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OCTOBER
2014



Photo: Courtesy G. Farley

www.fiat500enthusiasts.co.uk

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2014 AGM

Minutes of the Fiat 500 Enthusiasts Club Annual General Meeting

Held on 7th September 2014 at 15:00

At Honnington Farm, Southborough, Kent

The Chair (JJ) opened the meeting with a word of thanks to Sheridan for hosting the Honnington Country fair and for allowing the Club to hold the AGM at his premises.

Treasurers Report

The Chair asked the Treasurer (AC) to provide his report. AC handed out the Income & Expenditure Report for the last Club year, and Interim Income & Expenditure Report up to 7th September and a short set of notes explaining the accounts.

At 6th September 2014 we have 217 active members.

We have received £1,140.00 in Advertising revenue. We are in a healthy position with a running surplus this year of £3,357 and a Bank Balance of some £4,716. During September AC will send further reminders to the unpaid subscribers and the unpaid advertisers and chase these outstanding amounts during September.

Membership Cards

A list of advertisers to be obtained for inclusion on the membership cards. Once this was done the cards would be ordered.

Magazine

The Editor (JS) thanked the members who contributed articles to the magazine and said that she would like to see some more technical articles included. JS said that while she was pleased with the service she received from our current printers she felt it was time that she checked prices with a few alternate suppliers to see if we were still getting value for money.

Events

It was agreed that an events co-ordinator was needed but that a job description would be useful in order to promote the position. JS agreed to write a short framework statement for the 'Events Co-Ordinator' role and email to committee members for their additions and comments.

Shop

The shop is a valuable asset to the club and JJ described the need for members to increase their usage of the shop as he feels it is a case of "Use it or Lose it". We need to think further on how to enhance the use of the shop, and AC to write a draft email to send to the new members extolling the shop and its products.

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Club Christmas Lunch.

JS and VS offered to organise this year's Christmas Lunch. The venue to be the same as last year (Daniele's) with a date in early December. It was noted that people showing interest MUST pay a deposit as 5 people did not attend last year who had booked and the club had to pay the restaurant for these non-showers.

Re-Election of Officers

JJ asked if the current Committee members were prepared to stand for the 2015 year. There being no objections JJ endorsed the continuation of the current Committee for the upcoming year.

JJ thanked the Committee and the attending members for their time. The Meeting closed at 16:05

The full account of the minutes and associated accounts can be obtained by applying to the treasurer - contact details on page 2.

MEMBERSHIP CARDS 2014

If the plan has come together then you will find enclosed with this edition of the Magazine your new Membership Card,

It will show your Name and Membership number as before, but you will see that there is no longer a year date, as we find that the quality of the cards is such that annual renewal is unnecessary and not a cost effective use of your Club funds.

In future it is expected to issue new cards as and when a new batch is needed, maybe every two or three years.

The improved rear layout highlights several of our trade supporters that also advertise in the magazine and normally offer a discount to members, so be sure to give your membership number when making purchases.

John Jenkins

AUGUST MAGAZINE/SEPTEMBER NEWSLETTER

A couple of members have had envelopes delivered for the August magazine minus the contents. Suffice it to say I will be having words with the editor's little helpers! I am sorry about this, if you have been affected let me know and I will put a magazine in the post to you. If this isn't enough, computer issues arising from the editor's incompetency meant that some readers may not have received the September newsletter whilst others may have been sent several!

If you did not get a September newsletter, either through the post or via an email, please get in touch and I will send you one.

JS

'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.

My Ideal Car

Since my last article (cylinder head gasket, oil seals, etc), my Fiat 500 has been running well. I don't even have to put any oil in it now, as it's not leaking! Whilst I'm travelling in it now I'm not having to mentally diagnose problems with it, so what is there to think about? Well, I started to think about my ideal car. Compared to most club members, my 500 is my sole car, so its requirements are perhaps a bit different, namely:-

- It has to be practical, for shopping, commuting, etc
- It has to be ok in normal & rush hour traffic, including my regular motorway commute
- It has to be ok for occasional long journeys, eg 150 miles each way.
- It has to be useable in all weathers throughout the year
- I have to enjoy using it
- It doesn't need to transport a family
- It has to be totally reliable

In the past, I've owned Fiat 500's and 126's, both air cooled and water cooled hatchbacks. This got me thinking, what would be my ideal car? Perhaps the Bis, with its hatchback and bigger engine? Up to a point, yes, the hatchback was very useful, but the square body doesn't hold the charm of the 500, and the water cooling system doesn't seem to help reliability or quick demisting in winter.

I guess that my Fiat 500, with the 126 650 engine and gearbox, is already a step towards my ideal car. I'm happy enough with its performance (though still interested in what a 700cc version might offer!). What I would like though is a 500 with a hatchback. I did contemplate a 500 estate, but for me that is too much of a change in shape and style, I'd like a 500 hatchback done in the same sort of way as going from a 126 to a Bis, ie looks very similar but offers great practicality.

Whilst I was working in the car industry, similar thoughts were given to the old Mini, and I was involved in exploring ideas, which can be seen on this link:-

<http://www.austinmemories.com/page46/page46.html>

There have been one-off hatchback conversions of the classic Mini, so what about the Fiat 500? Well, currently there is an engine in the way, but this can be made flat by using either a Bis or 500 estate type engine. Obviously, an aperture has to cut in the back, from approximately the top of the rear window to the number plate area. It could be a conventional one piece hatch, or two piece like the Range Rover, Citroen C2, etc. The rear bulkhead and cooling air intake 'box' (rear parcel shelf area) would need cutting out, significantly weakening the body structure. This would then need box sections adding around the perimeter of the opening to regain strength. A removable hatchback floor would be needed, to cover over the revised flat engine, yet allow access for servicing.

This all seems fine in theory, but the task is daunting! If it's done in sheet steel, it would require considerable skill to do it properly, including some structural engineering guidance for strength, water sealing, etc. The danger is that it becomes either:-

- Too weak and prone to cracking / failing
- Doesn't open and close properly
- Leaks water / wind / dirt
- Too heavy and upsets the car's balance / handling, etc
- Looks like a dog's dinner

It might be possible to use the existing bodywork to make moulds, and then make fibreglass or carbon fibre components, to bond into the modified bodyshell, and make a lightweight hatch (or pair of hatches). Sorting out the hinges and catch on a curved bodywork is no simple matter, if it's to work properly. Having seen some kit cars, and the obvious difficulties that they have had, makes me nervous. Also, the car industry puts new products through extensive testing and re-designs to overcome problems, so without this a conversion is risking all sorts of problems and reliability issues.

Perhaps there's a simpler solution. With a flat engine, and a removable floor over it, there might be enough room within the existing engine compartment to form a small boot over the top of the engine? Perhaps then there could then be a 'porthole' cut into the rear bulkhead, so that when the (500L) rear seat is tipped down, long items can then be carried?

Another idea is to fit the 126 type petrol tank within the rear suspension, with a filler cap in the rear side body panel. I saw someone in the club seemed to have done this, I'd be interested to know if it fitted ok in the 500's narrower body. It would certainly make the front boot much more useful.

At the moment, I'm enjoying my 500's good running and reliability, so currently

these ideas are of the 'pipe dream' variety. However, never say never. I'd certainly be interested in other member's views and ideas. And if you're a skilled sheet metal worker or carbon fibre manufacturer.....

Tony Spillane

ADVICE PLEASE

Readers may remember that Alun asked for advice in the August magazine about his 500 'Bella' refusing to tick over when the engine was hot, Vittorio also had a similar problem. Nick Parrott has kindly written in to suggest a solution after experiencing the same thing.

I had a problem with my 500, standard engine, in that when hot it stopped and would not start, and you could see the fuel boil in the clear fuel lines I had fitted to see if this was the problem, as I had lived with the engine dying after a sustained speed, say for 3 or 4 miles, and it would not start unless I released the fuel line and got rid of the pressure build up. In essence there was no fuel reaching the carburettor. I tried new fuel pumps, and old ones, but to no avail. This is apparently the problem with the current fuels as there is an increased quantity of ethanol in them.

It was the same with supermarket fuels as they have always put increased ethanol in their fuels thereby paying less fuel duty and being able to sell it cheaply to the unsuspecting public. This last from a motoring engineer 10 years ago.

As a result of a chance comment from Franco (Ricambio, may the sun ever shine on their enterprise) at Brooklands I fitted an electric fuel pump; push type fitted in the front compartment, using the existing lines and needing an on/off relay as the only extra part, together the need to make up a blanking plate to cover the hole where the fuel pump fitted. NB remove the actuating rod.

Problem solved cost about £90 all in as I recall, but beats sitting on various Sussex verges waiting for a car to cool why the world goes by with a smug look. Additional bonus - it runs much better and I can achieve a higher maximum speed than with the mechanical pump, better delivery I suspect. I hope that this answers the problem.

If not I suggest looking at the engine in the dark and watching for a spark tracking across the rubber insulators between the plug and the engine casing, or across the terminal castles on the coil, all problems that I have encountered with problem tick-over. The coil was a brand new Intermotor coil bought to solve a starting problem, and it sparked across the plastic "castles". I hope that this helps.

Nick Parrott

FBHVC NEWS

Discontinuance of the tax disc

I have no good news on tax disc discontinuance, despite support from the All Party Parliamentary Historic Vehicle Group.

The important reminder is that from 1 October, if you sell a vehicle, you will not be able to pass on any unexpired licence. You will have immediately to arrange to advise DVLA of the sale. This will be true even where the licence is Nil Rate, as will be the case for most of our vehicles. And, if the licence was subject to payment of VED, you will get a rebate for each complete month until normal expiry.

Likewise if you buy a vehicle you will immediately have to apply for a new licence. Again this is true even if the vehicle is in the Historic Class and is thus at a Nil Rate.

As I mentioned previously, we told DVLA of our concern at how the process of transferring the record of the keeper would work.

It is evident from discussions since that all concentration in DVLA has been on the interests of the operators of large fleets, such as lessors and hire companies. While this is possibly beneficial to the bottom line of these companies, it does appear to the Federation that the interests of ordinary citizens have been insufficiently taken account of.

DVLA have told us they will introduce an online service to replace physical delivery of the V5C tear off Section 8.

We would like to be able to brief you as to exactly what will be presented to buyers and sellers to enable the rapid transfer of keeper the law requires. But at the time I wrote this article we had not seen what the new online system, to come into force less than a month from when you read this, will actually look like to the user.

We also do not know how ready the Post Office will be to deal with those who choose to use it instead of going online. Experience suggests the Post Office might not have much, if any, notice of what is required of them.

The proposed system still appears to depend entirely on an online database and to offer no formal evidence other than a receipt to licence holders. We don't know how far this will be acceptable to the authorities in other countries.

Excerpt from Newsletter No.5 2014 with kind permission of FBHVC

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<http://fiat500enthusiasts.co.uk/shop>

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CRANLEIGH VINTAGE CAR FESTIVAL



A dodgy weather forecast put off some of the people that planned to attend as a group the Cranleigh Vintage car festival on Sunday the 17th of Aug. This is one of the largest in the South of England and had over 7000 cars this year. The intrepid couple from Sussex John & Jane Wheeler did turn up in their beautiful red Barchetta 595 and along with Bryan Pentland's blue 1971 saloon, they both received enormous attention. It's amazing how attractive these little cars are to the ladies and I overheard at least 3 ladies say to their partners " I really want one of them please".

Bryan Pentland

AUDLUM FESTIVAL OF TRANSPORT



This was a new event on the calendar and a bit of a trip up country from where I live, but the extra attractions of Canal Boats (unusual at a car event) helped me decide to give it a try.

So off I set at 5:30am and headed up the motorway at a steady 60 ish miles per hour. Not, you understand exactly IN my 500

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but that was following closely behind on the trailer! One hundred and ninety five miles and three and a half hours later a safe arrival.

How nice though to see the Birmingham Traffic police were up and about at eight a.m. on a Sunday with a 'safety' camera car. An officer on an overhead with a hand held radar gun and not one but two unmarked and fully crewed police cars. Bless them !

The plan was to gather at the very pretty village of Hankelow Green and the marshals had every thing well organised with individual plots numbered, so with de-trailerling done and after meeting up with Tony(Spillane) we had time for a good chat and a Coffee and an initial nose around the other classics.

Followed shortly by a convoy drive of just a few miles to our final destination of Audlem. The locals were out in droves and obviously well pleased to host the Festival.

I attend a good number of events 'down south' and inevitably recognise lots of cars there that I have seen before ,so it was a delight to have a new selection to admire.

The sun shone on us all day, time flew by, and mid afternoon I realised that I hadn't seen the canal boats, so I sought them out and enjoyed a different pastime with the proud owners pleased to show visitors around.

I have to admit that It was all I could do not to ask if 'Rosie and Jim' were around, ... If I have to explain that, then you obviously didn't watch tele' with your kids in the early nineties!

The day ended with a multiple flypast (5 times) of a Dakota DC3 (I believe) at low level - great entertainment.

Definitely a great event for next year for midlands members to support.

Then the 'short' drive home, thankfully not too much traffic.

John Jenkins



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A VERY SPECIAL MULTIPLAS



My wife and I joined the Club approximately a year ago, after purchasing a 1971 Fiat 500 because my wife had always said, "I'd really like a Cinquecento" - she's Italian, probably like a lot of your readers!

My wife is from the Amalfi coast and has family there. Both of my daughters were married in her home town of Ravello and the following story concerns my youngest daughter, who got married 5 years ago.

Prior to the wedding, I was in the coastal town of Maori with my daughter and future son-in law. We were looking for a place to park for the day and getting very frustrated - anyone who has been on the Amalfi coast in the high season will understand why! Then, a very kind elderly gentleman we met on the taxi rank said, "Come and park where I live and I'll show you my car", which we did!

The "car" transpired to be a Fiat 600 Multipla Taxi Cabrio Costiera Amalfitana, in wonderful condition and clearly much-loved. However, it was only some months later, after my daughter and future son-in-law had expressed the wish to have the car as their wedding car, that we learnt more about its fascinating history....

The following is a brief history of the car, which I hope is substantially correct! In 1962, Jaqueline Kennedy, the wife of the then-American president, together with her children, John and Caroline, were invited by her distant relation, the writer Gore Vidal, to spend the "season " in Ravello. They, and their entourage, stayed in a villa in Ravello and a frequent escort was Gianni Agnelli - the head

of Fiat (this was the jet set of the era!) Jackie's passion was water-skiing and this entailed a daily drive down to the coast, some 5 kilometres away on a very narrow and windy road.

A car was supplied by Gianni – a Fiat, naturally(!) - and a young taxi driver was engaged. Unfortunately, Jackie's stay in Ravello lasted only 3 weeks as, reputedly, her husband became jealous and summoned her home with the words, "More Caroline and less Agnelli!" The car, being of no further use, was passed on to the "young" taxi driver in the photo, Alfonso Massi, who has retained and looked after it ever since.

It was a wonderful chance-meeting and we'll always be grateful to Alfonso, not just for his initial act of kindness, but also for subsequently letting us have the use of his lovely car and allowing us to become a part –however small! - in this car's fascinating history.

Keith Lupton

...AND ANOTHER...

A second beautiful example of the marque spotted in Rome this summer by Sharon and Nathaniel Cross.

The taxi is owned by Francesco Porciatte.



Kent Italian Classic Car & Bike Show and AGM Sunday 7th September



The show was a great success with beautiful weather and an amazing turnout of cars—Ferraris dominating.

Fiat 500s and their derivatives were much in evidence. There was also a really good selection of Fiats including Gamines, a lovely Barchetta, some beautifully turned out 500s such as Colin's pretty grey car (I cannot remember the proper colour





name) with black leather interior and handcrafted 500 badge, a stunning Bianchini and not forgetting Franco's little 850T Farina conversion camper van.

Apart from the cars there was a great selection of stalls selling all sorts of items



from ice cream to handbags and a small fun fair besides.

The show also had plenty of livestock displays including duck herding, ferret races, and a great display of hawks and owls.

The AGM took place in the

afternoon - details of which can be seen on page 2.

All in all a really good family day out with plenty to do for all ages.

Jenny Squillaci



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Demystifying classic car insurance policy benefits

Car insurance is a legal requirement and we all know we need it, but how many people can honestly say they know exactly what their policy covers them for?

Insuring a classic car can be even more mind-boggling. What if you want to cover your classic Fiat 500 and your everyday car on one policy? What if you want to drive it abroad or take part in rallies and races?

Find all the answers to these questions, and more, below. Get clued-up to ensure your pride and joy is fully covered, so you can just sit back and enjoy the ride!

- **Multi-Car Policies** – Do you wish that you had just one renewal date for all of your cars? A multi-car policy could be the answer for you. Quite simply, it will allow you to cover your fleet of private cars, new and old, on one policy. Start by insuring the first car due for renewal, then just add additional vehicles, as and when the renewal is due, throughout the year.
- **Agreed Valuation** – What is your car really worth and would you actually get paid that amount of money in the event of a total loss claim? Restoring and owning a classic car is a labour of love, so an Agreed Valuation is a guaranteed fixed sum which takes into account the purchase price and date, along with the work carried out on the vehicle. There are no definitive price guides for classic cars and values can vary dependent on model type and condition, so without an Agreed Valuation you may not get your vehicle's true worth.
- **Foreign Travel** – The South of France, the Italian Riviera, the tulip fields of Amsterdam or maybe the Swiss Alps? With the wind in your hair and the picnic hamper in the back, whether it's a long weekend to Le Mans, a family holiday to Tuscany or if you have your own villa in Spain, having foreign use on your insurance policy is an ideal way to make the most of driving your beloved car. Standard cover is for up to 90 days but can be extended to 240 days or even annual cover. Just remember, you may not be insured if you leave the vehicle abroad and return to the UK without it - always check details with your broker.
- **Breakdown Cover** – With the best will in the world we all know that classic cars are not always reliable, and not all breakdown companies will cover an older vehicle for precisely this reason. By purchasing breakdown cover with your policy you will be buying peace of mind of knowing that, should the worst happen, a recovery agent will try and repair your vehicle at the roadside. If it's not driveable, it can be taken to a local garage or a destination of your choosing (your own repairer, home

address or onward destination). Choose EU cover for when you are on the continent, which will allow you to benefit from emergency overnight accommodation while your vehicle is at a local garage. If it's not repairable, both you and the vehicle will be repatriated to the UK.

- **Track Day Cover** – If you think of yourself as a budding racing driver or just enjoy testing your car's performance and handling to the limit, Track Day cover is a must-have benefit to allow you to take part in club-organised track days. Check with your broker or policy booklet to arrange cover or review exclusions.
- **Driving Other Cars Benefit** – It may sound simple, but did you know to drive another vehicle you must abide by the following rules?
 1. The vehicle cannot be owned, registered to you or hired by you under a hire purchase or leasing agreement.
 2. The vehicle must have valid insurance in its own right.
 3. You **MUST** have the owner's permission to drive it.
 4. Cover is normally restricted to Third Party only cover.

Caution should be used when allowing someone else to drive your classic due to the restrictions, but it's a handy benefit to have in the event of an emergency. Always check your certificate of insurance before driving another person's vehicle to ensure you have the correct cover on your policy to do so.

- **Non-Blue Light Community Response** – Do you like to offer a helping hand to those in need? If the answer is 'Yes' then Non-Blue Light Community Response is an essential benefit for you. Whether you're rescuing someone from a flooded road or helping recover a car stranded in the snow, this benefit will cover you to help people in distress. You are required to keep within the speed limits and observe other road regulations and you should always check with your broker to confirm details of cover and exclusions.
- **Rallies and Time Trials** – For those who like to have fun in their classic. This benefit will cover you and your vehicle for static and road safety rallies including club shows, treasure hunts and time trials that are kept within legal speed limits. Exclusions apply so always check your policy booklet for endorsement wordings.

To take advantage of these benefits and many more, give Lancaster a call today on 01480 484848 or visit our website at www.lancasterinsurance.co.uk/f500. Don't forget to tell us if you are a car club member to qualify for a discounted rate.

McLaren Employees Open Day
Saturday 30th August
McLaren Technology Centre Woking



Photo: courtesy of Alison Garrard

Once again there was a good turn out of 500s to this event.

As last year, the arrival was via the large lake that surrounds the technology centre - a pretty stunning venue.

As ever the 500s drew admiring glances despite the presence of some pretty spectacular cars (and motorcycles). College students displayed some of their racing cars, most engines adapted from motorcycle engines, some sporting huge rear wings supplying

downforce to the rear; there was a solar powered car and a lovely Mercedes SL. In the centre itself the stars of the show, the McLaren cars included the latest creation – the McLaren P1, and its racing counterpart the P1 GTR. (You may like to check them out on the McLaren website :-



Photo: Courtesy of Graham Farley

[cars.mclaren.com/home/models link/McLAREN%20P1/introduction.html](http://cars.mclaren.com/home/models_link/McLAREN%20P1/introduction.html))

F1 cars included Lewis Hamilton's winning championship car, those driven by James Hunt (this car was used in the recent film 'Rush') Dennis Hulme, and Bruce McLaren's very own F1 built by him in the 1960s.

Unlike last year when 'Team 500' successfully attempted to emulate the F1 style pit stop wheel changes, coming a creditable second for most of the afternoon - this year, 'Team 500' obviously decided to rest on its laurels and came nowhere!

The most bizarre car of the day, was 'Whistling Billy' The fact that it ran on steam was not its most eye popping attribute, for me at least. Despite the clouds of steam and the paint blistering on the bonnet from the heat of the boiler, it was its weird wailing sound that struck me. Sounding more like an animal in distress, it was in actual fact something to do with the escape of steam

If you would like to check out this car for yourself, visit steamcar.net/billy.html and make sure you have your speaker switched on.

One final mention—a smiley sticker for David Darley who not only remembered to turn up at this year's event (last year he forgot) but came dressed from head to toe in the same yellow hue as his car - and was not in the least bit abashed— he brought a smile to my face—thank you David.

Jenny Squillaci

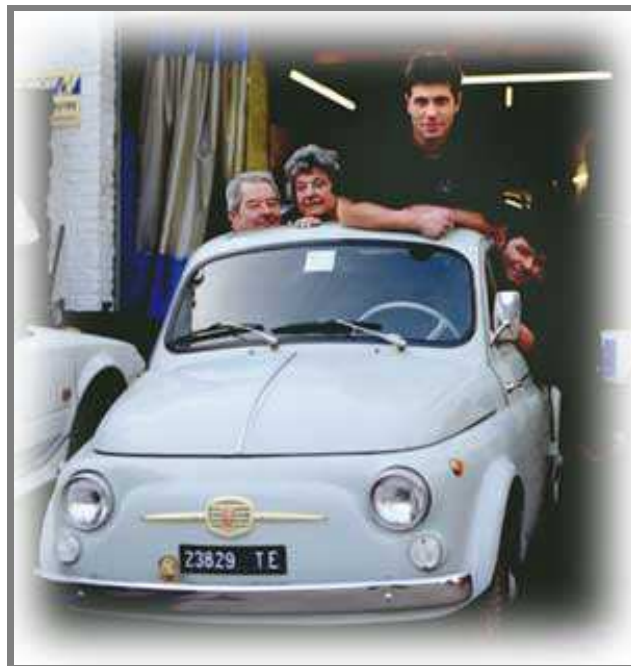


Photo: courtesy of Alison Garrard

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TALE OF A FIAT 500D

(Continued from Magazine No 31 (March 2014).

Early in 2014, I'd finally reached the stage where I could start re-building the Fiat after two years of interesting but mostly mundane work - first stripping the car completely, logging & labeling parts, cleaning & refurbishing component parts and preparing the bodywork for repainting by removing rust areas and welding in some new panels etc.



Rear suspension & brakes fitted.

Now, with the newly painted bodyshell back on jacks, I could at last start putting the little Fiat back together again. First I installed the front/rear suspension units and braking system. The rear suspension went together well, not forgetting to

replace the same number of shims on each side of the swinging arm fixings so that the toe-in angles of the rear wheels would be broadly correct- I won't know whether I've got it right until the car is finally on the road !!

I then assembled the rear drum brakes, connected up the handbrake cables and put together all the rear hydraulic brake lines.

Next came the front suspension which proved more testing. I'd replaced most of the front suspension components including the front leaf spring & shock absorbers and had my original kingpins rebuilt. With everything assembled, again remembering to put the same number of shims behind the swinging arm pinsto maintain the correct camber angle, I tried to compress the leaf spring to fit the bottom of the kingpin and this is where the problem started - every attempt to compress the spring to bring the end up to the bottom of the kingpin simply lifted the entire car of the jacks and even with considerable extra weight inside the front battery well, the car still came off the jacks. I even tried fitting



Front suspension, brakes & steering fitted.

my original spring, but this proved just as difficult to compress - without the use of a leaf spring compressor (as shown in the workshop manual for doing this job correctly !!) this little job was proving to be a real headache.

Eventually, I purchased a set of coil spring compressors and slacking off the leaf spring retaining

bolts are far as I could, I clamped one end of the compressor around the top of the kingpin and the other end around the end of the leaf spring, then with various clamps in place to ensure neither end of the compressor hooks jumped off their fixture points, I slowly screwed in the clamps to draw the two ends together – a steady job but eventually one that paid dividends as I had the end of the leaf spring lined up with the bottom of the kingpin sufficient to pop the retaining bolt through & secure – quite a moment as I yelled a ‘Yes’ in satisfaction !! Having worked out the method, I was then able to secure the other side of the leaf spring in something under half the time.

Next I assembled the front drum brakes and the remaining hydraulic brake pipes connecting to the master cylinder with the feed pipe back to the brake fluid reservoir. I then fitted the steering box and idler and assembled the steering mechanism, adjusting the tie rods so that the distance across the car between the brake drums was correct according to the manual, though I’ve been told that once the car is on the road and done a few miles, all the suspension settings will probably need to be re-set as things bed in, so I’ve got that to look forward to !!

Next came the wiring loom. I’d previously spent some time cleaning up my original loom & checking continuity of the wires etc, and decided it was worth re-using as replacement looms use very thin (fine gauge) wires by comparison to the originals and are only available for LHD cars, so it was a bonus being able to

re-use my original loom which was correctly wired for a RHD car. When I previously removed the loom from the car, I'd cut it in half for ease of exit (and not expecting to re-use it), so on re-installation, I first fitted the rear half, connecting up to the rear lights clusters & regulator and leaving other wires available for coil, oil

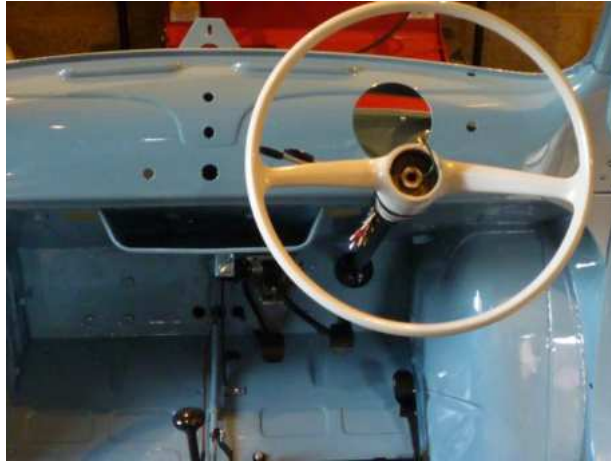


Photo 4: Now we can steer !

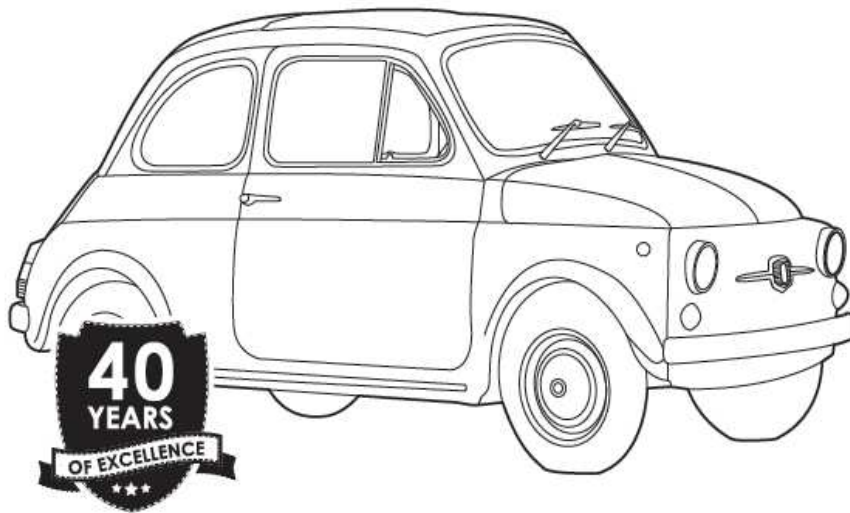
warning light, rear number plate etc., then installed the front half of the loom which is a little more complicated. I laid the loom out as close to the correct position as possible and clipped it in place, then installed the front headlights, side lights, side repeaters, windscreen wiper motor & mechanism, plus speedo binnacle and all switch gear (which isn't very much on a Fiat 500D !!).

When all the components were in place and the wiring connected, I finally connected the two halves of the loom together inside the car. A new battery was then installed with the main starter motor lead fed through the central tunnel to the rear and a further positive lead connected to the Fuse box. At this point, I was able to 'switch on' and see if anything worked. Amazingly (and I say that because electrics still remain something of a mystery to me), just about everything did work except the headlights - this turned out to be an earthing problem inside the bulb holders and was soon rectified. The indicators were also not working properly - flashing at different intervals - but replacing the flasher unit resolved this problem.

Building up the car over the last six months or so has been very interesting - jobs which I expected to be straightforward often taking more time than planned and others ran well and took less time. In particular, when old parts are beyond repair and have to be replaced, fitting re-manufactured parts often prove a headache as they invariably never fit quite like the originals or require modifications to make them fit !

I now have all the glass installed in the car using all original glazing with the exception of one door window (badly scratched) and the windscreen (scratched

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Gearbox fitted, but where's the engine ?

runs through the central tunnel to the rear engine compartment. It strikes me that although the overall design of the little Fiat is quite superb and certainly a revelation when it first became available to the Italian public in 1957, if I had one criticism of the design it would be the central tunnel which is not that big but seems to house an awful lot of cables, pipes, control rods etc., and when building the car up from scratch, it proves a challenging task to sometimes find the correct route through the tunnel for all the services without inhibiting something else. But given the size of the car and the design brief which it had to meet, I don't suppose Dante Giacosa had much option other than to run the services on the outside of the car which wouldn't have been as practical.

At the time of writing, I've now fitted virtually all the component parts to the Fiat including the rebuilt gearbox and now only await the engine (very important) and the internal trim. The engine has been



Front compartment nearly finished !

by the wiper arms), but managed to source a good second hand door glass and found a new windscreen with a glazing company whose customer who had ordered it but failed to collect it.

I have just installed the petrol tank & fuel feed pipe which is another pipe that

completely rebuilt and is shortly to be bench tested – I've kept the engine spec. as close to the original as I felt appropriate but have had the flywheel lightened, the head skimmed a little and ports polished etc., in order to make the car a little more useable in everyday traffic. The only visible concession to modern technology will be the installation of electronic ignition, so my wish to rebuild the car as close to original factory spec. as possible, has had to be compromised slightly !!

The colour of the car has changed from white to pastel blue so this has entailed a change of upholstery colour from Red/White to Dark Blue/White. I'm using a professional trimmer to make up the new upholstery and although I delivered all the seats, door cards & rear trim panel cards to him over four months ago, he is extremely busy and has yet to make a start on the re-trim (sorry Richard !!).

I'm hoping to have the restoration completed by the end of the year which will have made it a 3-Year Project.

(To be continued – the Final part to follow completion)

Roger Webb



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FLAT FOUR FIAT GIANNINI



The pictures feature Gianni's flat four made by uniting two 500 engines (of reduced cc) sump to sump, no doubt with various complications. Presumably the cc was limited to accord with the then current racing constraints hence the 695. Otherwise two 695 engines could have given us a 1400cc 70bhp engine!



The story (unconfirmed) that I heard was that the venture was unsuccessful, only twelve or so units being made, perhaps another member can research this further? (PS I want one)

Incidentally Gianni seems to have been honest enough to have employed a normal (whatever that is) sized model, whereas Fiat then and now seem to find the world's smallest (litre sized) models to make their cars look larger.

Peter Dixon

(Unfortunately this is the best scan I could manage, if anyone would like a copy of this with the accompanying Italian text, please send me an SAE and I'll pop one in the post to you. JS)



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 Reluctantly selling my Black Classic Fiat 500L 1969



I bought this lovely example of a classic Fiat 500L from its previous owner of 35 year's in Italy close to my wife's home town in Saronno, Italy. Unfortunately, due to work / family commitments I have not had the time and pleasure of taking GINA (that's what my wife and I called her) to any of the Fiat 500 enthusiasts club UK shows or even take her out for those summer day weekend spins that we said that we would do. I have taken her out to have her MOT'd May 2013 when I registered her here in the UK and again this May 2014 and on one other occasion here at the seaside, you should have seen the great looks and interest we got!

This is a very collectable Black original Fiat 500L model with 58K miles. The car was brought over by a transportation company and registered last year in April 2013, with a 1969 'G' plate, I have printed history of previous owner documents but DVLA required the original logbook, I now have the original V5 document for UK. The car for the last 36 years has been garaged and not seen rain.

I am really saddened to sell Gina, but the first to see will fall in love with her as I did, I can say there are not that many examples of such a well kept Cinquecento, I will only be selling this to somebody that will look after her and preserve a piece of Italian history. **Her price is £9,500 ono.** Should you wish to contact me regarding purchasing Gina, then please call me on **01268 571306 or mobile no. 07896711612.** Please NO timewasters!

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

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 £5500 ono**. 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



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.

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

Lunchtime Sunday 30th November 2014

At Daniele's Sicilian Restaurant

Lower Hale, Farnham, Surrey, GU9 9RP



We were so pleased with the Christmas Meal we had here last year that we decided to book again. If you would like to join us, please contact

Jenny Squillaci on magazine@fiat500enthusiasts.co.uk or telephone 07749499785 to register your interest

COPY FOR THE DECEMBER MAGAZINE SHOULD BE WITH THE EDITOR NO LATER THAN MONDAY NOV 10TH 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

Karen George	London		
Alison Harris	Warwicks		
Mike Forbes	Surrey		
Prospero Girardi	Northants	1971	500L
Giuseppe Girardi	Northants	1969	500L
Mike McGhee	Derbyshire		
Malak Nasir	London		
Philip Jones	Worcestershire		
Katherine Braithwaite	London	1970	500
Jack Keleher	Suffolk		
Yuval Attias	Herts	1973	500R
Lynne Hubbard	Surrey		
Steven Hayward	Suffolk		
Stefano Razio	London	1964	500D
Roger Lefevre	Pembrokeshire	1952	500C
Adrian Emiliani	Lincs		
Shaun Jacobs	Cleveland		

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