

31



March
2014



Creative Parking in Rome - Photo.: Courtesy Sue Davey

www.fiat500enthusiasts.co.uk

ORGANISING TEAM

Chairman	John Jenkins	chairman@fiat500enthusiasts.co.uk 02380 730765
Treasurer	Alan Cook	treasurer@fiat500enthusiasts.co.uk 07770 637950
Shop Co-ordinator	Janet Cook	shopliason@fiat500enthusiasts.co.uk
Website	Nathaniel Cross	web@fiat500enthusiasts.co.uk
Events	Sheridan Bowie	events@fiat500enthusiasts.co.uk 07909 522141
Editor	Jenny Squillaci	magazine@fiat500enthusiasts.co.uk 07749 499785 'Nee Soon' Winchester Rd., Overton, Basingstoke, Hants RG25 3NB
Midlands Co-Ordinator	Tony Spillane	midlands@fiat500enthusiasts.co.uk 01527 879321
Tutto Fare (Chief Cook & Bottle washer)	Vittorio Squillaci	01256 771105
Committee	<i>Eric Boswell</i>	<i>Honorary Member</i>
	Dianne Morrone	01403 211119
	Vincenzo Morrone	01403 211119
	Angela Bowie	07767 3747010

***Disclaimer:** Advertisements appearing in The Fiat 500 Enthusiasts Club magazine or on its website whether commercial or otherwise are accepted in good faith, but The Fiat 500 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 . Likewise, the club accepts no responsibility for any advice or help offered as a result of articles or advertisements appearing in the magazine, or on its website.*

APRIL SHOW'ERS !! (pun intended, sorry)

Welcome to a new season of Shows, Events and related 500 type good things, not forgetting all the other little Fiats.

Many thanks to all for co-operating with our recent changes, all done with Members in mind and to streamline the 'systems'.

We have invitations from a number of New Venues this year so if the weather Gods are kind there is great cause for excitement. I should point out that in a few instances we may have a limit on the available space, so to be sure of an entry be proactive and contact the organisers a.s.a.p.

One of our proud boasts is of course that the club is run 'By the Members, for the Members' and so we will be seeking a few more 'organising Committee' members during the next few months

We get lots of requests for specific information, and whilst all assistance is given, it would be a great benefit to have a few 'specialists' (not necessarily experts) in certain subjects to refer to.

Another possibility is for owners of the rarer models to have each others details (with mutual agreement of course) and so have at least a sympathetic ear, (shoulder to cry on?) when things go wrong!!

Please make this THE YEAR that you come forward and BE INVOLVED.

John Jenkins

From the Editor

THE FIAT 600

The June magazine will feature extra material regarding the Fiat 600 in its various manifestations. We are grateful to those who have already provided copy for this long overdue project, but there is always room for more.

If you have, or have had any experience of owning or knowing someone who owned a 600, please get in touch and share your memories and experiences. Photos would also be very welcome. Everything 600 related is grist to the mill so do not hesitate, get in touch with the editor who will bestow many brownie points to all who get in touch. Deadline for copy is May the 19th but I will always do my best to accommodate late submissions.

JS

TOPOLINO FOR SALE ????

A member has got in touch to say that he is aware of this Topolino 500A pictured below, languishing in a garage.

He believes it is still saveable and restorable. However he is not sure if the owners are willing to sell , but as he knows the family he has kindly agreed to act as a mediator and assist anyone who is seriously interested in pursuing this.

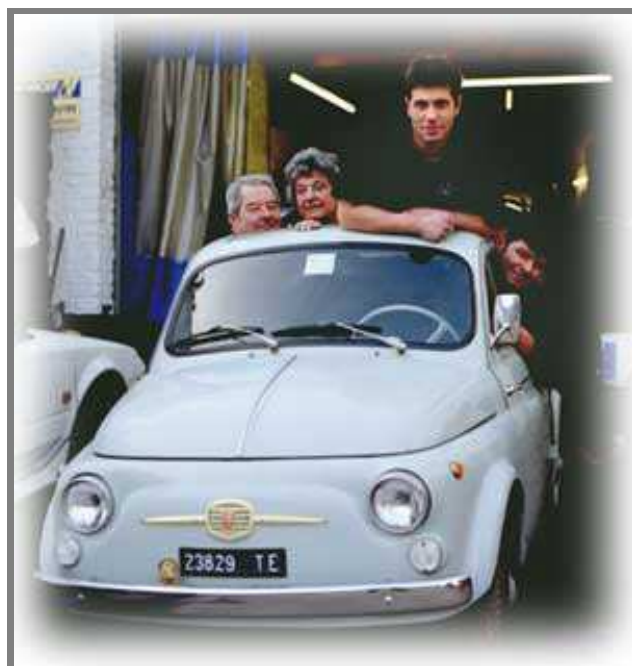
It has to be said that there is no certainty that the owners are willing to part with the car, but if you are SERIOUSLY interested please contact the editor who will provide you with the member's name and contact details.



FREE FIAT 500.CC



Italian Car Specialists - London
Established in 1965, R.Proietti Ltd is a family run
business specialising in restoration, repair and
maintenance of the original Fiat 500 range.



R. PROIETTI | 020 7607 0798

STRONGMAN **»»»»» DIRECT**



Everything you need for the Home Garage



08456 124412 - sales@strongmandirect.co.uk
WWW.STRONGMANDIRECT.CO.UK

And Now For Something [completely] Different!



In 2012, during November and early December, I raced a 51ft yacht across the Atlantic from Las Palmas to St Lucia where my original plan was to travel up to Connecticut after the race and spend some time with my friend Ted Genard and his wife Karin. Unfortunately, due to the expected weather at that time of the year where they live and the fact that they live a bit 'out in the wilds' this plan was considered 'unwise'. My wife Ann then suggested that as we were going to 'celebrate' 40 years of marital bliss (!) in 2013 why didn't we do it by visiting Ted and Karin and also some friends just outside Detroit—so we did!

During our 1st weekend in Connecticut (in Uncasville, just outside New London), Ted advised me that there was going to be a Classic Car Show at 'Lime Rock Park' racing car circuit---would I like to go? It didn't take much persuasion (about 5 seconds worth in fact) to convince me that this would be a very intelligent way to spend a Sunday. So with the ladies talked into going and looking at the delights of south-east Connecticut, Ted I set course for north-west Connecticut.

Lime Rock racing car circuit is situated just off and on the opposite side of the main road from the village of Lakeville, a collection of classic American clapper-

8

board houses in north-west Connecticut. As a circuit, it reminded me as a cross between Brands Hatch (in distance—1.5 miles) and Oulton Park (surrounded by beautiful woodland). As well as being a very attractive



place, it was also the home circuit of the late Paul Newman. Sadly, the weather decided to be a bit 'East Anglian' overcast, not that warm and with drizzle threatening---made me feel quite at home! Sadly this persuaded most of the

'Hot-Rod' fraternity to stay away, it seems that

American engines don't like getting wet! Those that did turn up, about 80 cars in all, were a fair cross-section of the American classic car scene, ranging from (literally) a motorised 50 gallon oil-drum to an Oldsmobile 'Baja' racer to that classic of American cars, the Plymouth 'Road Runner' Firebird.

There were all the usual vehicles, Cameros, Mustangs, Plymouths, Stutz, Oldsmobiles etc. along with a sprinkling of English vehicles. The 'home' vehicles included a very tidy Mini-Cooper and a Healey 100/6 that the owner had transplanted a Healey 3000 engine into. The Healey owner was having a problem with his carbs (S.U.) in that the float chambers were so close together that it would have been difficult to get a sheet of Rizla paper between them---my suggestion that he changed the carbs front to rear (so that the float chambers were on the outside of the installation) brought a wry grin to his face along with the comment, 'gee, I never thought of that!'



Lime Rock is visited by a wide range of racers—Nascar, single-seaters and SCCA sports cars along with a racing school owned by Skip Barber (who also owns the circuit), all very Brands Hatchish. Next time I go over to see Ted I will try and tie it in with their Historic 3 day meeting which takes place at the end of



10

August/beginning of September---it looks like 1 heck of a meeting. Despite my best efforts, I didn't see a single Fiat at the show, but it was still a very interesting day and I got a fair insight into how they do it on 'the other side of the pond.

Topo Peloso



My thanks to the member who sent me this article and pictures of his visit to Connecticut. From time to time I am happy to include non Fiat related articles from members ,working on the assumption that 500s are not always the only cars that interest our members', and that a bit of variety is never a bad thing. Besides—I couldn't resist the oil drum! JS



Navy Mens Polo Shirt
A good quality heavy-pique 100% cotton polo shirt with contrast embroidered club logo.
£17.50



Charcoal Mens Polo Shirt
Classic mens polo with embroidered club logo.
(special offer)
£15.00



Womens Polo Shirts
A good quality heavy-pique 100% cotton polo shirt with contrast embroidered club logo. Available in Fuchsia and Cornflower Blue.
£17.50



Black Baseball Cap
Baseball cap with the club logo in contrast stitching.
£12.50



Black Fleece Hat
Fleece hat with the club logo in contrast stitching.
£11.50



Weekend Holdall
Vintage canvas bag (vintage black or navy) featuring the club logo.
£35.00



Graphite Retro Flight Bag
Useful flight bag with embroidered club logo.
£10.00



Lightweight Rain Jacket
Breathable mesh lined waterproof jacket
£15.00



Active Fleece Jacket
Navy blue heavyweight fleece with club logo
£25.00



Black Rugby Shirt
A good quality Rugby shirt with contrast embroidered club logo.
£30.00



Black Bodywarmer
A lightweight gilet with contrast embroidered club logo.
£30.00



T-Shirts
A good quality T-shirt with printed club logo. Available in Grey or Black.
£9.00



Iron-on Badge
Customise your own clothes with our iron-on badge.
£3.00

Metal Key Ring with club logo	£3.50
Tote Shopping Bag	£5
Tax Disc Holder with logo	£3
Windscreen Sticker	£2
Magazine Binder holds 12 issues	£9

See our full range online at:
<http://fiat500enthusiasts.co.uk/shop>

Payment by Credit/Debit card, Paypal or Cheque. Please make cheques payable to:
Club Accessories, c/o 20 Farley Avenue, Harbury, Leamington Spa, Warwickshire, CV33 9LX.

call: 01926 614606 email: info@clubaccessories.co.uk

Auto Rossa International

Italian car specialists



Auto Rossa specialise in Italian cars. We provide servicing and repairs - new or used parts and restorations for all models. Club Discount given to Club Members

With over 36 years experience Auto Rossa has a proven track record of customer satisfaction. As an independent family run business, we offer a personal service and reliability

For assistance with our services or for general enquiries, please call us directly on (01425) 478648 or email us at info@autorossa.com

Visit our Website: www.autorossa.com

*Auto Rossa (International) 3 Hightown Industrial Estate
Crow Arch Lane, Ringwood, Hampshire BH24 1ND*

'TECH TORQUE'

Please note that the Fiat 500 Enthusiasts Club advise caution if and when following advice given on these pages as the club can accept no responsibility.

Advice Please!

Colin recently purchased his 500 in 'kit form' and intends to do the restoration himself. He would very much like any advice on welding all the new panels back on. In particular what NOT to do, as he doesn't want to make more work for himself by getting it wrong.

To give an idea of the scale of work involved, see below.



If you have any tips you can impart to Colin, please contact the editor who will print a reply in the newsletter or magazine. In addition, if you would like to contact Colin directly, with your permission I can pass on contact details. However, please bear in mind that an answer printed in the magazine or newsletter may be of benefit to other members.

Starter Motor Blues

My brother had a Fiat 500 some twenty years ago. He used to carry a two foot length of broom handle around in it. This was because the starter motor pull-cable had an annoying habit of snapping, and he developed the knack of operating the starter motor by prodding the operating lever with the broom handle once the engine compartment lid was opened. I borrowed his 500 for a few years, and was grateful for the broom handle.

Now that I've got my own 500, which has an electric solenoid type starter on the 126 650cc engine, I thought those days were past.

Problem over?

After obvious things like battery and charging rate, the first issue was that the electric wire to operate the solenoid was too short, and when the engine moved on its mounts it pulled the wire off its connection on the solenoid. After a couple of these experiences, I lengthen the wire to give it more slack.

Problem over?

As the ignition lock doesn't have a starter position, there is a separate push button on the dash to operate the starter motor. After a year or so, this became irregular in its function. The solenoid takes a fair amount of current, and the switch probably doesn't like it, so I fitted a micro relay to relieve the push button switch of the solenoid current, and a new push button switch.

Problem over?

I then noticed an irregular operation again of the starter motor. Detective work showed that the relay was still clicking, and the solenoid seemed to be taking its current, as there was a slightly perceptible change in illumination of the interior light when pushing the starter button. Time to take the starter motor out. The brushes were good, but the starter solenoid was loose. One stud had fallen out, the other was loose! I cut the head off a long M5 setscrew to form a replacement stud, and tightened it all up. Now working again properly.

Problem over?

I'll let you know!

In the meantime, the engine is definitely smoother without the starter solenoid wagging around.

Tony Spillane

FIAT RADIO—INFORMATION REQUIRED



We have had a query from a gentleman who has owned the radio pictured below for around 30 years. The whole thing measures just $3\frac{1}{2} \times 2\frac{1}{2}$ inches and is removable. When it was last working it picked up L & M wave. He believes it was made for a 500 Fiat. He would very much like some more information on this little radio. Can anyone help?

If you can shed some light on this little radio, please contact Nathaniel on web@fiat500enthusiasts.co.uk who will pass on any information



Tale of a Fiat 500D

Continuing with the story, having got the body shell delivered back from the soda blaster I spent a morning with a compressed-air gun blowing out as much of the surplus soda suds as possible and then it was time to deal with the body damage revealed by the blasting & paint removal.



Welding new front panel & wing repairs

The rear offside wing was badly puckered and the metal punctured in places so I decided to leave this repair to a skilled bodyshop. Both the rear valance and engine lid were also badly damaged from a previous accident impact.

I attempted to repair this myself with bodyfiller,

though my first effort was not over successful ! Even with the correct mix of hardener to filler, there is little time to work carefully before the mix hardens, particularly if shaping to a curve or build ing up a dent. I had several goes at this little exercise but each attempt was compounding the poor results of the first which wasn't good.

Taking stock, I decided that putting a load of filler back into the body was probably not the way to go with this problem, so bit the bullet and decided to replace the panels. Fortunately, the rear valance is the same for all models, so a reasonable cost, but the engine lid for the 500D is different to later models having the number plate moulding in a slightly different position, so the panel proved more expensive.

Even with the new engine lid, there is still work required to get the panel to fit. Unlike today, with Robots building our cars and producing perfect panel fits, the 500s were built in a very artisan way, with most panels being made to fit as best they could on the production line. I needed to trim a lot of surplus edging

metal on the inside of the lid so there were no touching points on the shut lines and also bend the panel somewhat so that it mirrored the curve of the valance below. Eventually, the lid fitted as good as I could make it and was set aside for eventual painting.

The minimal rust in the car was basically restricted to two areas – parts of each floorpan and the lower joint between the bulkhead (below the battery box) and the front panel. Rather than replace both the floorpans (which meant holding the bodyshell in a jig to avoid twisting), I bought two new floorpans and cut out just the panel areas I needed, which were basically the rear passenger foot wells and a similar square paneled area in the front on each side. These four panels would be welded into place later. A considerable impact had badly damaged both the front offside wing and the front panel beyond repair. I replaced the front panel which had the added advantage of sorting out the remaining rust area along the bottom joint with the bulkhead and then cut-out the damaged area of the front wing which would later have a section from a new wing welding into place. I was now ready to get the welding done.

I found a good welder living nearby who turned out to be ideal for the job. John had his own mobile welding equipment, lived nearby and was enthusiastic about classic cars, owning his own MGB. He called by to see what work was required and a couple of weeks later showed up at 8 o'clock one morning ready to make a start. All the welding work was completed in two days but more importantly, I worked with John and learnt quite a lot about welding & metal



Preparing the underside of the bodyshell

fabrication skills so considered the whole exercise very worthwhile.

After the welding was completed I spent a day with a disc cutter grinding down the spot welds and then the bodyshell was almost ready to go off to the bodyshop for final preparation and painting. Before this stage however, I needed to fully prepare the underside of the shell. I had previously stripped off all the years of oily roadside dirt and the thick underseal originally applied to the car, so now got the bodyshell back on the rotisserie so I could spin the car over again to complete the job.(NB - I have now finished with the Rotisserie so it is for sale if anyone is restoring a 500 and is interested – see advert elsewhere in this magazine).

Firstly, I applied Fertan Rust Destroyer to areas where further rust might be present - then two coats of Galvafroid Anti-Corrosion paint to the whole of the underside -then finally two coats of Tetroseal Underbody Sealant which was also applied to the inside of the wheel arches. The underside was left in the black Tetroseal finish and I painted all suspension pick-up brackets in black gloss.

After some research into good bodyshops, I finally choose Andrew Mitchell of Mitchell Motors for the preparation & repainting of the bodyshell & panels. Mitchell Motors is a Classic Car Restoration company based at Chicklade on the A303 in Wiltshire, about 20 miles from home. When I first visited Andrew, there were about eight cars in his workshop in various stages of restoration, but when he told me the combined value of these cars was approaching £5M, I knew my little Fiat would be in good company !! The key to any good paintwork is of course the initial preparation and as there was still quite a lot of preparation needed on the Fiat, I knew it was going to be a pricey job but was confident Andrew would do good work. His workshop was also close to home so I could visit regularly during the process and keep up my photographic record of the restoration.

A date was booked and about two months later the car went off to the bodyshop. The Fiat was originally Ivory white in colour but I wanted to change to another solid colour in keeping with the period. By the time the car was ready to be painted I was still anxiously trawling through dozens of colour swatches at Andrews in a desperate attempt to find the right colour and finally settled on a shade of pastel blue at the eleventh hour !

From around the Spring of 2012 to late 2013, in parallel with the work on the bodyshell, I had been restoring or replacing all the cars component parts. The

This is
not blue.

This is 1966 -1974 Triumph Blue 126.

Do you see what we see?

We're obsessed with classics, which is why we insure nothing else.
Join us – hagertyinsurance.co.uk or call 0844 811 3533

HAGERTY
DRIVING OBSESSION

20

Fiat was stripped by April 2012 and I was left with boxes & boxes of parts all of which I labeled or marked in some way to help with the final rebuild.

Metal painted parts were sent for sand blasting and powder coating, original bright parts were polished, most other parts I stripped and restored, rebuilt or refurbished myself and other parts that were beyond economic repair, were replaced. The five original road wheels were blasted & powder-coated metallic silver but as the resulting finish was not good, I had them spray painted grey & lacquered to a better finish. I had planned to replace the wiring loom and although some new looms are (supposedly) correctly colour coded, all are for left hand drive cars which meant extending a number of wires for my car. I close inspection of my original loom however, showed it was still in reasonable shape even though I had cut it in half to facilitate removing it from the car. I have now spent several hours cleaning it up, checking wires and comparing the coding back to the original wiring diagram and all looks ok, so will re-install it in the car and hope all is well.

As mentioned previously, Kelvyn Baker has been rebuilding my original 110D engine and gearbox which I took to him over a year ago. The gearbox needed a lot of work as the original casing was cracked and required welding. Sourcing



an undamaged differential unit also proved difficult as many of the moving parts for these earlier boxes are now in short supply and the parts are not interchangeable as with the later gearboxes. However, Kelvyne has done an excellent job and the gearbox is now finished.

The engine is also now virtually complete having been completely stripped & rebuilt with great care using a slightly improved camshaft profile, different jetting in the carburetor and polishing and balancing pistons, crankshaft etc., in order to uplift the power a little to make the car more useable on the road. I have just sourced a refurbished cowling set from Italy for the 110D engine (again different to the later models), and now the engine is virtually finished, it will be bench tested to iron-out any problems.

At this point I feel I have finally turned the corner – the bodyshell & panels are back from the bodyshop newly painted - virtually all the component parts are refurbished or renewed and the engine/gearbox will soon be ready for installation. I can now finally start putting the Fiat back together again !!!

(To be continued)

Roger Webb



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.

For further details, please contact your local Weber dealer or Webcon direct.

Webcon UK Ltd
Dolphin Road, Sunbury, Middlesex. TW16 7HE. UK
Tel: +44 (0) 1932 787100 Fax: +44 (0) 1932 782725
Email: sales@webcon.co.uk Web: www.webcon.co.uk



LANCASTER INSURANCE

Fiat 500 Insurance



We will endeavour to beat any competitors' quotes

Ask us about:

- ✓ Car Club Member Discount
- ✓ Agreed Valuation
- ✓ Limited Mileage Discount
- ✓ Multi-Car Policies

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting acceptance.



For a great deal on Fiat 500 Insurance call:

01480 484848

www.lancasterinsurance.co.uk/f500



LANCASTER
INSURANCE

Calls may be recorded for monitoring and training purposes.

Lancaster Insurance Services Ltd is authorised and regulated by the Financial Services Authority 306514.

FIAT-V1-0611

ADDITIONAL SERVICES:

CLASSIC CARS - MODERN CARS - KIT CARS - 4X4 - EX-MILITARY VEHICLES - MOTOR HOMES - CAMPER VANS - CLASSIC TRACTORS

THE FALL & RISE OF FRED FIAT

The 126 engine ...ah yes the seized engine! I tried all the usual tricks to free one seized piston, to no avail. So I took off the head and sump, undid the big ends, took out the one free piston then the seized piston together with the pot. After gentle persuasion from underneath with a brass drift, the piston came free without breaking and rings.

The reason the engine had seized became apparent, the small air intake elbow on top of the carb was missing, this allowed water to get down the carb, the butterfly of which was also set solid, past an open valve and into the cylinder. The distribution was also hanging out with no cog on the end. I found the cog and washer in the sump. I think someone had fitted a wrong rotor arm and this had then seized in the top of the distributor, the engine had kept turning and sheared the cog off. The cog is attached by a rollpin, so a new one was sourced out to length and fitted.

The engine apart from the foregoing appeared to have done very few miles and only needed the bores honed. At the same time I had the head checked for flatness and hardened seats fitted. The oil thrower cover to the front had a chunk missing which had been silicone back in place and this had leaked with the inevitable, covering everything in oil – at least it stops the rust! All new gaskets were fitted and sealed in with Blue Hylomar.

On stripping the carb it was apparent that it had suffered water damage. After clearing up, all appeared well until fitted, when petrol was added it spewed petrol everywhere. Off with the carb, another strip down, to find the float had a hole in it – not visible, but once immersed in hot water the tell tale string of bubbles gave it away. After all that, the engine started first go, although I am looking to change the Weber carb and its drip tray for a S.U which I think performs better over a greater range of speeds, plus the fact I understand the S.U much better. The engine was rebuilt as standard with the exception of an electric petrol pump and a rather fine sports exhaust.

I have tried to find the age of the engine – even through FIAT but to no avail, as I got the engine with the car, I have no idea what car it came from, all I know is the petrol pump which was corroded, was made in Poland and the crankcase was cast in March 1980 – apart from that – nothing.

All that remains now is to fit the engine, sort out the front end geometry and

steering, fit the doors and sunroof and BRROOMM BRROOMM.

All the parts were sourced from Franco of Ricambio, who has suffered greatly from my ignorance of 500s and helped me in many ways. He kept smiling and gave me my club discount – Thanks Franco, you really are the best parts supplier I have ever dealt with.

In case you have read all this without getting bored and think I must have garage experience, in fact my background is on the Drawing Board. I would like to say I have always maintained that if you can read and have patience, you can achieve anything. The tools I have are just DIY tools, a sturdy vice, angle grinder, an antiquated home made compressor made from a very old fridge and finally a welder for which I took a night school class.

Don Stewart

Don has quite obviously lavished a huge amount of care and attention on what he termed 'a pile of rusty air'. The editor would love to receive a picture of Fred once he is all back together and ready for the road, to put in the magazine.

Fiat 500 Electronic Ignition Kit.

Transform your Fiat 500 distributor into electronic ignition



This easy-to-fit ignition kit has been made specifically for all 2 cylinder Fiat 500's

Only taking five minutes to fit, it replaces the old set of points giving easier starting, improved economy and is not affected by damp or the cold.

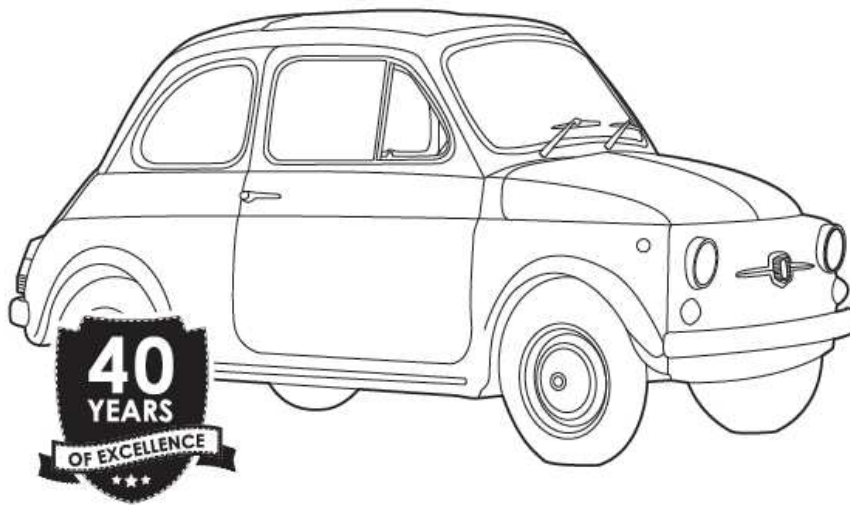
Never replace the points again!

2 years warranty and a free fitting service if needed at our factory in Essex.

Only £54 inc. VAT

Call: Peter Crago, Ignition Car Parts Ltd. Tel: 01268 857 880

Specialist Fiat 500 Insurance



Benefits available include:

- FREE Legal Cover
- Laid-up Cover
- Agreed Value
- Limited Mileage Discounts
- Club Member Discounts
- Modifications Cover

Fiat 500 Insurance

Adrian Flux know how much you love your Fiat, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.

0800 089 0035
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority



Miami Automobile Museum

I recently went to Florida for a week's holiday with my brother-in-law. For me, part of the reason was to visit the airfield at Clewiston, Florida, where my Dad did his RAF flight training in 1942.



When I got there, I found they now do Skydiving, so I had to have a go! I jumped out of the plane at 14,000ft, free-falling down to 5,000ft, then paragliding back to the airfield. Brilliant, and I've got the video DVD to show my (slightly startled) family.

I found Miami was great, with its art deco buildings. It turned out that the owner of our hotel also owns the motor museum <http://www.dezercollection.com/> For me it was brilliant, as it covered American 50's & 60's cars, scooters & microcars, and film & tv vehicles.

There are quite a few Fiat 500's, 600's, two Multiplas, Topolinos, and the various Fiat derivatives. If you ever find yourself in Miami, it's well worth a visit. Take a camera, as they don't do guide books.

Tony Spillane





EVENTS 2014

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.

Horsham Piazza Italia

Monday 21st April 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

Auto Italia Italian Car Day

Saturday 3rd 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

Basingstoke Festival of Transport

Sunday 11th May 11am-4.30pm

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

The Masters Historic Festival at Brands Hatch

Sunday 25th May.

**We have been invited to exhibit as a club at The Masters Historic Festival at Brands Hatch on Sunday 25th May. Sheridan is happy to organise a trailer park at Honnington Farm, Southborough, and a convoy from there to the show. So please get in touch with him if you are interested.*

The FIA Historic Formula One Championship features evocative Grand Prix cars raced during the 60s, 70 and 80s. including Williams, McLaren, Lotus, Tyrrell and Arrows, harking back to when Brands Hatch was a regular on the F1 calendar. The FIA Historic Sports Car Championship recalls the 500 and 1000km endurance races from the same period, when spectacular Le Mans prototypes provided an equally thrilling spectacle. The event also includes nostalgic but competitive action from GTs and Saloons.

Please contact Sheridan on events@fiat500enthusiasts.co.uk *

**NB We need to know exactly who will be attending the Historic Masters Festival, as the organisers at Brands Hatch will only send out entry tickets to confirmed cars and drivers. If you wish to attend, please let Sheridan know as soon as possible as time is running out and there are limited tickets, although Sheridan will do his best to apply for extra if needed.*

Audlem Festival of Transport

27th July 2014.

Cheshire

<http://www.audlem-aset.org/events/transport-festival.html>

I have registered to enter, using their on-line registration.

Not far from the Cholmondeley Castle event of last year. Let me know if you're thinking of going, so that we can arrange to park up together.

Please contact Tony Spillane midlands@fiat500enthusiasts.co.uk 01527 879321

Kent Italian Classic Car & Bike Show and AGM

Sunday 7th September

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

(The AGM will take place at 3 pm in the club marquee)

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



We specialise in parts for all types of classic Italian car models, including the Fiat Topolino, the Fiat 600 and Fiat 500.



Based in Atlanta we deliver to the UK. See our website or contact David on

Tel: 001-678-637-5103 Web: mrfiat.com Email: info@mrfiat.com

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

TYRES - 135 X 12 Radials x 4. Not new but negligible wear with whiskers still present.. 3 inner tubes included. **£95ono.**

Buyer collect or meet part-way (Wiltshire). Tel Roger 07775853456.



FOR SALE

I have 2 Fiat 500L doors for sale. The doors are bare and need repair/renovation on the lower outside sections. The inner panels and all mounting points are sound. Available for a sensible, but negotiable price. I am happy to deliver (I live in Felixstowe, Suffolk) for the cost of the fuel, but arrangements are again, negotiable.

Tom Montagu 01394 274474

tommontagu@yahoo.co.uk

FOR SALE

FIAT TOPOLINO PARTS FOR SALE Too many to list individually but includes early Sidevalve and late Overhead Valve Engines, Gear Boxes, Running Gear Suspension etc. Ring Barry on 01384 873560 (West Mids) or 07733115562.

FOR SALE



1963 RHD Fiat 600D

Renovated from ground up. Selling due to lack of space. MOT and on the road. Additional spares available e.g spare front & rear windows.

Offers in the region of £5000 Please contact: Charles Robinson crobioo@aol.com

FOR SALE

Rebuilding your Fiat 500 ?Then make life easy with this ROTISSERIE – bolts to the Fiat's existing bumper support fixings and allows you to spin your bodyshell through 360 degrees to work on the underside whilst standing up or carry out any other body repairs with ease. Holes pre-drilled on the Rotisserie – all you have to do is bolt on your Fiat. An invaluable piece of kit for the serious restorer. **£175.** Buyer collect or can ship at cost. *(See Roger's article pg 16)* Phone Roger on 0777 5853456.



FOR SALE

My RHD Fiat Giardinera. MOT Aug 2014. Original log book, instruction and service voucher books, and lots of history. Bills in excess of £4800. Engine, gearbox and clutch all good. New brake system all round, new tyres and much more. Not concours but not bad!

Offers in the region of £6000.

For further information contact me at: martin-sewell@live.co.uk



FOR SALE

Fiat 500 N This is a unique opportunity to own an original Fiat 500 (1959) in excellent condition, probably one of only a handful remaining in the UK. This left hand drive Fiat 500 has been restored over the years and has perfect paintwork in her genuine petrol blue. It has the original fuel tank, engine tinware, cloth interior and full opening hood including the genuine vents on the front face. The wheel arches, bulk head, the battery area, undercarriage, engine bay and interior flooring areas have all been sealed. The sale comes with all the paperwork including a valid MOT to May 2014, (one V5C owner) and plenty of receipts. **£16,950 o.v.n.o**

Please contact me on (m) 07767 233 728 or email: retlaskram@aol.com



THE FIAT ABARTH
Photos courtesy of FIAT UK



1000 Berlina Corsa alla gara '4 Ore del Jolly Club' Monza 1966



Fiat Abarth '850 TC'



Fiat Abarth 1000

Middle Barton Garage

Established 1987

The FIAT and ABARTH specialists

Parts and Workshop Facilities for Classic FIAT's
from 1955 to 1985



We stock a large range of parts for the 500, 600, 850 and 124 Spider



Tel: 01869 345766

Email: carsandparts@middlebartongarage.com
www.middlebartongarage.com

Troy, Ardley Road, Somerton, Oxon OX25 6NG
5 minutes from junction 10 of the M40

Opening hours. 9am - 5pm Mon - Fri. & 9am - 1pm Sat.
Closed for lunch between 1 and 2.

10% discount on all parts orders over £100 or 12.5% if collected



NEW MEMBERS

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

Roxanne Harbour	London	1959	500
Vigil Seal	Chichester	1970	500
Ursula Brand	Hampshire	1936	Topolino
Ann George	Northampton	1970	Abarth
Colin Hitchcock	Berkshire		500
John Watts	Surrey		
David Fauvrelle	London		
Peter Harrison	Market Rasen		
Graham Burton	Suffolk	1963	500D
Elliott Levy	London		
Owen Ross	Leicester		
Martin Baker	West Midlands	1970	Fiat
Janet Mitchell	West Yorks		500
Ben Cottam	Tyne & Wear		
Nicholas Carter	Derbyshire		
Peter Barnes	Hampshire	1959	500 Stationwagon
Jamie Moulson	Lincolnshire		

COPY FOR THE JUNE MAGAZINE SHOULD BE WITH THE EDITOR NO LATER THAN MONDAY MAY 19TH 2014

email magazine@fiat500enthusiasts.co.uk

TEL: 07749 499785

RICAMBIO

INTERNATIONAL LTD



Fiat 500 & 126 Specialist's

We stock Service items, Brakes, Suspension, Exhaust, Panels, Clutches, Oils & Fluids, Batteries & Wipers, from the smallest clip to an full restoration

020 8669 3800

www.Ricambio.co.uk



email: enquiries@ricambio.co.uk

11 Manor Road, Wallington, Surrey, SM6 0BW