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2014



Picture : Courtesy G. Alton

www.fiat500enthusiasts.co.uk

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Notice of Annual General Meeting

2014

Members should be aware that the Club A.G.M. is to be held at **3:00 pm** on **Sunday 7th September** during one of the most popular Italian events on the calendar.

**KENT ITALIAN CLASSIC CAR & BIKE SHOW
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Please come along and show support for the team that do so much to make the Club the great success that it has become.

Speeches (if any) are brief. All Club details are freely available to members, and all conducted in a very informal manner.

John Jenkins, Chairman.

A HAIKU COMPETITION

The Editor is sulking! After having received only one entry (my grateful thanks Martin) for the above competition she despairs of ever being able to get enough people together to provide a fair competition.



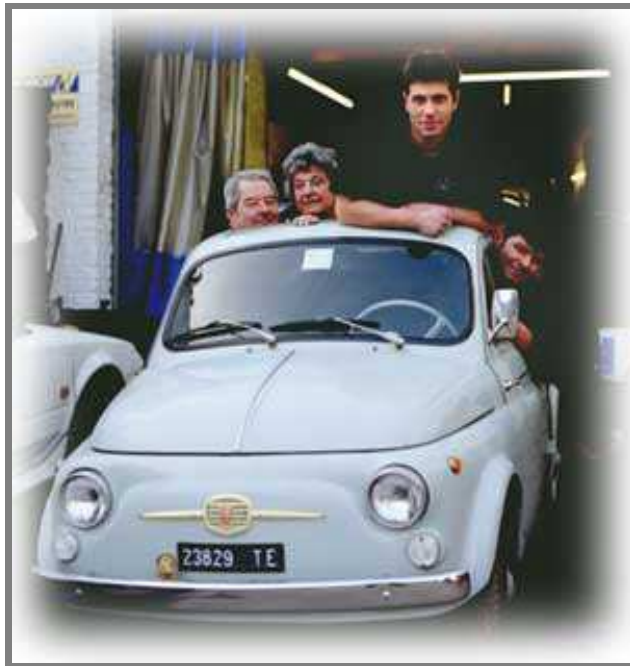
Once she has got over her sulks (which generally don't last too long) she will endeavour to find something more acceptable to the readership - she is determined that this delightful model of the 600 will eventually go to a worthy winner.

JS

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'TECH TORQUE'

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

Brief Engine Re-furbishment

I've got a 650cc engine in my Fiat 500, and generally I've been very pleased with it. I've also got a spare 650cc engine, which I've dismantled, cleaned up, and contemplated making into a 700cc engine. However, when I put all the bits together, I realised that it was going to be a little more complicated than I thought. This was mainly because the 700cc (Bis) pistons are 6mm shorter, either requiring the head to be 6mm lower, or 6mm longer con rods, or different pistons.

In the meantime, the current engine's oil leak from the flywheel area worsened, and the head gasket started to leak, as witnessed by the chuffing noise through the rear hollow bolt in the fan casing. With the Audlem Festival of Transport looming, I decided to sort the current engine whilst I contemplated the 700cc engine for later on.



The engine came out easily enough, and I used it as an opportunity to replace the clutch, release bearing, etc. With the flywheel off, the cause of the oil leak turned out to be loose bolts holding on the rear main bearing housing, and a lack of gasket and O ring, just some silicone that was breaking up and leaking. This was all replaced with proper parts, and a new oil seal. An old gearbox input shaft helped align the new clutch on re-assembly, to make engine replacement easier.

It was more convenient to remove the cylinder head whilst the engine was out. As suspected, the head gasket was severely blown on one cylinder, and



starting to go on the other. The cause was probably due to the loose cylinder head nuts.

Once all properly torque tightened up and back in the car, it ran much smoother and quieter, and idled properly. So far, it's now clean and oil free underneath. This has now given me time to contemplate the 700cc engine, though I'm in no rush as the 650cc engine is going very well. Now looking forward to the run up to Cheshire next weekend!

Tony Spillane.

ROTOR ARM PROBLEM

Whilst I often give advice to members regarding their 'little car problems' I very much hope that no one gets the impression that my car always runs without fault, (I wish !)

I carry a host of spares and some tools and most things can be sorted to get me home, but we (the car and me) have suffered an occasional 'hiccup' for several months now. We're driving along fine when for half a second the engine cuts completely and then just resumes normal running as though nothing had happened! This happened roughly every 50 miles and as you all know intermittent faults are the hardest to cure and I felt that I had replaced most of the usual suspect items and still the nagging doubt remained at the back of my overworked mind.

So when testing the car prior to the Bristol event I was delighted (yes really) when we cut out completely At last I thought , something to fix! Being only a short walk from home, I decided just to replace the easy bits, first the condenser, - still not a sign of life, What else is easy? well rotor arm I suppose. So I replaced that, and instant Start Up! No - couldn't be, I thought. Old one back in....no start— new one ininstant start up! Repeat a dozen times and you get the picture. The old rotor arm landed in the woods about a hundred yards away.. just kidding, I binned it when I drove home.

Eighty miles each way to Bristol and back the next day without a hitch and we were smiling all the way. Oh Yes , the 'Bristol Italian Auto Moto Festival' was a great event, lots of Italian exotics, plenty of revving of V12 and V8s etc echoing around the historic part of the city, weather was fine, I had a great time. Sorry , ran out of space!

John Jenkins

ADVICE PLEASE

Alun (see page 26) is having problems with his 500 'Bella' who refuses to tick over when the engine is hot. Have any other members had this problem and managed to solve it?

Vittorio's 500 appears to have a similar problem to John Jenkins' - but whereas John's issue turned out to be a rotor arm, this car possesses no rotor arm - any ideas?

If any one thinks they may have an answer, or at least a suggestion, please send an email, write or phone the editor (contact details on inside of front page) who will be pleased to print your answer for Alun and Vittorio and maybe others who may be having similar problems.

Some More 'Techi' terms ..simplified

Front Suspension / Steering

LEAF SPRING A flat bar or bars of springy steel , in this case usually 5 bars one on top of the other of progressively shorter length. The longest one has a round hole at each end. It's connected to the car across and below the front floor at two points. It also acts as the lower front suspension arm.

WISHBONE is the upper front suspension arm, one each side and is of course shaped like a capital letter 'A' or a 'wishbone'. The outer ends of both of the above are connected to the front **SUSPENSION UPRIGHTS**, which together form the suspension. Movement of the suspension is slowed to prevent bounce or rebound by a fluid filled **DAMPER** or **SHOCK ABSORBER**. Around the upright shaft is a cast tube with brass type bushes called **KING PIN BUSHES** and these allow the wheels to change angle in order that the car can be steered. Steering wheel movement is carried through the **STEERING BOX** which gears down the travel and through a series of rods and movable joints i.e. **TRACK ROD ENDS** which control the front wheel angle. Now the theoretical bit - When a car is turning a corner the wheel on the outside

8

of the corner travels further and at a more shallow angle than the one on the inside. Take a roundabout in fresh snow and you will see that this is so, in fact all four wheels follow a different line. Therefore, when turning the steering the front wheels need to adopt a different angle to each other, this is performed by offsetting the **STEERING ARMS** which set the angle of each wheel. This theory is called the '**ACKERMAN PRINCIPLE**' but of course you probably knew that didn't you!

JJ

The Masters Historic Festival at Brands Hatch Sunday 25th May

BRANDS HATCH HISTORICS

Up at Five, and on the road by Six am, I love the early starts when the roads are empty and I can drive at MY speed and still enjoy the view. I'd taken the easy option though and now had the 500 on a trailer and pulled by the L.R. (Land Rover) "Beautiful British Name". My excuse was the distance and a two hour M"way trip would be three hours by 500 so as planned I arrived at Honnington for the convoy drive to Brands at around 8am.

Cordially greeted by Sheridan and Angela, we unloaded my car and set off in convoy through the Kent lanes which Sheridan seemed to know like the back of his hand, Sheridan in his latest car a Bianchino Convertible, Angela in her Gamine and me in hot pursuit in the 500. I did notice that the two cars in front received all of the public's attention, I was just bringing up the rear!

We met on arrival with Vittorio who had arrived just before us and also with Mark and family with his much modified 128. We were parked on the South Bank at Brands along with a host of othercar clubs from where we could watch the racing with ease,....but we didn't want to do that !! oh no! not when we had unrestricted access to the pits area, including during the pit stops and it was terrific to see the Formula one cars that were in their day driven by Senna, and too many other past heroes to mention.

For me the biggest thrill was seeing the race cars with the body removed (well it turns me on!) and all the chassis and workings on show, something which the teams always kept closely guarded in their day. I was also struck by the NOISE of the full race engines, its been a good while since I exposed my ears to that sound and it was terrific both in volume and quality. The racing was close and entertaining and a jolly good time was had by all, Highly recommended for next year's events.

John Jenkins.

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'LITTLE AND LARGE'



Geoffrey has owned the Aston for 33 years, but the 500 for only eighteen months. He also has a 'menagerie' of other wonderful collectibles—see the front page.

I have always liked things Italian and in my teens had a Lambretta. I also have an Italian wife, Lucia.

On our visits to Italy we love to see the 500's both in the north around the lakes, but especially more abundant in the South around Naples & Sorrento.

Having wanted, but not needed a 500, for many years, I unfortunately waited until prices rose before making the wise decision to buy. I bid for one at Buxton Auction about 2 years ago but thought the price was too high, but having missed it, I regretted it and decided to buy as soon as a good one became available, which was November, 2012.

I bought "Sophiat" from a student who renovated it as a holiday job with his elderly Grandfather as a close tie and therapy to them both. They did everything to perfection and I almost felt guilty buying it from them. Their diligence has proved sound as time has not produced the usual deficiencies.

Although the modern 500 looks the part, it is actually about twice the size when parked together.

Lucia & I really have a good time with it and hope one day to attend a Club event. Unfortunately, they occur mostly in the South, but we are hoping!

Geoffrey Alton



PROM CAR

There was a flying start to a school prom in Woking when five pupils made a dramatic entrance in a helicopter.

Exams are over at St John the Baptist School and it was time for the teenagers to celebrate the end of their school life at the event.

Held at the school, the students went to great lengths with their outfits and were ready to impress their peers with their mode of transport to the night too, including monster trucks and a shopping trolley.

Judged second, only usurped by an entrance of five students in a helicopter, landing in the schools playing field, was this Fiat 500 – with six students in or on it!

This article was spotted by a member and I have great pleasure in including it here. Our thanks to the Woking Advertiser for permission to re-print part of the article and photo.



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500 RESURRECTION



Members may remember seeing Colin's 'kit car' in the March magazine—things have definitely progressed.

I would like to thank the Fiat 500 enthusiasts who we met for the first time at the Brooklands show, you made us feel very welcome and look forward to meeting up again.

It was a great help to see the cars in detail and speak

to some of you technically so I better understood my project. As per the photos in the March magazine I purchased my car as a box of bits, but after seeing the car at Brooklands it really gave me all the information and details I needed.

As you can see I have now completed quite a lot, the car required 18 new panels fitted, the floor and structure is now full completed as is the back of the car. I'm currently still fitting all the front panels but because I didn't have any references (all the panels were removed before I got the car) ensuring all the panels fit and gaps are correct is a real challenge.

I hope to have the front complete shortly, then it's a matter of turning the car over so I can complete the underside. The next big decision is what colour should we paint it and so far all four of my children have a different preference, Red, Yellow, Purple, White with the Italian flag - but my choice is a light baby blue!

Colin Hitchcock



'BUSBY'

Having recently sold a few of our cars I decided something was still missing in our lives and after some thought announced to Angela one morning that we needed a track car. The answer of course was why?

Not put off by the negative response I started trawling through the number of classic car websites that I am technically banned from looking at and after initial disappointment at the characterless cars for sale, there she was. A small yellow 1972 500F with a few modifications, so off I went that afternoon and after short negotiations we were the proud owners of her. However, perhaps I had slightly understated the few modifications:

Busby, as she is now known, has been fitted with an uprated Honda 918 Fireblade engine putting out 150bhp, which is linked to the standard 6 speed sequential Fireblade gearbox.

To facilitate this conversion the whole rear chassis has been cut out right up to the back of the front seats. This has been replaced with a tubular steel space frame chassis, to support both the engine and new suspension. The engine and gearbox are just behind the front passenger seat, to aid balance, with an output shaft linking to the limited slip diff from a Sierra 4 x 4.

To keep her on the road she has custom made double wishbone suspension front and rear, with Sierra 4x4 discs at the rear and Fiat 126 hubs at the front with the standard disc conversion. Steering is from a 126, cooling from a Nissan Micra and noise from a specially crafted exhaust system, which exits through



the lower rear panel.

Body wise, she has widened wheel arches front and rear to take the 195/45 x 14 tyres at the rear and the 175/59 x 13 at the front and has been completely stripped out. A full roll cage has been installed, bucket seats, Perspex rear and side glass and a lightened front bonnet.



So 150bhp at

11,000 revs in a car which weighs under 400kg she's quick. Have braved her up to about 4000 revs so far and Angela seems to have increased my life insurance.

Sheridan

Younger members may not remember the yellow GPO vans and their mascot nicknamed 'Buzby' a bird of doubtful parentage, - also a custard yellow.



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'BELLA'



I recently purchased 'Bella' (my wife named her), she's a 1970 'L' and was built at the Desio factory and first registered in Pavia. She ended up at some later date in Palermo, Sicily and from there was brought to the UK about 5 years ago and underwent some restoration. She seemed to spend some time in Essex, then Yorkshire.... and now she's home in County Tipperary. And happy she seems too.

I recently had a visit from John Jenkins today who was over here on a visit. He had a good look at Bella and she seemed to get the thumbs up - quote..."A nice original car. "

I found Bella on a Yorkshire classic car centre's web site. I went over to see her and bought her!

She's in pretty good order having had quite a bit of restoration so I might even be brave enough to bring her over to the UK one day. I used to live in Horsham before moving over here - Ballina/Killaloe, Co. Tipperary - in 2008, so it would be good to attend the Piazza Italia there.

First off though I do have to find out why she refuses to tick over when 'hot' after 30 miles or so!

Alun Hoskins



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WEDDING CONGRATULATIONS



For our daughter's wedding we shipped over a Fiat 500L, 1969 from Italy as a complete surprise wedding present from ourselves and some friends. It turned up at the reception.... all of the guests were lined up and our daughter and son in law were anticipating a group photograph to be taken just when the car appeared up the drive of the Manor holding the reception.

A friend in Abruzzo where we have our holiday home, arranged everything. The car failed its MOT and it was a rush to bring it up to standard, replacing parts etc and then getting it registered and insured without anyone knowing.



Our daughter and son in law are thrilled to bits and so excited about being the proud new owners and have already booked into a classic car show. Owning the Fiat has encouraged them to become more involved in the Italian side of the family. Our son in law even changed his surname at the wedding, rather than my daughter and he has also become a Girardi

Dawn

What a lucky couple! - to have each other and a beautiful little 500.

TT RACER



In the first seven days of August 1973 a small light blue Fiat 126 registration number RLX896L was driven non stop 24/7 around the TT circuit in the Isle of Man without so much as a cough or splutter from it.

It covered 6'514 miles at 40.58 miles per hour using 124.64 gallons of 3 star fuel at 38p per gallon (total used in the week was only £47.63) and used 2 ½ pints of oil.

Only 2.5mm of tread was worn off the tyres and 2 pounds of pressure was lost fantastic considering the abuse they received.

Seven hours of that week was taken up by re-fuelling and changing drivers etc and yet at the end of the hectic seven days all the car needed was the plugs cleaned and the points checked and reset.

As one of the members of the police motor club team asked to drive the car I can say that several things were not publicised about this trip that would have only enhanced the reputation of this fantastic little car even more.

One of our drivers was over 6 feet 6 inches tall and another was nearly 20 stone yet both had no trouble getting around the 37 ¾ mile part mountain circuit in 55 minutes and although our ex motorcycle racer lapped once at night in just 46



minutes, the average for a time taken for a normal 3 lap stint was 2 ½ hours.

This of course was considerate to speed limits, mandatory signs, rush hour traffic, rain and mist on the mountain which often reduced visibility to just a few yards.

The then Chief Constable of the Isle of Man and Geoff Duke both commented on what a fantastic little car it was and indeed we all agreed.

A pristine example of one of these now quite rare cars passed me a little while ago and I must admit it looked quite small.

I wondered however how many people looking at it could know just how durable the 126 is or was.

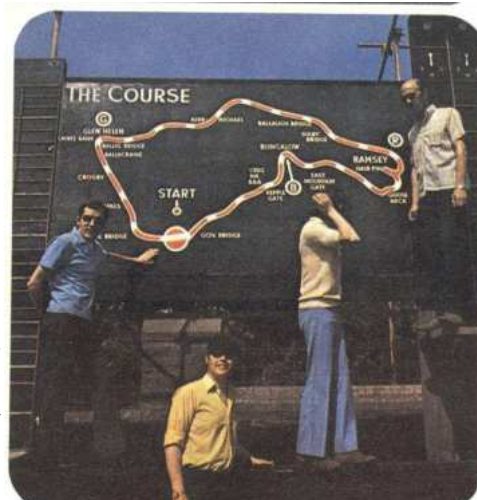
That said I wouldn't swap it for my current Fiat Spyder but I could be tempted for our modern family taxi (wife permitting).

K GERMAN

I am sure all our members, especially those who own a 126 will find this a fascinating article. Hopefully it will encourage our 126 owners to write in with their own stories.....PLEASE.

I hope Dr German will forgive the grainy quality of the photos, I have done the best I can.

JS



A TALE OF TWO TOPOLINOS

At the start of 2013 I found myself with no projects in my workshop, having completed the rebuild of my 1959 ELVA COURIER. My good friend Ivan Smith remarked on what was next in the struggle to save as many of our counties lost causes. Well I think I would like to do a Topolino as I had fond memories from my youth. 'Oh' he replied, 'My wife had one in the sixties', (she had it given to her for wallpapering a friend's kitchen) 'I sold it to Malcom, he probably still has it'. So two phone calls later and we are standing in Malc's garage, surrounded with a Topo in a million parts ,(seventy jars filled with nuts and bolts) and no two parts, unless welded together, still joined. O.M.G. WHAT HAVE YOU DONE Was my first reaction. I know said Malc, but I have got another one untouched. He realised that having stripped this car he did not have the knowledge to put it back together , so he went and purchased another.

A quick walk round the corner to a friend's house revealed another Topo, up on blocks and untouched since Malc had driven it into the garage in the sixties when he had purchased it in Bristol. Then came the question, do you want to sell one or both of these cars? After long consideration Malc thought he would like to finish one. When did you last work on either car?, was my next question, I can't remember said Malc. I can said his wife, it was fifteen years ago!!!. My reaction was - time for a reality check, you're never going to see either of these cars on the road. Then my offer, I would check over the Bristol car, do the brakes, replace the exhaust and battery, respray it, in exchange for the other car, which was my friend's wife's old car. After some consideration and common sense from Malc's wife, the deal was done, and both cars were removed to my workshop.

So the work commenced, Engine and box out, head and box removed, decoke and valves reground, clutch freed and replaced, quick degrease and a coat of paint, back in with engine and box .New exhaust from Germany, battery, petrol, and oil change and the car was running very well. Then the brake drums off - all cylinders seized, many pipes corroded. So all cylinders cleaned and honed, new seals and boots (ebay Italy) New copper-nickel pipes made (save the ends, the metric threads are not common and very difficult to get, the pitch is a bastard size) The system filled with Silicon and bled. (I always use Silicon on classic cars that are not used very much, it does not absorb water and so no repeat of the corroded and seized pistons) and with the copper-nickel pipes the brakes should be good for years. The original shoes were good but can be relined at any good Factors (be sure to tell them the car is very light and only has a top speed of sixty MPH, you don't want hard linings).

Finally cosmetics. Well despite what is generally thought of Italian bodywork I

have to say the Topolino does survive very well, fortunately the body underneath and the chassis had been protected with a good layer of red-lead, and only needed a good pressure wash and coat of Shultz to bring it up like new. With the exception of the running boards the body work was almost rust free. I made new running boards and fitted those, rubbed down the body, treated the rust, etch primed, epoxy under-coated, and finished with twopack in dark blue. I polished the alloy fittings, re-chromed the bumpers and over-riders, pumped up the tyres and was ready to go. A good clean of the interior was all that was required

So Malc has his Topo back, I do hope he will use it but I fear as with many Classics it will go back on the blocks, be sheeted over and sleep for another life time, only to be discovered by someone who will marvel at its condition, and hopefully use it as it was intended to be used. *

P.S., Restoration has started on the second Topo this one is a concourse car, completely original and no expense spared, but that's another story..

BARRY WORSEY

Speaking of which, members may remember the **TOPOLINO FOR SALE ????. Featured in the March magazine. After considerable effort on his part, Tom Montagu has managed to raise interest in this little car and she may soon have a new owner. I hope that Tom will keep us posted.*

JS

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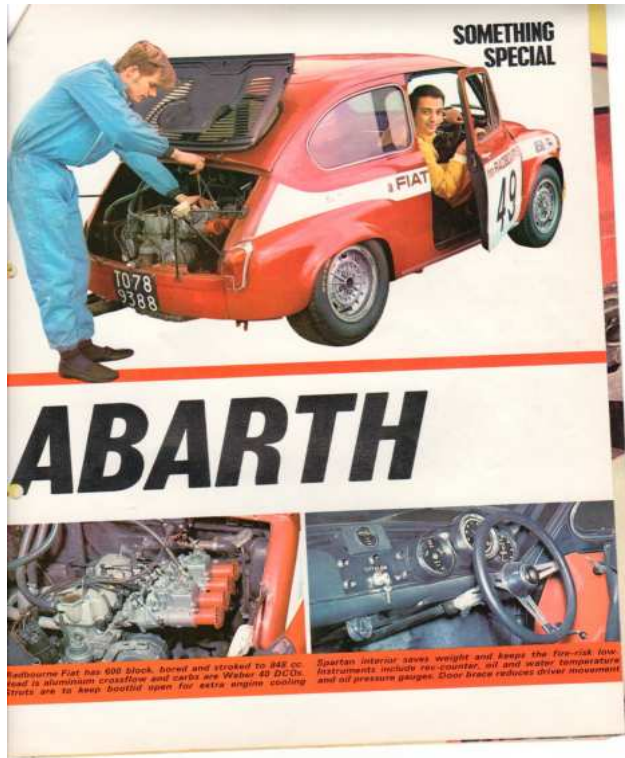
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A BIT OF A QUICKIE!



Sadly, for those men with naughty thoughts and expectations this article, despite its title, has absolutely no sexual connotations at all. It is all about one of the quickest (for its size) Abarth saloon racing cars, and one of the rarest---the Abarth 850TC Radiale. This is a car almost all the Abarth books said didn't exist---but it did.

Whilst still a callow youth I worked for some time as a mechanic at Radbourne Racing in London under the guidance of the great, and sadly late, Geoff Anstead. Whilst I was there we had a young

Australian, Dick, working with us as the parts-man and general goffer, who had a road going Fiat 600D with an American spec. 850 engine installed. Dick and his wife had toured America and Mexico with the car and then brought the car over to England with the plan to take it back home with them when they returned to Australia. In its original form, the donor car to the project was a 600D that had been converted to 'Grp 5' specifications. The Anstead brothers bought the car from Holland, and both John and Geoff raced it, although John later went on to race a 1000TC. The car was very successful - on the more open circuits it annihilated the 850cc cars and frightened the heck out most of the 1000cc cars. Sadly, it was crashed at Brands-Hatch which comprehensively wrote the body off, as the rear end of the car was moved a good foot to the left!

The outcome of this misadventure was the purchase of the wreck by Dick. He and I spent a couple of weekends stripping the racer down to every piece that we thought could be used and should be saved - and then one Monday morning we called the scrap man in so that he could remove the remaining pile of

unwanted tin. Dick's car was then taken off the road and completely stripped to a bare shell. The first job was to transfer all the Abarth suspension parts to Dick's car. With the car a rolling chassis, it was taken to the grit blasters to have the underside of the car brought back to bare metal. When Dick returned with the car it was the only time in my life that I have seen a person white with rage - Dick was speechless he was so angry. An hour later, after he had calmed down somewhat, he told us the reason for his rage. The morons at the grit blasters had just rolled the car onto its side, on a pile of tyres, to gain access to the bottom of the car and after blasting it had used a couple of scaffold-tubes to lever it back on its feet---and got very close to writing the body of in the process. Luckily, 90% of the ripples created by this stupidity were removable and those in the roof that couldn't be removed were disguised by using 'spray-on artificial vinyl' (you have to be of a certain age to remember that particular product!). When finally painted white with the mould line in orange and a black 'vinyl' roof, the car looked superb.

Dick and I then proceeded to re-build Dick's car up into a full-blown, lighter than factory (and stiffer than) racer. The rear bulkhead and rear cross-member were re-built with 1in square tubing, and all the Abarth brackets, instruments etc. were transferred to Dick's car. New wheels and front bumper were fitted and the carbs (twin Weber 40DCO) overhauled by Radbourne's carburettor department.

The 850TC Radiale engine (type 214D/G) was very rare. They were built-up utilising the Fiat 600 (note, not the 600D) block bored to 65mm (the 1000cc bore) with a very short stroke (63.8mm) crankshaft - making for 846.83cc. With the cross-flow (hence 'Radiale') head and the big carbs, it produce 93BHP, not bad today from 850cc, amazing in the late 1960s. With the appropriate gearing, it could get up to 115mph on the more open circuits.

Dick eventually shipped the car



back to Australia where he ran it, very successfully, as a '850'. Eventually the engine met it's maker when a 'friend' kept 'red-lining' the engine until a con-rod poked its way out of the crankcase looking for fresh air -Dick was NOT amused! The basic car still exists in Western Australia where it is now raced, very successfully but with a Mazda rotary engine now residing in the engine bay. The Radiale engine was eventually re-built and is now believed to be residing in America. One part of the original racer is now on my '500' - the badge on the dash. This is a pukka 'Abarth & Co' badge which has spent 45 years looking for a home - it now has one!

For those gentlemen who have managed to read all this article without succumbing to boredom - a treat. At Radbourne Racing our next door neighbour was Pent-House publications, lovely girls; I seem to remember that they made a good cup of coffee, and that is all that I am going to divulge!

TopoPeposo

As 'Hot Car' magazine is no longer in publication, I have been unable to ask for permission to print the photos - if the holder of the copyright should read this, I am more than willing to include a credit in a future publication.

JS

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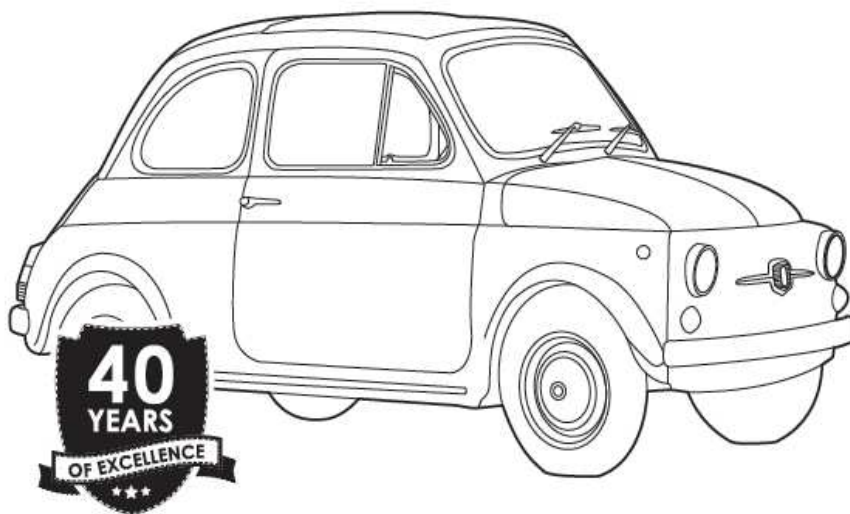
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SNOW WHITE AND PRINCE CHARMING



We have a new fiat 500 'Snow' that we both love, this is what made me buy a giardinera project and the reason for me joining the club. I love the marque but never actually saw a classic fiat 500 in real life prior to buying this one, they are rather small for a gent of my size!!!

When we introduced Snow and Charming (*on the left*) today for the first time, there was no fighting and they seemed to gel together well!

How did I end up choosing a Classic Fiat 500 without ever seeing a real one you ask... well....In my youth 1986 ish, I bought and restored over three years or so, 21 VW Beetles. I stopped when my career meant I had to move away from home, but I always loved them. Years later they announced that they were to produce a new VW and I honestly thought it was going to be a real time warp car, keeping the best of the old with a few tweaks here and there. How wrong I was, I was very disappointed and never went near the garage to buy one.

Then there was the new Mini, great, perhaps they will get it right..... wrong! nothing like the old mini no charm or character, Jewels my partner fancied one

but after a loan of one for a while we decided no.

Then by chance one day we saw a powder blue Fiat 500 - we were both in love again. We waited a few months before we visited the Fiat dealer and both said if we sit in it and the door clunks instead of clacks we are having one. The dash is perfect compared to the pictures of the old one we looked at, the shape was not too far away, the seats were not too big and retro in style, it was as far as we were concerned a real good modernisation of the old Fiat, compared to the photos we saw, so a few weeks later Snow arrived.

A year or so later we bought the new house with workshop and garage and I had promised myself the project car to keep me busy for a number of years. Beetles seemed a little too ordinary now and I thought it would be good to get an older version of Snow to restore... why I don't know, but I thought if I am restoring something let's do something a little different.

Then there was the garage dog... where would he fit in a 500... then I saw Charming on the e of bay and in a moment he was gone... I did not have the bottle to push the buy it now button... then he was re listed, I made an offer and he was mine.... to turn a Yorkshire coin of phrase 'Bugger! what did I do that for' now he is here and I don't regret it one bit . I shall sort the garage out in the next few weeks and then I can get started.....

Will keep everyone updated when I get a bit done.

Stop Press We now have a new member in the family Snow has gone and has been replaced with a brand new fiat 500 Abarth, only had it two weeks same colours as the other just a tad meaner and called Evie !

Ciao for now
Jamie and Jewels

Our congratulations to Jamie and Jewels who will be getting married in Italy this September. Jamie hopes to have 'Charming' ready to drive to Italy for their first anniversary.

JS



BASINGSTOKE FESTIVAL OF TRANSPORT



Photo: Courtesy of Peter Barnes

It was a reasonable if overcast day for the Basingstoke Festival of Transport. This show features a huge range of vehicles, including classic, vintage and commercial vehicles, fire engines, military trucks, and a variety of specialist car clubs. In its twentieth year, the festival was organised by the Thorneycroft Society.

Until the 1970s Thorneycroft was a major employer in Basingstoke which began building steam vans and lorries at the turn of the century. Later they produced commercial vehicles and designed a six-speed constant mesh gearbox which was used in some AEC, Leyland and Albion trucks. The Mighty Antar was on display, a heavy-duty tractor unit built by Thorneycroft from the 1940s onwards, and was for some decades the standard tank transporter of the British Army.

It was good to meet up with new member Peter Barnes who owns the lovely cream Giardiniera pictured above and who also donated the model 600 for the competition (*See pg 3*).

JS

This is
not blue.

This is 1966 -1974 Triumph Blue 126.

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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.

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 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 £4500ono Please contact: Charles Robinson crobioo@aol.com



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

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

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.

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

Brooklands Autumn Classic Breakfast

Sunday October 26

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

It will be first come, first served, so arrive early enough in your classic and you will be able to park in the Paddock - more parking just outside the Paddock.

Breakfast is served in the Sunbeam Café from 8am - 9.45am.

All cars for the Breakfast are welcome to enter the Museum via the Campbell Gate off Brooklands Road.

The Museum will be open as usual from 10am. Subject to weather, Test Hill will be in action after breakfast with a briefing at 10.15am.

Please contact Jenny Squillaci at magazine@fiat500enthusiasts.co.uk

Christmas Meal

TBA

**COPY FOR THE OCTOBER MAGAZINE SHOULD BE WITH THE
EDITOR NO LATER THAN MONDAY SEPT 22ND 2014**

email magazine@fiat500enthusiasts.co.uk

TEL: 07749 499785

NEW MEMBERS

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

Robert Haydock	Herts	1969	500L
Rocco Labbate	Nottingham	1966	500F
Dave Champion	W Sussex		
Stuart Morris	Kent		
Colin Hardman	E Sussex	1972	500
Peter Brooks	Bournemouth		
Joe Wood	Berks		
Peter Hill	S Yorks	1972	500F
David Pinches	W Midlands		
Neil Ferris	Gloucester		
Paul Sutton	W Sussex		
Sarah Baumbach	Essex		
Ian Hamilton	Hants	1973	500L
Franco Passantino	Warwickshire		
Alison Garrard	Surrey		
Joseph Salvatore	Surrey		
Peter Cross	Worcestershire	1973	500F & Topolino
Gary Holmes	W Yorks		
Mike Smith	Hants		
Lisa Hopkins	Oxfordshire	1964	500D
Grant Groome	London		
Gerry Lewis	Northants		
Becky Parker	Worcestershire		

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