there experiences.

For me the next main event will be going to the Micro-Car Rally at the three counties showground at Malvern. Just turn up – Sunday 1st September! There should be a number of 500's there.



Tony Spillane

Pershore Plum Festival – 26th August 2013



I went along to this well established Bank Holiday event in Pershore, Worcestershire. It was all well sign-posted, and the event was incredibly well organised, considering it's a relatively small town.

There were some new plums, and various plum ceremonies (looked a bit like morris dancing to me), as well as plenty of craft and food stalls taking over the centre of the town. The Pershore Abbey is actually the functioning church in the centre of Pershore, and very spectacular it is too. The classic car event was in the grounds adjacent to the Abbey.

There was a tremendous turn-out of vehicles, including a few vans and trucks. Some clubs were represented, probably the largest being around twenty Triumph Stags, and nearly as many Rolls Royces. There were plenty of British sportscars, and I guess the 50's and 60's were most heavily represented. Star of the show was probably a 1918 American LaFrance, looking like Chitty Chitty Bang Bang. It had a 14 ½ litre engine, and got mobbed when it arrived.



There are some lovely pubs on the high street with beer gardens that go down to the River Avon, with a lock to the start of a canal. With the sunny weather it was quite relaxing to watch other people working, such as the canal boaters. I was told that I took this too far when I was waiting to be served at the bar, as the bar maid had the most ridiculously short denim hot pants. Funnily enough, no-one complained about how long it took to get served.



I only saw one other Fiat 500, a red one from another club. Unfortunately, I didn't get to meet the owner. As part of the event organisation, all the classic cars received a floral arrangement made from plum coloured ribbon, to attach to our vehicles, very effective! All in all, an excellent event to go to.

Tony Spillane



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BEDDA

It's nearly a year since Sara and I (Franc) bought our beloved 500 in western Sicily and drove her back to the UK. The journey took 60 days because we stopped to enjoy the scenery, see friends, deal with 'mechanical pauses' and write our blog (www.adventureswithafiat500.wordpress.com). We had great adventures and hope to serialise them for you in a regular magazine article. As a prologue, we thought we'd start with the story of how we ended up buying 'Bedda Blu'.

Prologue: Finding our Cinquecento

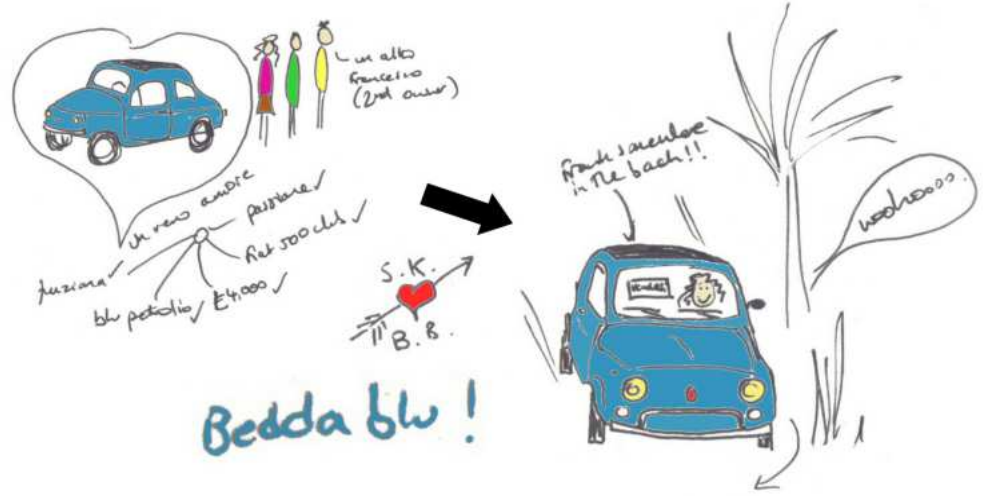
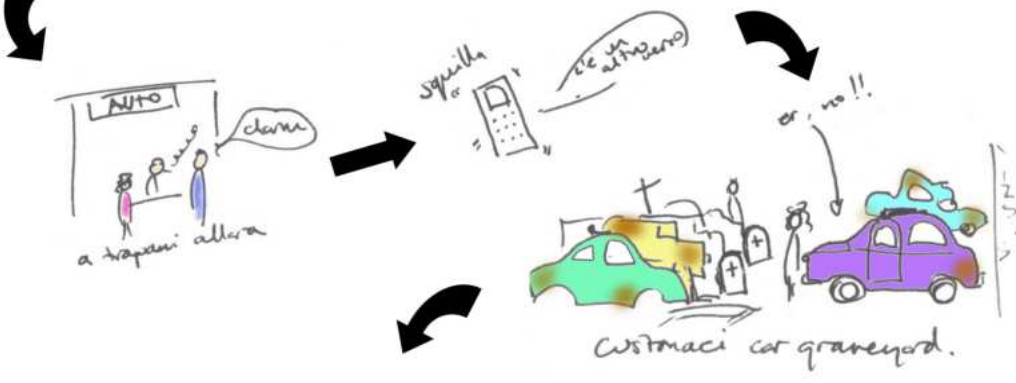
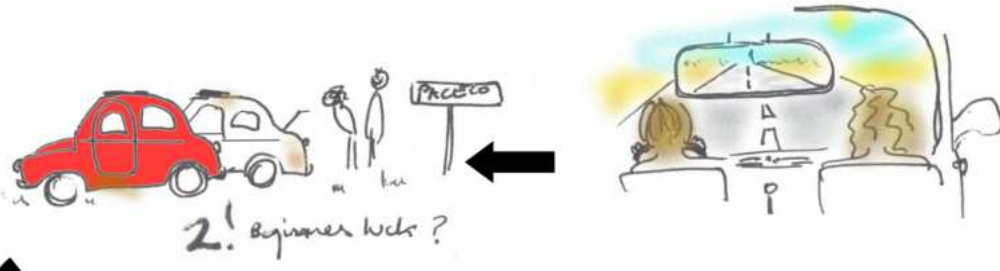
I arrived in Sicily in August and began to put the word around friends and family that we wanted to buy a classic 500 for an epic road trip back to the UK. At first there was incredulity, then concern that we'd never make it – and finally – belief (from some) that we'd pull it off. Soon everyone seemed to know someone with one to sell. Gradually a short list of 'possibles' was drawn up. As soon as Sara arrived in September, we began visiting private sellers, car lots, scrap-yards and mechanics that were harbouring these surviving 500's. Many winding miles were covered and one by one, possibles materialised into F's, L's and R's in need of full or partial restoration; rust buckets and over priced non-starters. We began to wonder if we'd ever find one that would start – let alone manage 3000 km.

Feeling the stress (and heat) we were called back by a dealer to say that he had found a friend with 'an old fiat cinquecento' as per our request. It was blue and could we come right away? As we approached his forecourt we feared that we'd not explained ourselves well enough in Italian... there in plain sight was a boxy blue 1993 Fiat Cinquecento – yes, you know the abomination of which I speak? Fortunately for us it was sheer coincidence but we learnt that we should be



Seized engine!

saying 500 "d'epoca" (historic) rather than just "vecchia" (old). He hurriedly closed up shop and drove us across town to another dealer's lot – who also locked up and jumped in the car (stranger and stranger). We stopped in a quiet part of town and were promptly shown a fully restored 1972 500 R, petrol blue with cream interior and electric 126



Bedda blu!



starter. She was beautiful and had extras such as screen wash squirters and syncromesh box - and still bore her original Rome number plates (the Italian DVLA does not reissue historic plates, even for restored vehicles and because 500s require a square rear plate they have to bear a nasty ZA/ZB etc plate like 4x4s and offroaders). All this put her price tag at the extreme limit of our

budget – leaving us with precious little for insurance, petrol or food! Two hours later, we were still in the process of trying to talk ourselves out of buying her, when Franc’s cousin Valeria told us quite calmly that “she had found the car for us”. A 1970 L in great condition and roadworthy too. AND she was €1k cheaper than the R we had just fallen for. We made an appointment with her friend to see the car next morning – and 10am couldn’t come soon enough! After all that zig-zagging over sunbleached valleys and through sleepy hilltop towns – this car had been less than a mile from my family’s home.

Francesco, her owner, met us promptly at the local bar (another close call as a (very) battered 500 had pootled by moments earlier) At his house we met his beautiful 500L. And Lusso she really was. Hailing from May 1970, she bore Palermo plates and her chrome nudge bars twinkled in the sun. He’d bought the car off the original owner’s widow in 1999 and she’d lived in his garage ever since (the car, not the widow). Chassis, body, engine and paint colour had all been certified as original by the Fiat 500 Club Italia. She had 12,000km on her clock and her paintwork had been re-sprayed recently. And just to make sure she’d got our attention – she was of course the ‘Turkish blue’ (paint code 419) we’d fallen for the day before!

Obviously she started first time and Francesco offered us a test drive. Sara took the wheel and instantly fell in love with the car’s nippy abilities – even if the “doppietta” (double de-clutching) took some getting used to. By the time



Test Driving Bedda



we returned to his house we'd decided that this gorgeous car was perfect for our Euro road-trip. My cousin had been right. We made an offer – pretty much at the asking price which was accepted – and insisted on paying a deposit to secure her even though Francesco said we didn't need to. Arrangements for a garage check up, transfer of ownership and payment

were agreed and our hearts lifted as we watched him remove the "vendesi" (for sale) sign from her window. Little did we know the bureaucratic hurdles that awaited us at the Italian DVLA. *Next time: Bedda the devil you know...*

Why not check out more details of Franc and Sara's adventures at: - <http://adventureswithafiat500.wordpress.com>
www.facebook.com/adventureswithafiat500

OUT AND ABOUT

Spotted by member Rob Neale on a trip to the south of France.



The yellow was one parked outside the Carlton hotel in Cannes, the white one outside the aquarium in Monaco. The one sporting the sign writing was an advert in a clothes shop in Nice.



Cannes, Monaco and Nice – sounds like a good trip Rob. You may remember Rob's article on his 500 'Dino' in the May magazine.



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'TECH TORQUE'

BRAKE FLUID

Of all the maintenance tasks that we consider, the brakes are possibly the most important, and yet until they give a problem it's so easy to say they're working fine so why bother? Well here's why!

Most modern cars have a 'dual circuit' system, which means in effect that there are two separated circuits to take the force from the brake pedal and apply it to the brakes at the wheels. Should one of these systems leak or fail then you would have at least half of the brakes working, enough to save you we hope.

The 500 has an efficient but simple system and is called a 'single circuit'. This means we rely on one set of brake pipes only (called brake lines) and a leak or failure would mean NO BRAKES, except the hand brake which is cable operated and not too efficient.

Now I wouldn't want to start a panic as to be honest I have not heard of any one lately going straight on at roundabouts, but the potential is there! The point being that the brakes we have are vital and if you are not maintaining them yourself, be sure that someone else is, and doing it correctly.

A common point of neglect even with modern cars is to not replace the brake fluid at the set interval, usually every 2 or 3 years! Brake fluid is termed as 'hygroscopic' that is to say it will absorb water from the atmosphere and whilst water is (sort of) similar to brake fluid and cannot be compressed, it will do a similar job as brake fluid and transmit the brake pressure UNTIL.... it gets hot enough to boil and turn to steam in the brake line! and then your brake pedal goes to the floor!!

As we have drum brakes and not discs which get much hotter we normally go merrily on our way with out being aware of the potential risk, but think on this when descending the alpine passes in the future. Better safe than (very) sorry!

JJ

TOUCH UP PAINT

Some larger stores of a well know retail company specialising in car and bike maintenance items as well as car lubricants and number plates, now have a car paint mixing system and will mix a 250 ml jar of touch up paint to your choice for £9.99. This works out much cheaper than the usual 'lipstick/brush' type of item as it contains a lot more paint.

Bright Eyes – Fiat 500 Style

Apparently there are only 'continental' type headlamps available now for Fiat 500s. Not only do they dip the wrong way for UK roads, but they are very low powered and ineffective. I've now fitted 'modern' UK spec lamps, with high powered halogen bulbs. This is how I've done it.

Firstly, I bought a pair of 5 ¾ inch UK headlights (as used on Triumph Stags, etc), with pilot light provision, and 60/55w halogen bulbs and bulb connectors. I also bought a set of micro-relays (in my case it was three, one for each dipped light, and one that does both main beams – it depends on your car's wiring arrangement for the headlights). Relays are needed for two reasons, firstly to reduce voltage drop, and get maximum brightness, and secondly to protect the



ignition & light switch, and dip / main beam switch from excessive currents, which might burn the contacts.

The new headlamps are slightly larger than the originals, so to fit them it is necessary to carefully tighten up the crimp of the headlamp rims (I used pliers, carefully going round and round

the rim, but there might be a better method), so that the new headlamp can fit inside the rim. Mine were then a secure fit, but you might need to devise a means of holding the new lights up against the seat of the rim, eg with spring wire clips. It is also necessary to make a steel strip, which is then riveted onto the side of the rim in the correct place (compare to original light unit), to hold the rim in the slot of the front body panel, just like the original. Also, a small hole is drilled on the opposite side of the rim, to locate the retaining / beam adjuster spring.

The adjusters are now made and fitted to the headlamp recess of the front panel, as follows. I cut four short lengths of steel strip, about 4mm thick, and drilled and tapped an M6 hole in the centre, and two smaller holes for mounting with pop-rivets, or small nuts and bolts.

These strips are then fixed to the front panel headlamp recesses, with the M6 tapped hole lining up with the existing beam adjuster holes. A long M6 bolt

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(suitably greased up) with a suitable spring is then screwed in from behind (ie, from inside the boot) to form the new adjusting mechanism. I used M6 coach bolts, as the heads of the bolts gave sufficient size for adjusting the beam by hand. The headlamp can now be installed and adjusted just like the original. Rotate the headlight within the rim if necessary so that the light's beam cut-off line is

horizontal

The new bulb connectors will now need to be wired in, and I positioned the micro relays in front of the existing fuse box to simplify the wiring. Essentially, the old wires that previously went to the headlights now go to the coil side of the relays, the other coil side going to earth (check polarity here, some relays use a diode to protect



against arcing). Then run a brand spanking new power lead from the battery, through a new fuse (or one fuse for each relay, if you're religious), to one contact side of each of the new relays. The other contact side of each relay then goes to the appropriate new headlamp bulb filament (as determined by the original wire at that particular relay). Switch on and be-dazzle yourself!



I've had them fitted for about a year now, and done 10,000 miles in all weathers, and it passed its MOT fine, so I feel confident enough with the arrangement. Perhaps some enterprising dealer will do a kit?

Tony Spillane

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Engines & Gearboxes Data - A comparison matrix

Many people fit different parts to their cars, such as the 126 engine and gearbox, disc brakes, different wheels & tyres, etc. This raises the questions of which parts fit what vehicle, and what else is needed to make them fit, and also what is the spec of available parts, to help make a choice.

Two examples:-

1) I've just fitted new front wheel bearings to my car, as the old ones had become noisy. I initially bought standard Fiat 500 bearings, but they were the wrong size when I came to fit them. As my car has got front disc brakes, it has Fiat 12 (650cc) front hubs, and therefore the later (larger size) wheel bearings

2) There are many versions of the Fiat twin cylinder engine and gearbox. I've compiled a comparison matrix *[see following two pages]* of key specifications of the engine and gearbox to help with choosing parts for the vehicle. It might be interesting to hear about club members' experiences of other permutations of parts, what bits fit together, and how did the vehicle perform. I'm thinking of expanding the matrix to include brakes, suspension, etc. (No guarantees for accuracy!)

Tony Spillane

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FIAT TWIN

	500	500 Estate	500L	500R	126
Engine type	110.000	120.000	110F.000	126.000	126A.000
Power (BHP)	16.5 @ 4400	17.5 @ 4600	22 @ 4400	18 @ 4500	23 @ 4800
Torque (Nm)	28 @ 3500	30 @ 3000	31 @ 3000	40 @ 3000	40 @ 3400
Torque range					
Capacity	479	499	499	594	594
Bore x stroke	66 x 70	67.4 x 70	67.4 x 70	73.5 x 70	73.5 x 70
Comp ratio	7 : 1	7.1 : 1	7.1 : 1	7.5 : 1	7.5 : 1
Crank rotation	C/wise	C/wise	C/wise	C/wise	C/wise
Cyl orientation	Vertical	Horiz	Vertical	Vertical	Vertical
Cooling	Radial fan	Axial fan	Radial fan	Radial fan	Radial fan
Fuel grade					2* - 91 RON
Carb type	Weber 26 IMB	Weber 26 OC	Weber 26 IMB		Weber 28 IMB
Carb dia	21.0	20.0	21.0		23.0
Spark plugs NGK	BP6HS	BP6HS	BP6HS		BP7HS
Static ign timing	10 deg	10 deg	10 deg		10 deg
Inlet valve dia	32.0	32.0	32.0		32.0
Exh valve dia	28.0	28.0	28.0		28.0
Inlet valve open	9	25	25		26
Inlet valve close	70	51	51		57
Exhaust open	50	64	64		66
Exhaust close	19	12	12		17
Inlet clearance	4 thou	4 thou	4 thou		8 thou
Exh clearance	6 thou	6 thou	6 thou		10 thou
Generator	Dyn 16A	Dyn 16A	Dyn 16A		Dyn 16A
Clutch plate dia	140	140	140	155	155
Final drive gears	8/41	8/41	8/41	8/39	8/39
Final drive ratio	5.125	5.125	5.125	4.875	4.875
4th gear	0.87	0.87	0.87	0.872	0.872
3rd gear	1.30	1.30	1.30	1.300	1.300
2nd gear	2.06	2.06	2.06	2.067	2.067
1st gear	3.27	3.70	3.70	3.250	3.250
Top gear overall	4.469	4.469	4.469	4.251	4.251
Tyre size	125 x 12	125 x 12	125 x 12	125 x 12	135 x 12
Tyre revs/mile	1015	1015	1015	1015	984
MPH / 1000	13.2	13.2	13.2	13.9	14.3
Kerb weight	510 Kgs	560 Kgs	530 Kgs	530 Kgs	580 Kgs
Max mph	55	59	59	62	65
RPM @ max mph	4158	4460	4460	4459	4532
Max 4th g grad					
0-60 mph					
0-40 mph					
MPG Urban					
MPG 56 mph					
MPG average	60	54	53		54

CYLINDER CARS

126-650	126 Bis	Panda 30	Cinq 704	Pheobe
126 A1.000	126 A2.000	141 A.000	170 A.000	126 A1.000
24 @ 4500	26 @ 4500	30 @ 5500	31 @ 5000	24 @ 4500
42 @ 3000	47 @ 2000	41.2 @ 3000	52 @ 3000	42 @ 3000
	40 1500-4500		50 2200-4500	
652	704	652	704	652
77 x 70	80 x 70	77 x 70	80 x 70	77 x 70
7.5 : 1 / 8 : 1	8.6 : 1	8 : 1	9 : 1	7.5 : 1 / 8 : 1
C/wise	C/wise	Anti-C/wise	Anti-C/wise	C/wise
Vertical	Horiz	Vertical	Horiz	Vertical
Radial fan	Water	Axial fan	Water	Radial fan
	98 RON		Unleaded 95	Unleaded 95
Weber 28 IMB	Weber 30DGF	Weber 30DGF	Weber 30DGF	Dell FZD 30
23.0	18.0 & 19.0			24.0
BPR7HS	BPR6E	BP6HS	BPR6ES	BPR7HS
10 deg @ 700	10 deg	10 deg		10 deg @ 700
33.0	32.0			33.0
28.0	27.0			28.0
26 19	25	21	15	26 19
57 54	51	62	58	57 54
66 72	64	61	55	66 72
17 24	12	22	18	17 24
8 thou	6 thou	8 thou	Hydraulic	8 thou
10 thou	6 thou	10 thou	Hydraulic	10 thou
Alt 33A	Alt 45A	Alt 45A	Alt 55A	Alt 33A
155	160			160
8/39	9/39	8/41	9/39	9/39
4.875	4.333	5.125	4.333	4.333
0.872	0.872	0.872	0.872	0.872
1.300	1.300	1.3	1.312	1.300
2.067	2.067	2.067	2.050	2.067
3.250	3.250	3.5	3.250	3.250
4.251	3.778	4.469	3.778	3.778
135 x 12	135/70 x 13	135 x 13	135/70 x 13	145/70 x 12
984	987	938	987	1009
14.3	16.1	14.3	16.1	15.7
600 Kgs	620 Kgs	650 Kgs	675 Kgs	530 Kgs
68	72.5	71.8	79.4	80
4741	4506	5016	4935	5083
	4.6 %	3.5 %		
			28	
	48.9	38.3	46.5	
	64.5	52.5	66.0	
	55.6			

A PROBLEM SOLVED (With the benefit of experience)

I thought that you may be interested in a car that came into the workshop that I manage in Waterlooville. The car was recently imported from Italy and after the torturous process of registration the owner discovered on his first drive that he could not engage third gear.



The car was duly dispatched to a gearbox specialist who said that the gearbox would need removal and stripping to find the source of the problem, but declined the work as all the parts were impossible or very difficult to source. The owner happened to notice our advert in the back of a popular classic car magazine and rang me. Much to his surprise I was a 500 lover and owner and offered to have a look for him.

On arrival I checked the usual things and soon discovered that somebody had forgotten to bolt the gear lever assembly to the floor.

Two bolts later and a little adjustment and normal service is resumed. One very happy customer!

Paul Dickerson



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NEWS FROM WALES



This is the story of a day out to a Steam Rally with Spot the Dog and Janet the Healer. Initially it was going to be me, the dog, Janet & Sylvia (the healers) but for what ever reason Sylvia was indisposed when advised of the mode of transport. Have to say that three in a car with a dog that does not like to share the back seat would have been one for the Crystal Maze (the only way to do it is to jump in before she gets a chance, Labrador- anything for a gravy bone) so just as well we were three.

The sun shone down at the Abergavenny Steam Rally and most especially on our stand "The Monmouth Healers" just beside us on the one hand Jack (the Fiat) proudly adorned with an angel hanging from the rear view mirror and another from the driving column (I trust the car with my life don't read me wrong) flashing a Monmouth Healer sign on the door. To our right St. John's Ambulance with a sign that read ' There are no public toilets here SO DON'T EVEN ASK'. So we put a sign up saying put a donation in our tin and we won't say a word...

We had a fabulous day, the Fiat was admired. kids said they all wanted one and daddy said "when you're older", one old chap said he used to have the estate version (we worked it through - it must have been the giardiniera). It had rusted through and the seats had ended up on the bonfire.

One guy wanted to buy Jack for a couple of hundred quid and I said ' yeah right' a big guy sat in it and it took more than spiritual healing to get him out..

The fairground fortune teller told me I was going to enter a hospital and I was not going to like what I saw and someone was going to die. He reckoned I could handle the 'truth' I was told off by our resident clairvoyant medium for dabbling in the darkness and consoled by fellow healers who said 'well we all going to know someone whose is going to die' (some consolation to a panic stricken fiat 500 enthusiast and chairman of the Monmouth Healers). Janet and Kevin had their picture taken on a broomstick for the album and Izzy took me over to the 3 for 2 jumpers and tops stand to take my mind of the impending doom. Now laden with garments and feeling a bit better for my retail therapy we packed up to travel home.

Spot now sprawled across the back seat on her sheepskin and Janet clutching all the bags in the front we put on our seat belts (once I had convinced Janet that her seat belt was in fact my seat belt and that was why I could not do mine up) but thank goodness we did sort this out and Janet was clutching the bags of jumpers (3 for 2) for what was about to happen could have been mystic Pete's prediction. My b!! flip-flop - even thinking about it brings tension to my neck and perspiration to my brow - slipped off the pedal on the way down the hill. Heaven knows how we are still alive. Grappling with less than perfect handbrake and swerving into the curb. I would see my life flashing before my eyes, Janet saved



on impact by the M&S seconds and Spot sailing off her sheepskin into the foot well beneath. I apologised profusely to Janet who has a heart condition but being the good sport she is she just smiled and said something witty in her BBC2

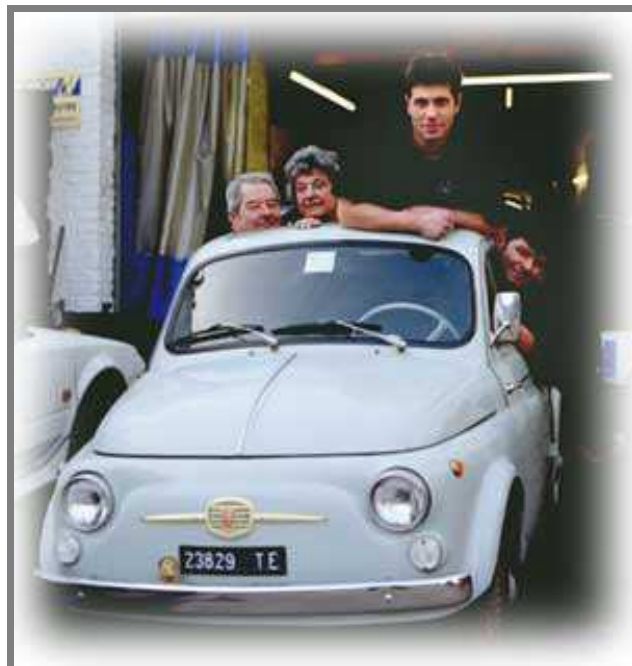
voice. Not sure if she will want a run in the car again though.. Might have to work on that. Might offer to put the hood down next time that will be sure to win her round.

Justine Johnson

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Fiat 500 N



Stripped state

Chris first introduced us to his 500 N in the July 2012 magazine and subsequently followed up with the start of the restoration in the January 2013 edition. Chris' restoration continues, and below he outlines the latest stages where following chemical stripping the car is E-coated and primed ready for painting.

The metal work has been completed to a high standard with the help of a company from Swindon. I spent many hours working with them to achieve the standard of restoration I wanted and I must say they were very accommodating.

The shell and all the other parts such as the doors, bonnet etc



E-coated



Primed state

which is the corrosion protection system all new cars have and is shown in the picture where the car is black. After that the car went back to Swindon and every part has been primed ready for me to do all the bodywork at home in my garage prior to top coat.

Chris Walker

COMPETITION

We have two prizes to give away this month



QUESTION - In an unusual position, what is the white box?

***First prize is a copy of**
'The Fiat 500 Topolino 1936-1955' book
published by Società Editrice IL CAMMELLO

***Runner up prize**
Two £ 10 vouchers for use in any *Hall & Woodhouse Retail* managed house.
Kindly donated by the owner of The Anchor, Pyrford,
our 2012 Christmas meal venue.

For your chance to win, simply send your answer by 20th October 2013 to the magazine editor, magazine@fiat500enthusiasts.co.uk or by post to:-
33 Sandy Lane, Woking, Surrey. GU22 8BA.

The winner and runner up will be picked at random from the correct respondents. Competition open to subscribed members of the Fiat 500 Enthusiasts Club. Committee members excluded. The answer and winner will be printed in the November magazine.

This is
not blue.

This is 1966 -1974 Triumph Blue 126.

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EVENTS 2013

The following is based on the latest information, but events and venues may be subject to change, so keep checking the events section of the website and subsequent newsletters and magazines for any updates. Club members will be present at those events listed in black.

MIDLANDS AREA Monthly meetings are held at the Bowling Green Inn, Stoke Prior, Bromsgrove, B60 4BH on the 3rd Monday of the month from 7.00pm onwards

Please contact : Tony Spillane at midlands@fiat500enthusiasts.co.uk

Goodwood Breakfast Club – Italian Sunday

Sunday 6th October

Goodwood Motor Circuit, Westhampnett, West Sussex, [PO18 0PH](http://www.goodwood.com)

The final Breakfast Club of the year, and it's just for Italian cars. Arrive from 8am at Goodwood motor circuit (free entry) to display your car and stock up on tea and bacon rolls.

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

Christmas Meal

December TBC



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Bath Pageant of Motoring (eventually)

I had been very much looking forward to the Bath (2 day) event and so I duly loaded the 500 onto a trailer and hooked it to the rear of the camper (best way to get the car and 'accommodation' to the same location) and so I was prepared for a 6:00am start on the Saturday.



'The best laid plans....' then took a turn for the worst, or rather the dog had one of its occasional 'funny turns', a legacy of a past serious illness and so the decision was made to delay until my dog sitter became available, and the first day of the show had to be missed.

Finally setting off around 3.30 pm I anticipated a leisurely drive and at least there should be little traffic! Which was the case until just North of Salisbury when the Police

had the road closed due to a serious accident. Whilst cars were able to turn around and divert, I elected to wait for the road to be cleared as to reverse/ turn around a 6 metre camper and 5 metre trailer on a very narrow road was risky. At least I could make a cup of tea and sit and drink it in comfort. The driver of the Jaguar that had rolled and spun in the 40mph limit didn't survive!

After an hour and a half the road was re-opened, and I drove on. Arriving at 7:30am and setting up for the night, Campsite was just closing so the nice marshal said 'park in the Arena, any where you like.' So I did. Now the nicest part of 'camping' is waking up at sunrise and watching the rest of the world come to life, and so I had a grandstand seat as first the marshalls, then the trade stands and finally the classics began arriving.

The event was great as expected, very hot (wet and windy last year) and I was joined by new members James Holt, Shirley Linton and children who were good company and grateful for the protection from the sun that the club shelter gave. Also had some long and enjoyable conversations with other 500 owners and classic people in general.

Arriving home at around 7:00pm on that evening, Mary (wife) expressed surprise that I had managed to come along the local road as she said that they had been closed for the previous 2 hours as a motorbiker from around the corner had hit a lamppost and unfortunately not survived. I was very grateful to be home safe!

John Jenkins

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MEMBERS WANTED AND FOR SALE

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FOR SALE

Classic Fiat 500 ABARTH Wheels

Good Condition recently taken off my fiat 500L after arriving from Italy.£100 (not inc. posting).

Please contact Ian Butler iandavid.butler@yahoo.co.uk or Tel. 01268 571306



FOR SALE

Hi all Topolino owners .I have just obtained a large stock of Topolino Spares. They are from all Types, A B and C, there are engines, gear boxes, suspension parts, hubs, half-shafts, steering boxes, etc etc. I'm afraid the only bodywork I have is an early bonnet, wants work but useable. Ring me and ask.

Barry Worsey 01384 873560 or mobile 07733115562

WANTED/WILL SWAP

For Type C Topolino.

Headlamp glass or complete unit, 2 x Rear Over-riders. Original starter control cable or just knob to modify mine. Wheel chock from Tool-kit. 1 x sun visor. Tel: Barry 01384 873560. (Have spares to swap.) Thanks.

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

NEW MEMBERS

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

Juan Riquelme & Mary Ann Crop	Glasgow	Seat 600	Yellow
Tony Akram	Buckinghamshire		
Damion Angus	London		
Alun & Julie Hoskins	County Tipperary		
Angela & Rod Harvey	North Yorkshire		
Brian Hall	Wales	500F	White
Graham & Alison Oldroyd	Aberdeenshire	500L	Ferrari Red
John Collett	Surrey		
Ann & Maurice Walker	London	500	Blue
Steven Garcia Perez	Derbyshire	500L	Yellow

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