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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

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Wedding Bells

Friday the 28th March 2014 was a big day for Aida, the Fiat 500 Giardiniera (see 'stories' on home page) as she played a starring role at the marriage of two of our members, Gillian Boswell and David Lunn.



Aida's first duty was to take Gillian and her sister Janice to Careys Manor, Brokenhurst, where the marriage took place. A very proud father, Eric Boswell (our first honorary member) gave Gillian away which was a very emotional moment for everyone. More

tears followed as David and Gillian exchanged vows in front of family members. The weather held up for the photographs and Aida looked fabulous with her white ribbon; Gillian and David looked pretty handsome too!

The evening reception with friends, kicked-off with an unforgettable first dance followed by David's band wowing the guests with some rockin' numbers! Gillian and David danced the night away until it was time for Aida

to take centre stage again as she drove them away from the reception, only to return a few minutes later to continue with the party.

Aida's duties finished the next day as she headed off with Gillian and David to start their married life together – a perfect end to a perfect day. Toot, toot!

I am sure I speak for everyone in wishing these long standing members of our club all the best for their future together.

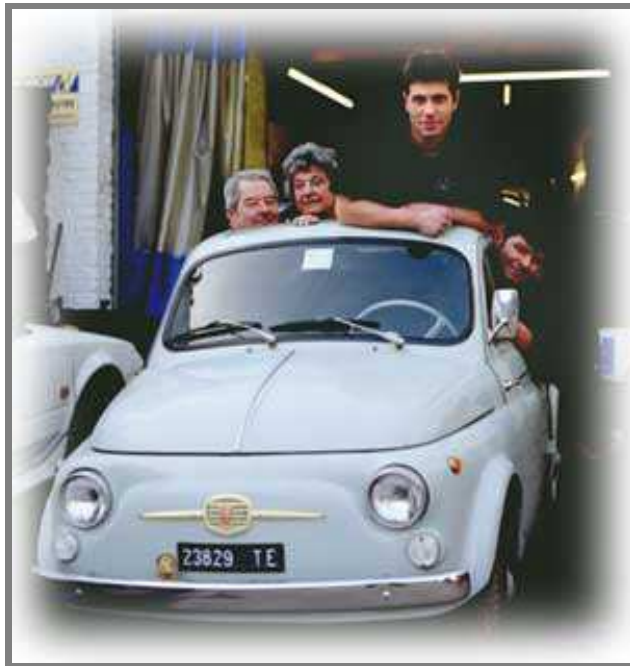
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'TECH TORQUE'

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.

Making Phoebe More Streetwise

I'm using my bright green 500L, Phoebe, on a regular basis, as I sold my 'normal' car over a year ago. She's doing over 10,000 miles a year, in constant use whatever the weather or distance. I'm now doing my house up, so I'm commuting to my partner's house on the outskirts of Birmingham each night. Poor Phoebe's used to the more genteel life of the shires, so parking up over night in the big bad city revealed that she's not really streetwise.

A few days ago, she got broken into. She got rolled a few yards down the road, and her stereo stolen. In the process, they found her sat nav and took that as well. They gained entry by levering the rear corner of the sunroof, and reached in to unlock the passenger door. Then the steering column lock was forced, which broke the aluminium mounting of the steering column outer to the bodyshell. The stereo was mounted to the underside of the plastic storage bin under the dash, so that went without too much damage.

Many lessons have been learnt to make Phoebe more streetwise.

1. Having a stereo in the car is pointless. I never used it, but it was on show all the time. I've now taken out the four speakers for the same reason.
2. Similarly, it will make me more careful with leaving things in the car, I'll have to make more use of the boot(!). I have now transferred the boot release handle to the driver's side, so it is easier to use. Shame the boot isn't bigger, it would be nice to relocate the fuel tank to the Fiat 126 position, but I'm reluctant to cut up the body. (Any info on this would be gratefully received)
3. I was incredibly lucky that there was no damage to Phoebe's bodywork or glass. Even my new mohair sunroof escaped damage, it could easily have been slashed.
4. Phoebe's now going to wise up with her own personal security. I'm going to fit a remote keyless central locking kit with alarm and immobiliser. I can then remove the door internal locking buttons, and fit sensors to the engine and boot lids, to give protection of the alarm to electrical disconnection.

Little Phoebe may have lost her innocence, but she's not going to be scared off.

Tony Spillane

LA SEICENTO

My grateful thanks to all our members and others who have contributed to these pages.



Picture: Courtesy Fiat

*The following article which describes the Fiat 600 and Multiplas is reproduced from our website with kind permission of **Malcom Bobbitt**. Some of the original pictures have been substituted and a small portion of text omitted. To see the original article check out the members' section of the web-site www.fiat500enthusiasts.co.uk*

The Fiat 600 was the star of the 1955 Geneva show and it followed the fashion at the time for rear-engined vehicles. Its design concept, therefore, followed that of VW's Beetle and Renault's 4CV amongst other European cars.

Development of the 600 was protracted. Initial thoughts as to the car's concept began when Dante Giacosa was promoted to the post of assistant director of Fiat's automobile division in January 1940. His ideas for the Topolino's successor were sanctioned in mid-1946 with proposals for a small two-door, four-seater monocoque car powered by a 600cc water-cooled horizontally-opposed engine. Both front-wheel drive and 'all at the rear' propulsion layouts were considered but in either case the 600 had to be no larger than the car it was to replace.

Developing the 600 meant that some of the original design parameters were debated, so that at various stages of design, both air and water cooling systems were appraised, as was a decision to employ two or four cylinders. The design process was completed midsummer 1953 with the specification demanding a cooling system layout with the radiator and cooling fan positioned to the side of the engine. Installing the cooling system alongside the engine instead of in-line with it ingeniously allowed it to be packed into a minimal space.

Italian motorists had their first view of the 600 with its 633cc engine at the Turin show in April 1955 but it was several months later, at Earls Court, before British car buyers glimpsed the car. Compared to the two-seater Topolino, the 600 with its wide opening rear-hinged doors and forward-tilting front seats offered generous family accommodation for four as well as having sufficient, if not liberal, luggage space. With two people aboard it was possible to lay flat the rear seat backrest as a means of increasing luggage capacity.

Hallmarks of the 600's appearance were its rounded shape, large window area and a curved windscreen. Sliding windows added to the car's interior space with minimalism continuing to the compact styling of the dashboard with its essential instrumentation contained within a small nacelle ahead of the driver.

At its launch the 600 lacked the usual preference for a sunroof. For 1956 a folding roof became optional and opened almost the full length of the cabin. Another early modification was adoption of winding windows, and soon afterwards models with bright side mouldings, hooded headlamp bezels and windscreen washers were introduced. Interiors were given a makeover so that padded instrument cowls graced facias to give a less utilitarian look while redesigned seats afforded greater support and comfort.

Another facelift to the 600's interior for 1958 saw a change of colour scheme from beige to light grey for the controls, in addition to there being a choice of trim colours to include blue, red and green. Mechanically, modifications included a redesigned clutch as well as abandonment of the transmission parking brake in favour of a conventional affair operating on the rear brake shoes. For 1959 some minor restyling resulted in the wing-top lights being relocated to below the headlamps and the appearance of direction indicators positioned to the side of the front wings.

The most significant change to the 600's specification was the arrival of the 600D in the summer of 1960. Visually, the 600D was identified by its front window quarterlights but it was the revision to the drive train that was most noteworthy. Adoption of a larger engine, the cubic capacity being increased to 767cc, gave the car more power as well as a 68 instead of 62mph top speed. Changes to the car's cooling and braking systems were also implemented in addition to an upgrading of the vehicle's electrics.

In 1964 another facelift resulted in the 600's suicide doors being changed to a front-hinge format in accordance with Italian safety regulations. A year later, a further - and final, styling change gave the 600's frontal appearance a more modern look with deletion of much brightwork and adoption of larger diameter headlights and a new design of Fiat badge. Other styling revisions meant the fitting of new type bumpers with rubber mounts and new-look rear light clusters while, out of sight, a larger fuel tank was fitted. Coinciding with the design changes of 1964 was the introduction of

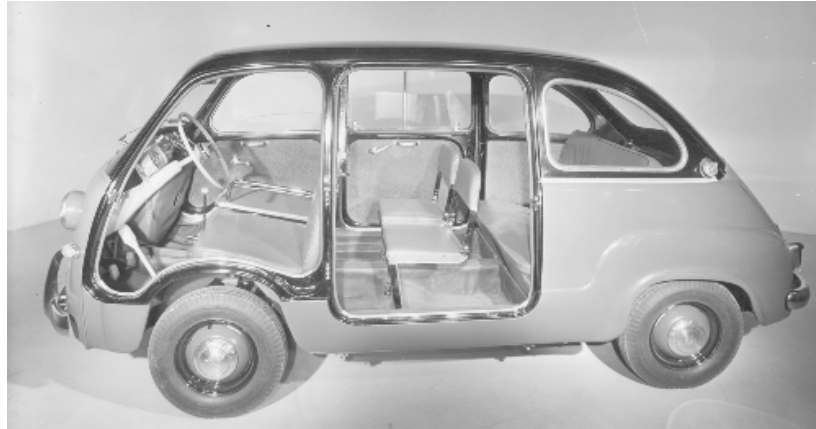


the Fiat 850. Despite all-new body styling, the basics of the 600 remained, even down to the power unit and drive train.

Production of the Fiat 600 ceased in Italy in 1969 but it remained available elsewhere in Europe and around the world under the SEAT badge until well into the 1970s. The 600 was also built as a SEAT in Barcelona under its own right from 1957 and was also produced under licence by Zastava in Yugoslavia.

The 600 excelled in motor sport under the Fiat badge as well as under the high performance Abarth flag. Abarth's association with the car, known as the Fiat Abarth 750, began in 1956 and proved itself as the firm's best selling model.

The rarest of Fiat 600 derivatives has to be the Multipla which was introduced in January 1956 at the Brussels show. Before the Multipla, the estate car versions of the Topolino had enjoyed a loyal following by motorists who wanted a full four-seater car. It can be safely said that the Multipla, with its forward control and ingenious body design, was the forerunner of the MPV as it is known today. Employing the 600's wheelbase, platform and running gear, and adopting forward control, Dante Giacosa's design allowed the very modest vehicle to become a roomy six-seater with its three rows of seats. The structure of the vehicle itself was only 254mm longer than the 600 Saloon but nevertheless incorporated some unconventional characteristics. For example, the suicide front doors were positioned immediately over the front wheels, which made entry to the front seats less than easy. Forward control meant a driving position similar to that of a van, and for the driver there was some inconvenience insomuch that the steering shaft from the front axle to the universal



Multiplas showing interior

Picture: Courtesy Fiat

joint mid-point on the steering column was awkwardly located. For the front passenger, the location of the spare wheel immediately ahead was equally restrictive.

The Multipla's interior allowed for great flexibility in seating arrangements. For family use and taxi purposes, having three rows of seats was ideal. By folding the middle seats it was possible to enjoy limousine style comfort, and when used as a camper it was possible to fold flat both front and rear seats to form a double bed. Needless to say, Multiplas were also used as delivery vehicles.

Mechanically, the Multipla was similar to the saloon but with variations to track measurements and final drive ratio. Similar modifications were afforded to the



Multipla when the 600d saloon was introduced. When Italian safety regulations dictated a change to front-hinged doors, the Multipla's design and construction prevented such compliance with the result that production ceased in 1966.

Malcom Bobbitt

Courtesy Fiat

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DESIRE, REALISATION AND GRATIFICATION **or Life without and with a Fiat 600**

As a child I was sent to church and Sunday school and taught the commandments and learnt not to covet my neighbour's or his wife's ass. No mention was made of his daughter or his Fiat 600.

I progress to London and college and note my neighbour has a dark blue Fiat 600D. I liked it. My Simca 1000, whilst using an engine based on the design of the Fiat 600 and 800, was quicker and quirkier than the 600 and many other cars around at that time, and a lot rustier, but I liked it a lot. Yet on qualification and on a whim I bought a Simca 1000 Bertone (<http://bringatrailer.com/2013/06/08/bat-exclusive-1967-simca-1000s-bertone-coupe/>), a real hen's tooth, but one was for sale in the local dealership, and I had a lot of fun with it.

There were many cars that followed, a lot with engines behind, including a Fiat 500 Nuova that exceeded all expectations. Bought as an interim car it transported me and my large dog, around southern England, including daily commutes of 60 miles and then similar commutes for a girlfriend for several years until it was eventually given away with 96000 miles on the tachometer and a need for yet another set of "king pins". So when I had to stop work and was looking for a project to amuse myself I thought of the 500, bought one, restored it and joined the Fiat 500 Club.

In 2007, searching the internet on a wet weekend for 500 parts, as one does, a 1960 Fiat 600 was advertised on eBay. It had been brought with the family from Italy when they returned to England a few years before, along with their 500. There was less than a week to go, the sale was cash, the person apparently selling was local,

common sense went and lust took over. I bought it. The car was, however, for sale in Farnham, and had belonged to a late member of the Fiat 500 Club and Jimmi Di Carlo was monitoring the process for the owner's widow. This I did not know until I was paying for it.

Impulsive buys are not to be recommended, especially of cars on eBay, but this one was OK. I did have one or two doubts reversing out of the owner's garage as it would not move backwards. It transpired that the linings had separated from the brake shoes, and fortunately the MOT brake test is for forward progression otherwise it would not have had its nice, new MOT.

Next panic was fuel. An unknown car with the fuel warning light glowing and the nearest known garage on the outskirts of Farnham concentrates the mind, but not as much as rain starting to fall as an early February dusk descends and the realisation of just how bad 35/55 watt bulbs are and that the wipers are a name and not a function. Even on very familiar roads this was an exercise not to be repeated.

Examination of the car showed it to be as good as my cursory inspection at the purchase had indicated. There was no rust, the paint, except for the roof colour, was original. The engine was a little sewing machine. The mileage was equivalent to only 26000 miles and the state of the car and its engine would seem to confirm this.

It had been advertised as a Morretti, but the chrome flashes on the sides of the front wings said "Elaborato Viotti". Some research, which showed some bizarre variants of Fiat 600s, indicated that this was indeed modified by Carrozzeria Viotti. Viotti built bodies for Alfa and Lancia, like the Lancia Apprilla and Aurilia and later turned their hands to simple upgrading of production cars. They built an interesting sports body for both the 500 and 600, but this is not one of them. They simply improved the interior, fabric seats colour matched to an exterior two-tone colour scheme a parcel shelf and extra bright work.



The two-tone paint scheme was wrong. The roof and the side flashes were metallic blue, and whilst the colour may have changed over time it transpired the blue was a modern acrylic paint. This was changed to the correct green.

How rare is it? I searched the internet to find the same design and found two, one in Switzerland and one in America. Fortunately I copied the photos of the American one, painted in white and dark red, as all the saved web pages are now obsolete.

Inevitably there were a few things I wanted to review. The lights were upgraded to

halogen. I found cheap, and atypical Fiat 500 units on eBay with a side light bulb built in, and with removal of adjusters and some fettling I made them accept halogen bulbs and fit the car. Relays were fitted for both dip and high beam circuits and I have acceptable headlights. The sidelights on the 600 are also indicators so American, amber, side/indicator bulbs were bought, side light wiring redirected to the headlamps and another problem was solved.

The brakes needed replacement. However the drums are aluminium outers with steel linings. One is a little oval, or so it feels on slow braking. Replacements are available, but I chose to just renew the cylinders and shoes, the new drums are expensive. This resolved the brake problems. Thank you Franco and Ricambio .

The engine, even though it sounded and ran very well, overheated. My Simcas did the same, and it was always the head gasket breaking down on a very narrow section. To help resolve the problem I fitted an oil pressure switch and temperature gauge in such a way that they are removable without affecting the integrity of the vehicle. I like my cars to be as original and compete as possible. I concluded that the head gasket was suspect and resolved to remove the head as simply as possible and inspect it, i.e. keep the exhaust manifold on. Replacing fractured studs on engine blocks is a challenge I will meet, but not enjoy.

Removing the head bolts demonstrated the problem. Three of the bolts were finger tight, yes, with my fingers I ran out three of the bolts, the rest needed the spanner to loosen them. The torque setting for the bolts is only 24 ft/lb. The procedure of tightening is to tighten three times, initial, heated and cooled, and then after 100 miles. As one of the bolts sits below the carburetor in the air intake and necessitates removing all the bits on top of the engine it is fairly safe to surmise that, when new, the servicing sequence was not followed, and no later torquing of the head bolts was carried out.

There was no apparent damage to head or block, all was in exceptionally good order so I sought a head gasket, a good one. Many on eBay, non of merit, and Franco for once did not have what I wanted. I found one in France from Autostoria (Autostoria.fr/en) that was modern in design. I fitted it following the correct, tightening procedures and the problem has been resolved with no recurrence for two years.

There is now an electronic ignition solution for the 600 just like that for the 500; the distributor bodies are the same. Whilst there had never been a problem with the ignition or the engine's running I opted to change to the electronic form, as I had for my 500, and apart from a later need for a new coil this has proven a wise conversion. Do I use the car? As long as rain is not forecast it is used during the year. It puts a smile on your face. You may see myself, my wife (6 feet tall) and her taller brother emerging from it at the Goodwood Revival. We go to the New Year's Day meeting

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at Brooklands most years. We have been to France and attracted exceptional interest, endless smiles and waving.

The fabric seats are incredibly comfortable and there is a lot of leg room. With such a large rear carrying area with the seats down it can swallow a week's shopping or my wife's luggage. The problem is that the Fiat 500 is only used in the summer and probably is used less often than it should, but with two such fun cars to choose for the daily running around it is human nature to favour the one you once lusted after.

N. Parrott

MY FIAT 600



Just as there are numerous body styles on the 500 chassis and running gear, so it is with the 600. Thus my 600 whilst not exactly that, featured the original underpinnings whilst clothed in the superb Abarth Zagato body, hence its full title 'Fiat Abarth Zagato 750 G.T aka the 'Double Bubble'.

The original 600 engine Abarth took out to 750cc and added his exhaust system, cam and a Weber 321MPE plus a few others including a dinner plate sized Jaguar rev counter and speedo and a Nardi steering wheel. The engine put out a raving 55 BHP, enough to propel the aerodynamic bullet to 92 mph (but never mind the stopping).

When first imported into the U.K by Bristol Cars' Tony Crook, they cost the same as a new E-type but were even better looking if that's possible. It was of course the era of various sublime Zagato bodied cars. For example their 8V Fiat and AG 9 S Maserati are unimprovable.

My particular 600/750 gained an Abarth version of Fiat's 850 sport coupé engine made to rotate the other way for the avoidance of four reverse gears 65 BHP? The car was a jewel to admire and drive (one Brand's Hatch demo. One Prescott hill climb) and now sits high up on my list of 'Should never have sold its'. Bought for £7000 it was sold to Japan for £14,000 to help purchase a Lotus Shapecraft Elan GT—no regrets. The Elan is currently advertised at £100,000 (not by me) whereas 750 GTs go for £50,000 to £80,000 and as they competed in the last (1957) Mille Miglia are eligible for the current touring version.



Having owned the following fiats 3 x 500s, a Tipo 16v, a Doblo, a standard 600 and a Punto, what Fiats do I currently own? Both twin cylindered, one turbocharged, that's the Panda twinair at 88 BHP the other an Abarth Radbourne 695 SS about 38-40 BHP. Someone out there must be looking to drop a twinair into an original 500—Jimmy Di Carlo? Think on't.

The SS I've hill climbed a bit, great fun and despite my best efforts has always failed to achieve S.T.D aka slowest time of day! Oh what fun to be growling up the slopes of Prescott flat out, at least until the cooling fan disintegrated—as they do. Racing? there are no suitable classes or capacities for them in Historics.

How fast? A speed that equates to the resonant frequency of the human eye ball—I kid you not - minor shaking at 80 mph? No, it's not, it's your vision. Can you drive past it? I don't know, but I've a few RPMs left to bravely go....

Fiats crept up on me via the London Car Club, Tony Castle—Miller, Jimmy Di Carlo, Wally Pratt and others 'Forza Fiat'. I think it's because they were designed

and improved by red-blooded engineer/enthusiasts. So as Freud said (not the painter) 'One thing leads to a Mother' so here are the list of the cars I wished I still owned:—
Two Jowett Jupiters, Ginetta G.4, Shapecraft Lotus Elan GT, Fiat



Climbing Prescott – The 50th Anniversary Event

Abarth Zagato 750 G.T, Alpine A, 1100 Renault, Tipo 16v., Capri 2.8, VW Corrado super charged. Yes, it's difficult to choose one, but the 'Double Bubble' 750 Zagato comes first, but hey, if I hadn't traded up I wouldn't still own my Jowett R1 Le Mans, the 1952 1½ litre class winner—so...

Incidentally, if you see film or stills of the 1957 Mille Miglia you'll note that all of the 17 (of 19) finishing Abarth Zagato 750 GTs (7) have dented front wings, no surprise to this owner/early braker. 'Ah-va-voom' (name the 1950 movie) and Forze 600 however they are dressed, bless you Dante G, Carlo Abarth and the Zagato family.

Peter J Dixon

**A
HAIKU
COMPETITION**

PRIZE - The winner of the competition will receive this rather special model of the Fiat 600 pictured below. The model has been donated by Peter Barnes, a member and collector of model cars. Very many thanks to Peter for his generosity.



To enter the competition you must be a member of the Fiat 500 Enthusiasts Club or an immediate family member. The aim of the competition is to write a Haiku poem celebrating (or otherwise) the various attributes of the 600 Fiat. For those of you who do not own a 600 ...use your imagination!

Haiku is an ancient and venerable Japanese poetic form full of subtleties, but for the purposes of this competition we will stick to the absolute basics: - A three line poem (no need for it to rhyme) - first line 5 syllables, second line 7 syllables and third line 5 syllables. The final line generally brings the rest of the poem to a conclusion.

Below is a (poor) example: -

Young bird begs for food
Prowling feline pricks her ears
All is silent now

Entries to be sent to the editor via email or post—the Editor's decision is final and as well as the model, the winner's poem will be included in the August magazine along with a selection of the best of the rest (should the editor be so blessed as to receive more than one entry!) So come on now, give it a go!

JS

MY 600D

I bought a 600 to get me to work without a long walk every day. I searched the pages of Exchange and Mart and found one for, I believe £15. My uncle Stan came with me and we collected the car and a large supply of spare parts in south London. The vendor's mum seemed very relieved to see the back of it and we trundled off on the journey home.

The oil pressure light flickered and came on but we all arrived home safely. The problem was that I had assumed the 600 was air cooled like the 500-no it's water cooled-so no quick warm up there!

I spent several days fiddling with the car and we all went off to Cliffe by the Thames near Dartford. The car decided it had had enough and dad towed me home. That was the end of the front panel which came away at the edges with all the puling.

The car at least taught me some mechanical tips and I quickly bought another but this time a 600D still with the rear hinged doors but a bigger engine. While I was renovating the new car's engine, I put the 633cc engine in the 600D, with very good results. Finally the engine was ready and replaced. I used a hefty car ramp to balance the engine while sliding it in to mesh with the gear on the gearbox. Then fitting the rear panel. All ok for now and it proved reliable and very roomy.

I worked for an aquarium and pet supplies shop and could get a three foot stand and aquarium in the back seat when I needed to make deliveries. Much more usable space than a Mini.

I wrote to Fiat in 1969 to see if I could have a look round the Lingotto factory in Turin. A few days later a polite note arrived inviting me to see them in the summer. I set off with the rear seat removed, a supply of food and a roof rack full of tent and table. The trip down through France was great. I stopped near Langres and then headed over to Switzerland. I camped in Villa Rey and headed over to Lingotto on the selected day. A guided tour on my own in a special bodied 850 through the factory-what fun! I looked round Turin and headed off to Como. While sitting overlooking the lake a chap pulled up on a Lambretta and asked if I'd driven all the way down in 'that' ?

Next year I repeated the holiday and headed down a bit further and came round into Italy via Mt Cenis and Susa. The car went well but was popping badly on the way down. In Pavia it failed and went into a very smart Fiat dealers for checking. In those days we were only allowed to take £50 out of the country. A helpful Italian with a nice Fiat Spider dropped me at the camp site and I made the most of it. Next day I went into town on the bus and eventually found the dealer. I nearly had a heart attack when I read the bill as the Italians scroll their 1s to look like 7s! Having paid I shot off home with the remains of my cash but the car going like a rocket!

By now my dad had returned from Aden and bought a Fiat 850 Sport Coupe. He was delighted with it and we all went off to Italy. I found my car would corner the hairpins better but he always left me behind.

I later bought an 850 saloon then changed jobs and got a company car-Marina 1.8 (ghastly) - Avenger 1.3 (not so ghastly-just thirsty) - Fiat 127 (great but cramped)

In later years I had a hankering for another 600 so began looking round. Eventually I found one in Cranbrook which had all it's bits in a large box in the back seat. The body was a bit rough but just drivable. I had it trailered home and popped it into the garage while I got rid of the 126 de Ville. That was a surprise for my wife who had begun to like the 126. The engine was mainly in pieces so I had parts checked and refitted. I wondered why I'd got an oil filter and the centrifugal device on the crankshaft but it came like that. The car is a 66 model but has the small headlights and the over riders on the bumpers from the 64/5 model. I presume it was a late registry. The original owner was a tiny lady and had blocks fitted to the pedals. The car lurked in that garage for a while then we moved into the country and the car remained lurking in the garage in the dark and damp.

Finally he was trailered down the road to a Morris Minor repairer who had an ex Fiat man working for him. He was delighted to see something other than Minors and did a good job on the car.

He still lurks waiting for the enthusiasm to erupt and get him back where he belongs - on the road.





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THE SPANISH COUSIN!

In writing this short piece for the magazine I'd like to start by saying thank you. I have been made to feel really welcome since I joined Fiat 500 Enthusiasts last year and everyone I've met has been friendly and helpful. I have used my membership card when buying parts and received a hefty discount on my classic car insurance upon giving my membership number. I've already recouped far more than my membership fee and that wasn't why I joined!

I own a red SEAT, so what am I doing here? Well the answer is that Fiat licensed the manufacture of 600s in a number of countries including Spain, Yugoslavia, Germany, Colombia and Chile. My little car, a SEAT 600E, was made in the Barcelona factory in late 1970 and registered in the same city in January 1971. In the early 80s it passed to another Barcelona resident and stayed in the same family ownership until I bought it last year. I purchased it from an elderly lady who had used it as her local transport for more than 30 years. As far as I could tell the car had never been driven for more than a few miles for a very long time.

Having bought the car and completed a lot of bureaucracy, I headed out of Barcelona accompanied by a friend who has some mechanical knowledge. Our plan was to drive the car to Hampshire, via France. We had recently driven my 1972 Alfa Romeo Giulia Super to Turin and back so were feeling confident. What could possibly go wrong? After about 50 minutes the temperature gauge shot up, the car juddered horribly and steam started pouring out of the engine cover. We stopped in motorway services. My mechanically minded friend inspected the engine bay and gave his assessment. 'It's over heating and we're stuffed'. Thanks!

The car came home on a transporter and went in to Black and White Garage, Newbury for a mechanical overhaul and new cooling system. While there I had some body work done and eventually got the MOT to complete the UK registration process. Not a great start to 500/600 ownership.

Since these early issues and expenses the car has been excellent. I have driven it regularly and trips have included a

234 mile round trip via Horsham Italian Day and Beaulieu. It has made appearances at several car shows and classic car runs and was recently on display at CarFest



South alongside my old Vespa. The SEAT was a popular attraction and I am always willing to let people get in and give it a try. Vinyl seats and rubber mats can withstand all visitors.

I often get asked why my Fiat has a SEAT badge on it, although Spanish people always recognise the car. They

call it a Seiscientos (600) or Pelotilla (little ball). Sociedad Espanola de Automoviles de Turismo, S.A. (S.E.A.T.) made around 800,000 of them at the Zona Franca plant in Barcelona between 1957 and 1973. The 600E was made between 1970 and 1973 and mine is one of the 205,000 produced in this period. The 600 features heavily in the story of Spain's economic recovery after the civil war. The Spanish Miracle, as this period of growth is known, required greater mobility and the 600 was the first car most Spanish families could afford. The SEAT 600 is credited with getting Spain 'on the move' and all the Spanish people I meet tell me their parents or grand parents had a 600.

I like to read about old cars and for the SEAT I turn to an excellent book: 'Atlas Ilustrado del SEAT 600' by Jose Feliu. The book is full of facts, figures and information. My car is claimed to have a top speed of 110 kph (up from 95 kph on earlier models). It has a 767cc, water cooled engine and is said to go from 0-400m in



25.3 seconds and cover 0-1000m in 48.1 seconds. The book shows all the 600 variants produced by SEAT which included a Multipla and the long sun roof 600 Descapotable version. My favourite accessory shown is a contraption for carrying a rowing boat on the roof. No comment is made on how this would affect the 0-1000m time!

I am very happy with the car which, while far from perfect, is smart and (now) reliable. After a long drive I feel as if my spine has been bent out of shape. The gear selection is primitive and it is not keen on long inclines. I smile when driving it and people smile when they see it. It clearly didn't want to leave Barcelona but is

beginning to settle down to life in Hampshire. I've made a suggestion to my mate who travelled to Barcelona with me. Why don't we do the journey in reverse to achieve some sort of completion? So far he has not replied...

Alex M

1909 COLONIAL MOTORS LTD 1959
Golden Jubilee

පියවරි "600" ආසන-හතරේ සැලූනය
(පදවන්නා හැර සහර දෙකෙකුට යාමට බලය ඇත.)

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An old advert from a Sri Lankan paper for a FIAT 600.

It says FIAT 600 four seater saloon (enough power to carry the driver and 4 passengers) At a price of Rs. 7850.

The company that sold this is still in existence. They don't sell FIAT anymore, but they sell Mazdas instead.

Thank you to the member who discovered this snippet.

SEAT 600L - A JOURNEY

Most of the club members will know that the SEAT 600 was a car made in Spain by SEAT from 1957 to August 1973 under license by Fiat.

It wasn't very expensive back then (60,000 pesetas = £235 of today's money) and was the first car that came within the modest economic means of most Spanish families (including mine)

Over 797,000 SEAT 600 were made until 1973. They were exported to Argentina, Mexico, Poland and Finland. The Fiat version enjoyed far less success in its homeland than the Spanish model, probably because the Italian market was more advanced than the Spanish at the time. The engine is a 4-cylinder, water-cooled unit formerly with a displacement of 633 cc producing 19 hp (14 kW). The final production run was the 600 L Especial, produced only for a few months in 1973.

The Seiscientos was also known as pelotilla (little ball), seilla or seíta (both stand for little SEAT) and ombligo (navel), because everybody had one.

This car's journey began 5 years ago more or less when it was purchased and fully restored by my brother Felipe in Toledo, Spain. Loads of care and attention including a full re spray, reconditioned interior and engine etc... It was brought to the current standard.

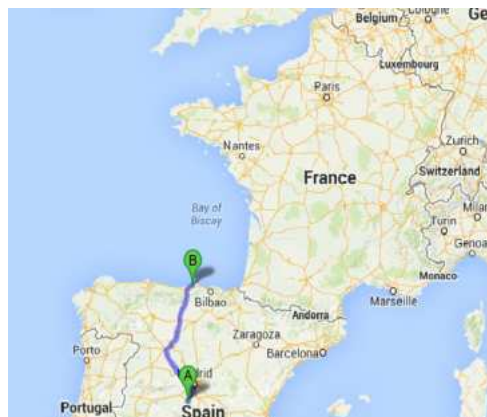
Beginning of 2013 my brother indicated that he was unable to enjoy the car as often as he wanted and he was going to sell it. Here I jumped at the chance.

I decided to go the easier route once all the logistics were sorted out.

My brother did a once over to make sure that the car was mechanically sound for the journey. Late July 2013 I flew out to Madrid and the adventure began. First part of the journey was about 326 miles.

We left Toledo at midnight bearing in mind that the temperatures were much cooler that during the day and also that I had a few climbs during this leg of the journey.

We had some encouraging words from other motorists and Guardia Civil when doing our pit stops. We had some scary moments climbing "Guadarrama" in Madrid where top speed was about 30 km/h (18 mph) but we made it! The car was running perfectly well so 9 hrs 30 minutes later we arrived at our destination in Santander's Ferry Port.





The Santander ferry arrived in Portsmouth the following day about 1500hrs.

We cleared Customs & Excise 30 minutes later and the trip started again. We had about 436 miles in front of us.

Nice and easy the car took us via M27 Southampton towards



M40 Oxford. Thereafter M42 North towards Stoke and M6.

The car behaved much better on arrival in the UK and average speed increased to about 45-50 mph. Once again we did regular pit stops. We came across heavy traffic and breakdowns (not us).

We continued to M74 to our final destination, HOME and arrived at 0230 hrs which I believe is not too bad. The Nugget, as now christened by my 3 sons, never missed a beat.

I would summarise the trip as one of the most humbling, physically & mentally challenging experiences I went through in recent times. Over 760 miles, over 20 hours of driving in 2 days more or less... not too bad for a 40 year old car!!

It took me 3 days to recover but it was worth it. The Nugget was up and running the following date as if the trip never happened.

I am happy to report that the car sailed through the registration / MOT process and now is enjoying life in Scotland.





Last summer we managed to take part in the Linlithgow Classic Car Show / Run.

The key question is: Would I do a trip like that again? .. the answer has to be YES!

All the best to you all,

**Juan Riquelme
Glasgow**



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60s ALIVE AND WORKING IN ERITREA



Fiat 600 owned by driving school - Asmara

Picture: Courtesy Andy Fewster



Fiat 600 learner driver - Massawa

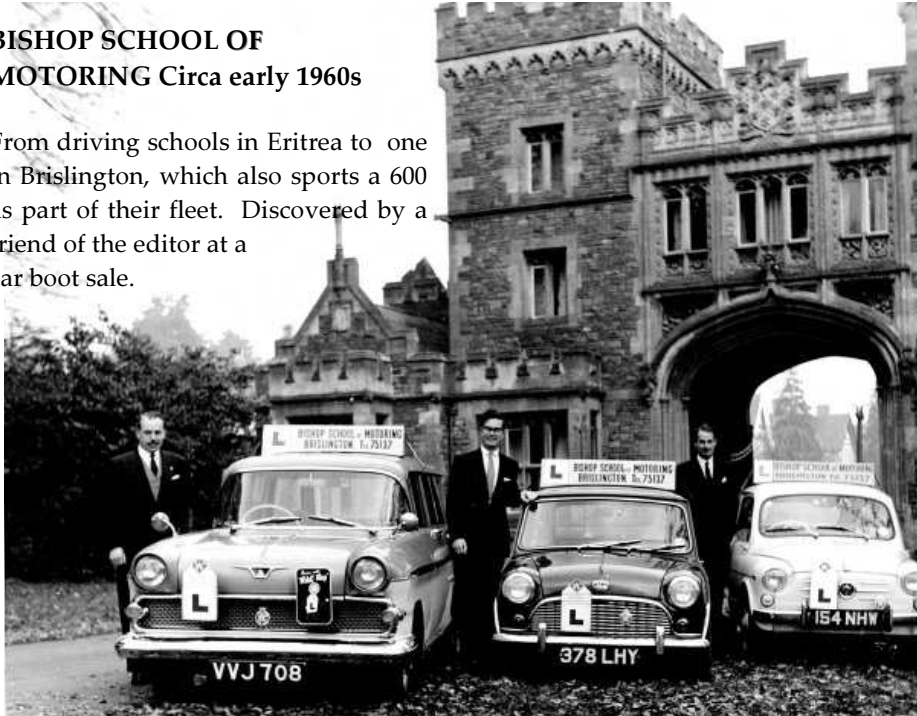
Picture: Courtesy Andy Fewster 2013

(Is it the pupil following and taking note?)

Italy established colonial rule under Mussolini in 1936, following almost 100 years of involvement in the area. In the first part of the 1900s Italian Eritrea enjoyed a huge development, supported by nearly 80,000 Italian colonists. Hence the abundance of old Fiats still to be found in the region. (*The editor's husband was born in Asmara, his parents having moved from Sicily in search of a better life in the colony.*)

BISHOP SCHOOL OF MOTORING Circa early 1960s

From driving schools in Eritrea to one in Brislington, which also sports a 600 as part of their fleet. Discovered by a friend of the editor at a car boot sale.



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ALMOST LOST

A long time ago, in a galaxy far far away, well Felixstowe to be exact, a Fiat 600D (767cc) of 1959 vintage, started going into what could have been its terminal decline as it suffered problems with the dynamo and brake master-cylinder. Due to the owner's inability to find the required parts to repair the faults, the owner put it up on bricks in his (luckily) warm, dry garage and there it sat for the next 30 years.

It was then, purely by chance, discovered about 10 years ago by the present owner. He and his son (now grown up) these days run a small garage unit between them, so over these last 10

years the car has been totally stripped, re-sprayed and then re-built, initially as an exercise to teach 'junior' how cars came apart and then went back together. Amazingly, no sheet-metal work was required at all, just rectification of surface-rust.

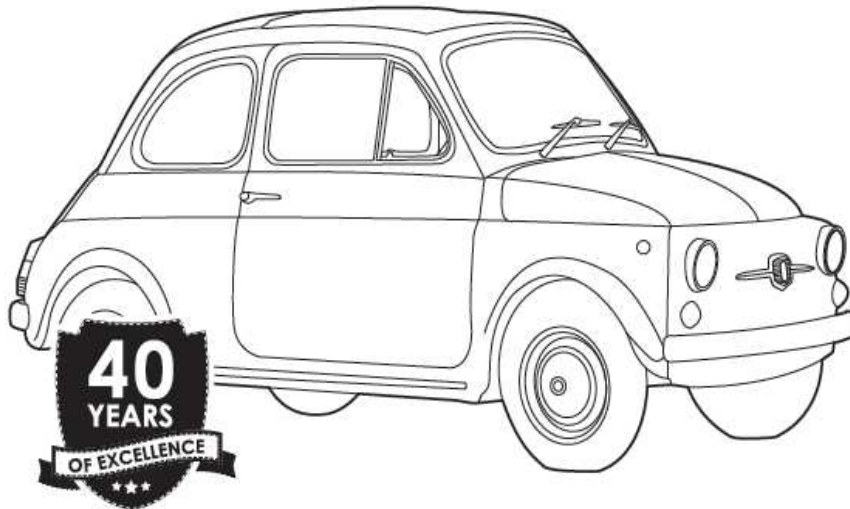


The car was re-sprayed about 8 years ago, but looks as if it was done recently- obviously very good initial preparation. With the exception of a 'sports' exhaust, the car has been re-built to original, standard, specifications. At the moment the engine needs more tuning work as it struggles to exceed 55mph, but this work is in hand---correct distributor (with a 'Hall effect' electronic ignition inside it) and more mileage as it has only done about 60 miles since the re-build. The plan is to try, with the exception of the exhaust and ignition, to keep the car as original as possible.

The car's first run since the re-build was in this years Ipswich-to-Felixstowe classic vehicle run where it joined the 4 Fiat 500s and the other 495 participants of the run - lovely weather, classic cars and a bag of chips - what more could a man want?

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My Fiat 600 Multipla



As a kid in the late 1960's I used to see a Fiat Multipla parked up near to where we lived, in Leeds. I was struck by its shape, never quite sure which way it was meant to go! A few years later I got given a Fiat 600 car, and the workshop manual covered the Multipla. It was all lodged in my brain!

Twenty years later, I wanted to be take out my family and my mum & dad. I needed at six seater people carrier, but what? Of course, the world's first people carrier. I found one, and after £200 changed hands, it was mine. A proper RHD six seater version. It just needed a bit of welding (sills, front valance, chassis legs by the front suspension, etc), re-trimming, and plenty of TLC. As chance would have it, I managed to acquire a Fiat 850 Sport Coupe for spares. This gave me a 903cc sports engine, better gearbox, radiator, alternator, front disc brakes, 13" wheels, nice instruments, etc. I also fitted a brake servo (in by the fuel tank).

Once completed it made a great little family car. I had a number of memorable trips with it, such as to Wales for a week's holiday. I even towed a small caravan with it! I became the Multipla registrar for the Fiat Car Club, and there were about 12 known in the UK at the time, only about 4 on the road at any time.

Through the Fiat Car Club, I got approached by the Autocar magazine who were doing an article on people carriers, and wanted to try out an example of the world's first people carrier. They had arranged to use Coventry Aircraft Museum as a photographic backdrop, and drive the vehicle there (approx 30 miles each way) to

assess the vehicle. They published a four page article, with great photos, in the magazine on 25th September 1991. It has also featured in a few books, such as the Malcolm Bobbitt series.

As with most things, they tend to have their day. The kids got older and it was no

longer cool to go in the Multipla, other projects came along (the world's first diesel mini – a Daihatsu Charade three cylinder turbo diesel and five speed box into a classic mini, also featured in the national press), so the Multipla got sold, to someone from Holland!



Tony Spillane



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10

1965-72 FART Break

OK, so this a bit esoteric, but the mighty FART (Fabbrica Autoveicoli e Rimorchi Torino) has to be here because it bears perhaps the best car name ever. Or worst, one of the two. Introduced at the November 1965 Turin Motor Show, the Break – or Breack – was an off-roader featuring half-litre Fiat 500 power, Fiat 600-derived running gear and four-wheel drive. It was a cracking little machine, too, and praised by the media in period for its ability off-road. Fortunately, its Turinese makers became aware of the acronym's unfortunate connotations and changed it to Purves Ranger by time production began in 1966.

Some 600 or so Rangers were made to '72, with London's Fiat and Abarth specialist Radbourne Racing acting as UK concessionaires. It's believed that as many as two Rangers made it to Blighty.

■ **TARGET PRICE** £20,000
 ■ **OR HOW ABOUT** Mountain goat, stout boots

VITALSTATISTICS	
ENGINE	499.5cc/4-cyl/OHV
POWER	18bhp@4600rpm
TORQUE	22lb ft@3000rpm
TOP SPEED	45mph
0-60MPH	N/A
ECONOMY	N/A
GEARBOX	4-speed manual

TAILS OF THE 600

Long ago I had a Fiat 600.

Phil a friend of a friend who was a plumber and loved his fiats had both a 600 and a 4x4 panda. However he had a smack up the off side rear in the 600 (very painful indeed) and had taken the car off the road for a year or two.

Alas Phil died before he could sort it out. His wife was keen to get it out of the garage as she was looking to move. Anyway she contacted my friend who contacted me and off I went, made a offer & purchased the car. It's always a bad move buying a car in the dark in a poorly lit garage. When home I got to take a close inspection, it only had 3 wheels on the ground at any one time and was very, very twisted indeed.

After a bit of deliberation I came to the conclusion it was just a bit too much for me so I advertised it in the Thames Valley Trader as a non runner damaged repairable. The first call I got was from someone asking if I could take my car along to behind the Hoover building on the western avenue on Saturday for filming a spice girls video. Alas this was a no go, so as I didn't have another Fiat at the time I asked him if a Messerschmitt would do. They would do indeed and could I find another two was the reply.

I couldn't make it so 3 friends took their Messerschmitt Tigers along for the filming of the Spice Girls mama video . All were paid and fed very well and my son then only a little guy had a great day out and a signed photo.

Moral of the story is owning a Fiat, even a non runner and for a short time, brings you good luck and fortune.

Peter Barnes

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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

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.

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

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crobioo@aol.com

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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 - 600 - 600D Sedan & Multiplas Workshop Manual

The outside cover is a little frayed round the corners and a bit grubby but the inside is really clean and tidy and complete.

£10 plus £3.80 postage and packing.

Contact: w.lid@hotmail.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. **£16,250 o.v.n.o**



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

FOR SALE



I am selling my 1971 500L RH drive to facilitate the restoration of my 1960N.

Olivia has a 45hp engine, new gearbox & clutch, disc brakes, coil over shock conversion, electronic ignition etc and has had a full restoration in and out with all new running gear. Receipts to over £14k

I welcome viewing (Devizes or Melksham in Wiltshire) and

anticipate a price of around **£10k**.

Please contact Chris on :Christopher.Walker@edwardsvacuum.com

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

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.

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

McLaren Employees Open Day

Saturday 30th August

McLaren Technology Centre Woking GU21 4YH



The club has again been invited to attend this event. Please register your interest with the editor who will keep you informed as to the release of the entry forms. Please note that there may be a restriction on numbers.

Contact:

magazine@fiat500enthusiasts.co.uk

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

**COPY FOR THE AUGUST MAGAZINE SHOULD BE WITH THE
EDITOR NO LATER THAN FRIDAY JULY 25TH 2014**

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