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APRIL
2015



Photo: Courtesy of Graham Farley

www.fiat500enthusiasts.co.uk

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Front Page: This picture was kindly sent in by Mr Graham Farley, taken at the Goodwood Revival two years ago.

'TECH TORQUE'

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

500 Engine Trolley

When I was a young (and innocent) mechanic at Radbourne Racing, I thought nothing of lifting a complete 500 engine off my work-bench and inserting it



into the back of the car, with very little in the way of mechanical aids. As one gets older (loik wot I is) these little engines seem to gain more than a few pounds in weight. Assistance is therefore required to support the engine whilst wiggling it in (or out) to prevent damage to either the car, or more importantly, oneself. The answer, dear Brutus, is a clever little 'trolley'. It is very simple as the photos show. The most important measurement is the distance between the ground and the bottom of the sump. This distance will differ depending on the type of sump fitted, so each 'trolley' is individual to the car. My 'trolley' has (B&Q) castor wheels at the front and a small wooden locating surround on the underside of the deck, (and is towards the rear of the deck) into which fits the head of a small trolley-jack. The rear (non-wheeled) end of the 'trolley' is slightly less high than the front so that when the jack is positioned and slightly raised, the rear of the 'trolley' is clear of the ground and the deck of the 'trolley' becomes level and it can be moved around easily.

By making the deck somewhat bigger than the sump you gain a fair bit of 'wiggle' area, which is very handy when you are trying to jiggle the engine in or out. By using this tool I easily removed the engine, repaired the clutch and refitted the engine in a long morning—and I am (sadly) a lot closer to 70 than I am to 60!



(B) Although I have never suffered the problem myself, I am told that condenser failure can be a common (and recurring) problem on the 500. The answer may lie in the product recently brought onto the market by 'SWIFTUNE'. It is called a 'Competition Condenser' and was brought out for use in the classic racing car scene where the original 'points' type distributor has to be retained. I have corresponded with SWIFTUNE and they have advised me that it can be used on the 500/126 (where the 'points' distributor has been retained). At just over £30 (inc. VAT) it is not very expensive, and could save a lot of hassle.

Topo Peloso

How To Fix Your Fuel Level Light

Many 500s have fuel level lights which don't work but there's no reason to just livewith this. A new float mechanism is around £50 but you can often repair your old one simply. Note this article does not apply to the L model, which has the luxury of a proper fuel gauge, but the principle is similar.

If the fuel light is permanently on then there is almost certainly a problem with the float switch. When the fuel level is high enough the switch on the float's pivot closes, allowing current to flow, and the fuel light goes out. When it fails the problem is nearly always due to poor contacts in the switch, and cleaning these should be enough to make it work again.

cont...

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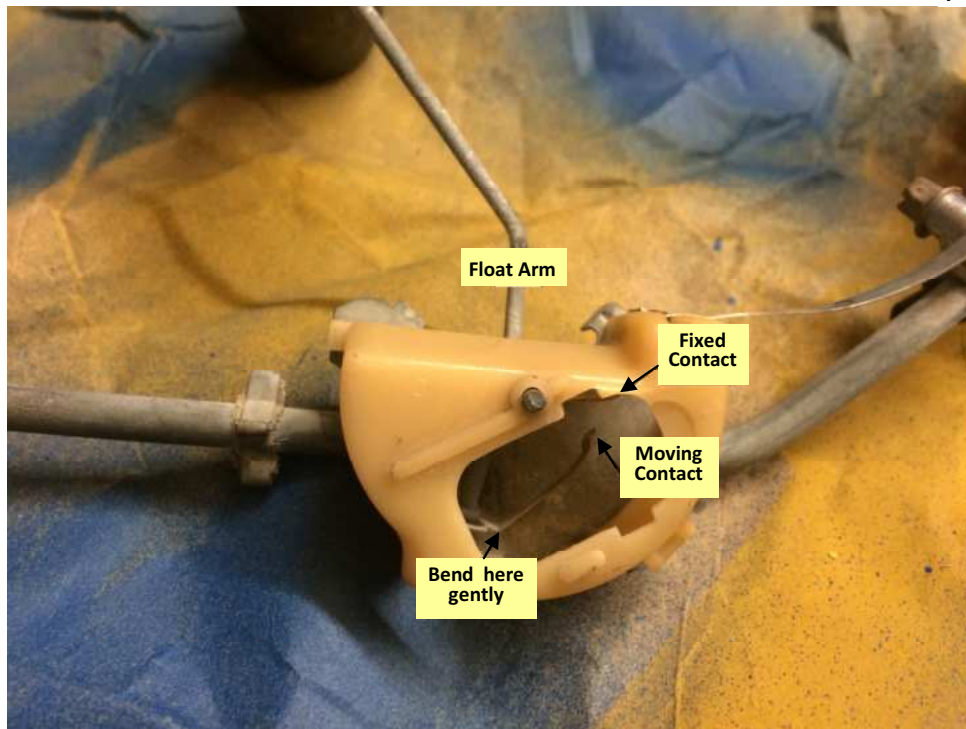
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Remove the petrol hose from the tank outlet and bung the end. Then remove the six 7mm nuts around the sensor and withdraw the float mechanism from the tank. The contacts are tucked away inside a plastic housing that makes access a bit tricky. I wouldn't suggest trying to remove the plastic, however, as it's likely to be very brittle with age. Instead give the contacts a blast of contact cleaner, then use a small flat screwdriver, or a tiny piece of sandpaper, to scrape the contacts clean. You can bend the moving contact a fraction too, to ensure that it makes a good connection. Then reassemble everything and your fuel light should now work. Be very careful tightening the 7mm nuts as it's very easy to snap the thin threads with too much pressure.

If the fuel light never comes on, even when the tank is empty, then either the bulb has blown or there is a wiring problem between the back of the speedo and the float sensor. Clean all the connections and it'll probably start working. To aid testing, if you disconnect the red wire from the float sensor the light should be permanently on, if everything else is working.

Nathaniel Cross

Technical Small Talk

The second most frequently asked question I receive, is this: -
"My Car has a see through 'in line' fuel filter which sometimes contains air bubbles, why is this and is it causing i.e. poor starting, misfiring etc ? "

Well, having had this occur on several random occasions with my car I would generally suspect that air is entering the system by a loose pipe connection or faulty fuel pump, but after lots of thought I think that I may have another possible cause.

I will point out that although the offensive air bubbles have appeared and disappeared randomly they do not seemed to affect the engine running at all.

The Theory is this, while most other cars have a fuel pickup that enters from the bottom of the tank and protrudes vertically clear of the bottom so as to avoid the dirt that may be collected there, the fuel pick up pipe in the Fiat 500 fuel tank is part of the fuel sender unit and enters the tank from the top, and is vertically down-wards to approx 2 to 3 cm from the bottom, it stops short so that it will not pick up the dirt and grit which may be lying there, However with a low fuel level and cornering forces the fuel can surge to the side of the tank leaving the end of the fuel pickup exposed and sucking in air.

In contrast to other vehicles, this air within this pipe will rise , and then the only way out is eventually along the system which may take some time. I will be keeping my tank pretty full this year and be monitoring the results. Remember that without the aftermarket clear filter we would not be aware of the air and would be blissfully ignorant.

J.J

Any recommendations?

Colin Hitchcock (see pg 10) has been a regular contributor to the magazine since he bought his 'kit car' which was featured in the March 2014 magazine.

He is wondering if anyone knows of a reliable paint sprayer for his 500 in the Berkshire area.

If you can advise Colin, please get in touch with the editor (*contact details inside pg of front cover*) who will pass on any details.

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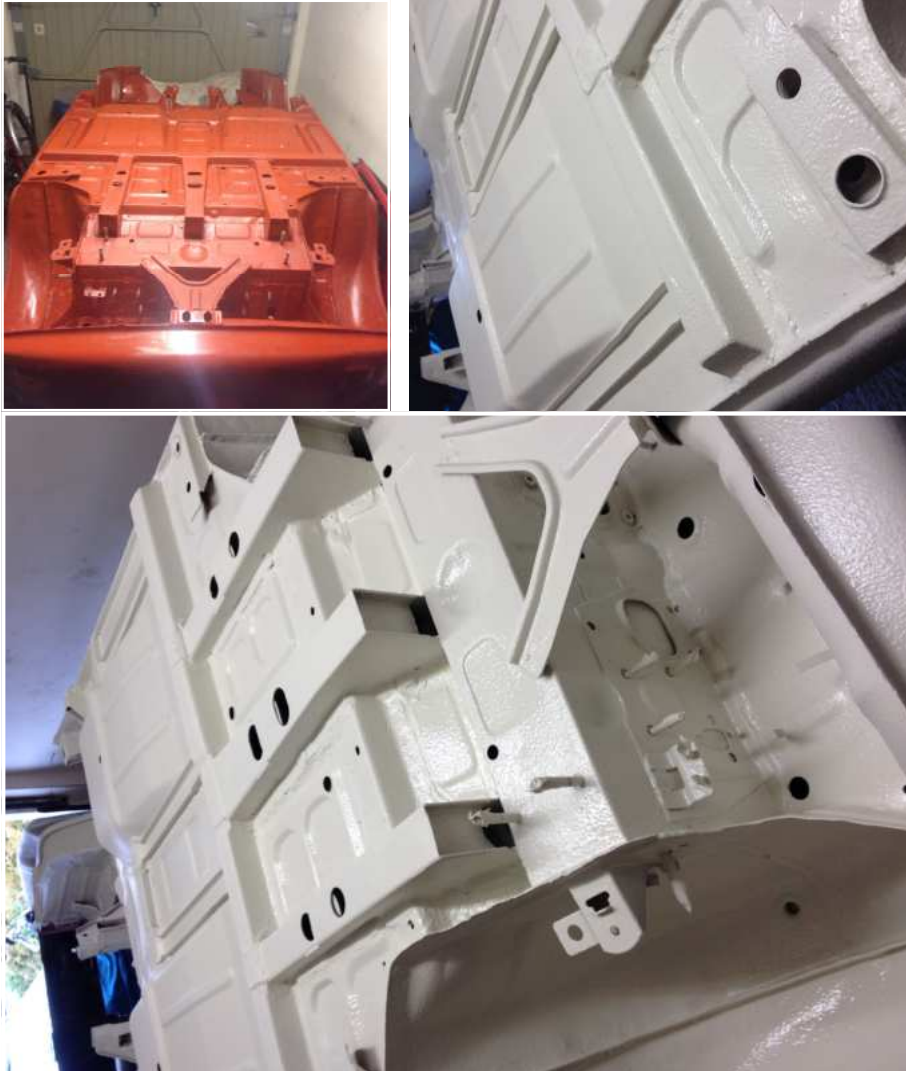


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COLIN'S CAR

Since the last article on turning the fiat over onto its roof [*you may remember seeing the pictures in the February magazine of 10 burly men from the pub manhandling the fiat onto its roof - ed.*] we have made a lot of progress, we being me and my youngest son. Having the fiat turned over made working on the car so much easier, to the point my son Nathan was able to help with the welding,





We had to handmade the main floor struts because I couldn't find any new replacements. I was able to get all the new inner arches fitted and welded in place.

It also made the process of using seam sealer to all the joints and welds far easier. The final process was painting the complete underside with stop chip ready for applying the final colour, as and when I manage to find someone who can paint the car for me.

Colin Hitchcock

This is
not blue.

This is 1966 -1974 Triumph Blue 126.

Do you see what we see?

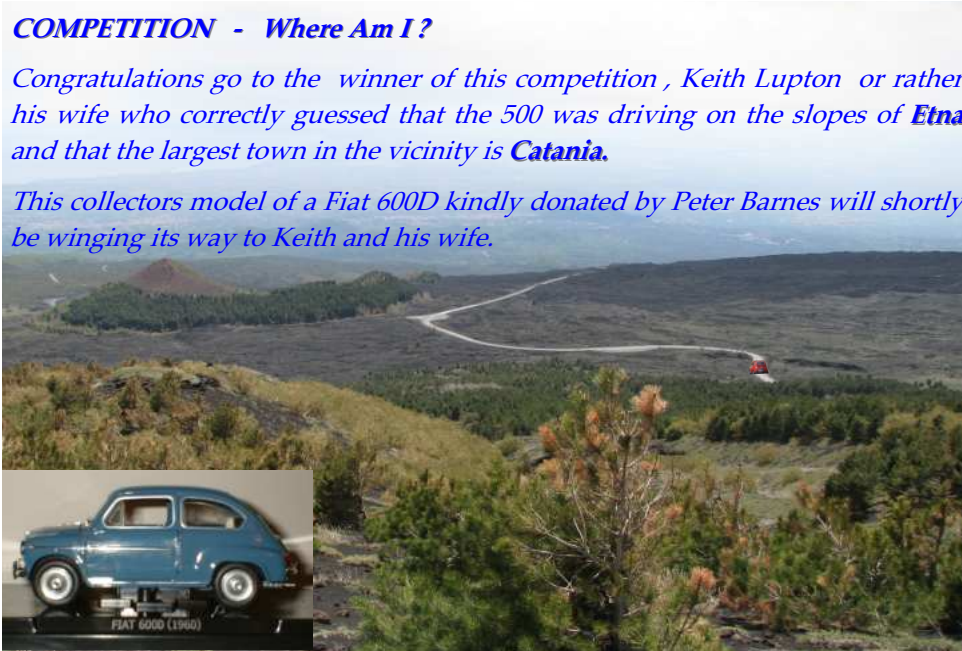
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COMPETITION - Where Am I ?

*Congratulations go to the winner of this competition , Keith Lupton or rather his wife who correctly guessed that the 500 was driving on the slopes of **Etna** and that the largest town in the vicinity is **Catania**.*

This collectors model of a Fiat 600D kindly donated by Peter Barnes will shortly be winging its way to Keith and his wife.



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TALE OF A FIAT 500D

(Continued from Magazine No 34 – October 2014).

Well, I finally got her finished – a little later than planned but isn't that always the way. Continuing the story from last year, my re-trimmed seats together with door & panel cards finally got finished by October and I spent a week or two fitting everything into the car. It pays to spend a little time getting this right as it's a slightly fiddly job particularly the rear seating as the 'D' was the first model with a drop-down rear seat backrest



and the joint between the backrest and seat squab needs to look right and fold correctly. When finished I was pleased with the result and liked the new colour contrast of dark blue with cream piping.





About a week or so before Christmas, my engine was delivered back by Kelvynne and we spent one very cold afternoon in the workshop (my shed), getting the





engine back in the car. By 6pm we were nearly frozen and had had enough so called it a day, but the engine was at least installed, connected to the gearbox and fixed to the rear valance.

I spent the next few weeks over the New Year break connecting up various auxiliary components, fitting earth wires and generally checking that everything was as it should be, then towards the end of January, we made our first attempt to start the engine. Resultnothing !! She just would not even cough. Fuel appeared to be getting through to the carburetor, but we couldn't be sure whether it was reaching the combustion chambers, so the carb was removed, stripped down and rebuilt as a precaution. We also replaced the fuel pump with another good used unit as the thread was stripped on the top chamber of the original pump so that fuel leakage couldn't be avoided.

Once we were happy with the fuel feed, we tried again to start her but still she wouldn't play ball. Next we checked the timing & plugs etc. The spark at the plugs was good but not overly strong – I was using the original coil that came with the car when I purchased her three years ago, so again as a precaution, this was changed to an original good used Magnetti Marelli coil. Next we looked at the timing – I had changed the points & condenser in the distributor for an

Accuspark electronic unit which is easy to fit and gives more accurate and reliable firing whilst retaining the looks of the original distributor body & cap. This seemed to be working fine so we turned our attention to the timing and after checking with a strobe light that we were pretty close to the timing marks on the crankcase, did a bit of fine tuning by slackening off the adjustment bolt on the distributor casing and turning the body on its axis so we could achieve the most accurate timing. Then we tried to start her again and after 10 to 15 seconds with the battery draining fast, she slowly coughed into life !!

I have to say, a smile came over my face - it's always something of a eureka moment when an engine that hasn't been run for over 10 years finally fires up after having been completely rebuilt.

Over the next few weeks the engine was started & run on a regular basis and I finished off the final jobs of the restoration by adding all the brightwork to the car, bumpers, boot lid, number plates etc., and gave the old girl a final good wax & clean.

As I write this last part to the story, the Fiat has finally emerged from my shed after three years & two months and I have now driven her up & down the driveway to check that the clutch, gearbox & brakes all work satisfactorily. I hope to have her out on the open road very soon, but only on warm, dry, sunny days !!

My thanks in particular to Kelvyn Baker of Latifa Estates International (www.latifa-estates.co.uk) whose knowledge of these little cars is unparalleled and whose help, advice and undying enthusiasm has helped me tremendously in completing this restoration.

Footnote: A year or two ago, when I was part-way through the restoration, I spotted an advert on e-bay for a pair of original rear hinged doors for a Fiat 500N/D – what intrigued me was the local phone no. that accompanied the advert. I subsequently made contact with Chris Walker who I discovered lived only a few miles from me and is also undertaking a full restoration of his Fiat 500 which turns out to be only a few months older than mine – what a coincidence !! Chris & I are now in regular contact and are supporting each other's projects – Chris is doing a really good job on his restoration and hopes to have his car finished later this year, at which time we are both looking forward to exhibiting our cars together at forthcoming 500 events.

Roger Webb

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Car Cruising Injunctions

A potential impact on car club outings?

In December our attention was drawn to news reports that a combination of local authorities who cover the Black Country had gained a High Court Injunction which was said to prohibit 'two or more vehicles gathering together in the Black Country between the hours of 1500 and 0700'. Clearly the injunction was granted to enable these authorities more readily to police the increasing incidence of 'car cruising' which is seen as a growing social problem in their area. There are, we realised, several pre-existing High Court Injunctions, mostly in the Midlands, in similar terms. We made an initial approach to Wolverhampton Borough Council, one of the five Black Country authorities involved, simply to register our interest at this stage but expressing concern that our members out on a historic vehicle run might be caught by the injunction. Wolverhampton has sent us the precise text of the injunction.

While most of the injunction deals with obviously anti-social activities it does appear to rest on the implicit assumption that all 'car cruising' is anti-social. There is a question as to whether us more 'responsible' and often older motorists should be too supportive of suppression of the way in which a new generation of the young get started on an interest in cars, provided of course they do not otherwise cause offence and unhappiness to the public by way of bad behaviour, careless and reckless driving, noise etc. Were we all models of respectability and prudence in our younger more carefree days?

Be that as it may, on examination the Black Country injunction does appear to be rather widely worded. It appears to create a very slight risk that ordinary Saturday afternoon gatherings of historic vehicles might arouse the ire of someone in a community and thus be held possibly to be in breach of the terms of the Injunction. As the injunction includes a specific power of arrest, it might, in the hands of an over-zealous officer of the law, put some of our members at risk of, at the very least, some harassment and possible prosecution for Contempt of Court, the sanction which supports an injunction.

We will be considering this issue further and deciding whether or not to take it up with one or more of the authorities involved, with a view to getting a steer as to how as a matter of policy they would see historic vehicle gatherings, which might be of use to our members in case there was ever a problem in an area with an injunction in place.

Extract from Federation of British Motor Vehicle Clubs Newsletter No 1. 2015

COSTWOLDS SPRING DRIVEOUT – 28TH MARCH 2015
(AN ORGANISERS VIEW POINT)



Evening All – ‘Smithy’ here, Kommandant and organiser of this venture out into the beautiful English countryside.

Organising a driveout takes a bit of time to plan and document the route so that anybody can understand the directions. I picked some of the nicest Cotswold villages (and the odd brewery) and then joined them up with a wiggly line on my road atlas, missing as many main roads as possible and capping the total distance at 50 miles. Next, I drove the route in my old Disco, zeroing the trip at the start, documenting each junction as a Tulip diagram, the mileage to this point and any features to confirm the junction identity. In addition to following the route, the intrepid crews were tasked with answering a number of observations and fiendish questions along the way.



The ‘off’.

Notes to self for next time:

None of the Fiats had trip meters so cumulative mileage was fairly useless.

Most of the Fiats had km clocks and had no tenths – so give distances in miles and km. This would have saved a lot of maths over breakfast.

We had 5 firm entries and one “Definite maybe” (who didn’t make it in the end), so at the start (and finish, fortunately) we had five 500s (one being mine) and one 600 lined up in the car park. We met up at the start at 10:30am at a golf club where we had a good chat and were plied with unlimited tea and coffee whilst we waited for “The full English” breakfast at 11:00am. Always a good start to the day and once everyone understood what a tulip diagram was, and got a flavour for the intellectual level of the questions (i.e. very low), everyone headed off on the 50 mile route.

As ever, the cars attracted much attention – I personally had two 15min conversations with interested members of the public, one each at the two places I stopped, i.e. the Hook Norton Brewery and a petrol station. One crew got flagged down by a farmer waving madly in the middle of the road – they stopped (assuming there was a loose bull or flock of sheep round the corner) and it was just so he could tell them that, “I used to have one of these 40 years ago”, etc.

After the last crew left, my main task was to make the 12 mile drive to the finish last 2 hrs. This task increased in complexity when I realised that I had lent my road atlas to Vittorio and Jenny and I didn’t actually know the way.... Therefore, after a little back tracking to known territory, a stop at the brewery and another for petrol (accompanied by the above mentions conversations), I managed 1 hr 45 mins. I settled down in the finish pub with a nice pint and had just opened my paper when the first 2 cars arrived (that was a relief and proved that the route worked). The remaining cars arrived over the next ½ hr and the headlines of their separate adventures then emerged:

Crew 1 – Vince and Joy Shirley – had a relatively quiet run with a recorded detour of 8 miles over the actual route length. What did they do for 8 miles??

Crew 2 – Laura Shirley (solo entrant) – as above, followed Mum and Dad round so managed to drive the same cock-ups but travel 1 more mile.... (Ah, yes well Dad’s got a 126 engine and gearbox and he’s got new tyres where mine are worn,etc.) All convincing stuff but cut no ice with the organiser in the points department.

Crew 3 – John Jenkins (2nd solo entrant) – Got spectacularly lost early on and decided to go back to the start, to start again. The detour cost him 50 minutes

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and he still arrived at the finish ahead of 2 of the others – in a 2 ½ hr drive! It has to be said that his attention to the questions and corresponding answers were “A little thin”, to say the least. I only hope he saw the speed cameras..... Total recorded distance was a fairly good “Only 2miles over”.

Crew 4 – Vittorio and Jenny Squillaci – Marital cracks appeared when Jenny spent 10 miles on the wrong page of the route book. (Wish I'd been a fly on the headlining for that one....) Total distance covered was 24 miles over – that's nearly 50% further!!!!

Crew 5 – Nick and Arlene Jasko in their 600 – New members who enrolled in the club just to take part in the event – welcome aboard chaps. Also had a few detours, covering 25 miles extra (that IS 50%..... and a course record). Part of their lateness to the finish was because they stopped to take photo's of each of the clues en route – so they could argue about their answers with the (very fair) organiser.

With all cars safely in, we sat down to do the marking – the large engraved winner's trophy was on display and so tensions were high as the teams marked each other's papers. The arguments over the number of spires on churches was



A pleasant chat with big sister while owners count spires!

surpassed only by that over balls on gate posts (I counted 11 whereas Nick and Arlene counted 44 plus another 42 on gates – and they had the photos to prove it!) After much jollity and special additional points being awarded for wit and ingenuity, the winner was Laura Shirley with 15 points (only one more than Mum and dad) and who proudly (I think) took away her trophy.

The ‘Special Award’ was won undisputedly by John Jenkins with a, frankly, pathetic 2 points. He was presented with a wooden spoon with a plaque

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engraved to remind him of his 'Achievement'.

It was great to see these charismatic little cars out being used and bringing a smile to people's faces once again. My first conversation was with a very excited girl who had "Just seen 3 of these and I've got a new one and you never see the old ones and aren't they tiny"....etc.)

A final word to congratulate Vittorio and Jenny for driving up from Andover, doing the event (plus their 50% extra miles) and then driving home again, all in one day – Well done chaps – this is the kind of commitment and mettle we need in this club.

Roll on the next event and I hope to see you and yours at something soon.



Colin Smith

And now to the contestants views (and excuses)

Something new for the Club is always welcome, and this was a revival of one of the very earliest formats from motoring club days the "Tulip Event", hopefully explained elsewhere.

I set off with route and pen handy and at least got direction one correct, turn right out of the car park! However I was so keen to press on that I then took the next direction too soon and entered the village of Hook Norton from the wrong direction, which meant from then on 'nothing made sense', After a full exploration of the village which was very pretty but not really the point, I retraced my steps and arrived back at the Car park 45 minutes later!

O.K. If at first you don't succeed etc, I set off again and all fell into place, although I knew that I had some travelling to do to catch up.

Fast forward to the finish, (well not too fast) and I was delighted to not be the last to our final destination, although I had neglected to count the church spires and "balls on posts" along the way.

Imagine how excited I was then to find that I had actually won an award for my results of an extremely useful prize which I will make very good use of at every opportunity.

Many thanks to Colin for an excellent event, I will be investing in a Halda trip meter for future events.

John Jenkins

We had a fabulous day driving around the Cotswold through some very pretty villages following the tulip route book even when deviating slightly at times.

We kept our eyes peeled looking out for the balls on posts and spires on towers, you would be very surprised as to how many there are! It was a great surprise to win the trophy as keeping count along the drive was very difficult at times.

It was lovely meeting everyone, we were made to feel very welcome and a big thank you to Colin for organising a wonderful event.

Laura, Vince & Joy

Despite our pretty rubbish efforts, a few 'disagreements' and the driver constantly asking 'Are we nearly there yet!' we actually managed to enjoy ourselves hugely. Unfortunately John narrowly pipped us to the 'Special Award' AND we were thwarted by Nick and Arlene of the accolade of being the car having done the most extra miles. Nick and Arlene in their immaculate 600 were our 'sometimes companions' in the event, sometimes behind them, sometimes in front and sometimes going in opposite directions!

We would certainly love to go on more of these events, and we both thank Colin for organising a really fun day.

PS Not that I'm making any excuses or anything, but can our 'Kommandant' number the pages on any future drive out.

Jenny Squillaci



'All safely gathered in'

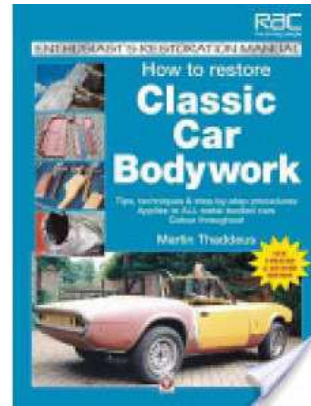
Photo: Courtesy of Laura Shirley

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EVENTS 2015

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.

2nd May

Auto Italia Car Day at Brooklands

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

Auto Italia's Spring gathering celebrating all things Italian.

Contact: Nathaniel Cross, web@fiat500enthusiasts.co.uk,

14th May

Introduction to Sprinting Track Day

Curborough Sprint Course, Lichfield. A chance to explore the limits of Your car on a track, safely and under instruction. Colin Smith will be shaking down and setting up his Hayabusa Fiat 500. Recommended for quick cars or spectating. Car entry £100, Hot breakfast and lunch available for £15 for drivers and spectators by prior booking.

Contact: Colin Smith, events@fiat500enthusiasts.co.uk, 07468 321009

23/24th May

F1 Masters Historic Festival, Brands Hatch

The FIA Masters Historic Formula One Championship and Super Touring cars featuring celebrity drivers will headline at the event. The Brands GP circuit was built for this type of racing and the historic cars feel at home on a track that has changed little from when it opened. The new and exciting line-up for the weekend will also feature the second round of the FIA Historic Sports Car Championship, Gentlemen Drivers Pre-66 GT, Pre-66 Touring Cars, a Formula Ford Invitation Race, the Dutch NKHTGT Series and the Motor Racing Legends Stirling Moss and Woodcote Trophy's.

The Festival not only offers on track action but a whole host of attractions on the Sunday including the car club displays, children's entertainment, live music and Formula One displays.

Contact: Sheridan Bowie, membership@fiat500enthusiasts.co.uk, 07909 522141

20/21st June

Bath Pageant of Motoring

Details to follow

Contact: John Jenkins, chairman@fiat500enthusiasts.co.uk, 02380 730765

June TBA

McLaren Employees Open Day

McLaren Technology Centre Woking GU21 4YH

We are hoping to be invited to this event, meanwhile look out for details in future publications

Contact: Jenny Squillaci, magazine@fiat500enthusiasts.co.uk, 07749 499785

4th July

Hill Climb Meeting,

Shelsleywalsh – Colin's 1st competitive event in the Hayabusa Fiat 500.

Come along and support – full facilities (including a bar!) and pits access in a beautiful rural Worcestershire setting.

Contact: Colin Smith, events@fiat500enthusiasts.co.uk, 07468 321009

26th July

Audlum Festival of Transport,

Over 300 vehicles and many canal boats lining the waterways. We will join a convoy from Hanklow Green to the village playing field off Cheshire St.

Contact: Jenny Squillaci, magazine@fiat500enthusiasts.co.uk, 07749 499785

8th August

Sprint Meeting,

MIRA, Nuneaton – Colin Smith will be competing in the Hayabusa Fiat 500. Come along and support.

Contact: Colin Smith, events@fiat500enthusiasts.co.uk, 07468 321009

16th August

Cranleigh Vintage Car Festival

Classic Car Show & auto-jumble at the Cranleigh showground. Classic vehicles, auto-jumble, arena events, trade stands, jazz band and refreshments.

Contact: Alan Cook, treasurer@fiat500enthusiasts.co.uk, 07770 637950

5th Sept

Brighton National Speed Trials

A 1/4mile sprint event run under RACMSA rules (i.e. you need a competition licence). Great spectator event.

Contact: Colin Smith, events@fiat500enthusiasts.co.uk, 07468 321009

Fiat 500 Insurance



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September 6th

Kent Italian Classic Car and Bike Show

Honnington Country Fair

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

From bygone era to present day. A fine display of Italian cars and bikes. From Fiats to Ferraris, Ducati to Lambretta, A great day out for all Italian nuts and a great Country Fair to wander around too. All donations / proceeds go directly to Kent Sussex Surrey Air Ambulance, with over 350 cars and bikes attending including over 50 Ferraris we had an excellent turn out.

Don't miss this great day out

Contact: Sheridan Bowie on www.honningtonevents.com for online booking
07909 522141

26/27th Sept

Pistons and Props

Sywell, Nhants, Classic planes, cars and motorcycles in action in the air and on the track. Classic car club displays, live music, period village and shops.

Contact: Colin Smith, events@fiat500enthusiasts.co.uk, 07468 321009

25th Oct

Brooklands Classic Breakfast and Fiat 500 Drive Out

Meet for breakfast, See the cars and museum then take part in a club drive out loop to Box Hill and back to Brooklands.

Contact: Jenny Squillaci, magazine@fiat500enthusiasts.co.uk, 07749 499785

13-15th Nov

NEC Classic Car and Motorcycle Show

The largest classic show in the UK with hundreds of club and trader's stands, not to be missed! We are planning a club stand to promote the club and show our cars.

Contact: Alan Cook, treasurer@fiat500enthusiasts.co.uk, 07770 637950

Dec (TBA)

Christmas Meal

Our final meet up of the year - relax and enjoy excellent food & drink with friends.

Contact: John Jenkins, chairman@fiat500enthusiasts.co.uk, 02380 730765

FUTURE EVENTS

JUNE 2016

Trip to Le Mans Classic

The club are proposing a 1 week visit to Le Mans, staying at a family hotel in the Loire Valley. Day trips out to various local places of interest, including various chateaux and Leonardo de Vinci's home & museum, the Le Mans Classic race and some DIY chilling time are on the agenda. We will travel in convoy and the club will provide a recovery vehicle with trailer capacity, tools and spares for the trip. At this stage we are looking to gauge the level of interest, so – if you would like to come – contact Colin Smith so we can begin to firm up our plans.

Contact: Colin Smith, events@fiat500enthusiasts.co.uk, 07468 321009

FOR SALE

Fiat 500 for sale. Manufactured 1971. Purchased in Switzerland 2nd hand and brought back to the UK in 1975. Double de-clutch system, left hand drive, with 80,000 kilometres.

Last operational (with MOT) in 1992. Since then it has been stationary on the drive with hopes of restoring to former glories, but unfortunately time and finances have not permitted. As thieves have recently stolen the bonnet and badge it is now time to sell to an enthusiast to restore to former glories who'll appreciate owning part of Fiat motoring history.

Offers accepted in the region of £400. Buyer must collect (Sittingbourne area).

Any queries please contact **Tim** on **07926 907168**



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

Following the years-long restoration of my 1969 fiat 500, I have a number of items left over from donor vehicles and also unused parts. As I am not technically savvy, I don't know what all the parts are, but there are two doors (some rot at the base but with glass, winding mechanisms and locks), boot and bonnet lids, light fittings and some unused engine parts. I should be pleased if someone would take all the parts and perhaps offer me a suitable sum. I am in S.E London. Ann 02088575966— 07778500638 ann.chinbrook18@tiscali.co.uk

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



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 Ian on **01268 571306 or mobile no. 07896711612.**

Please NO timewasters!



A 1968 RHD Fiat 500 Nuova
 Has recently had an engine rebuild and now starts on the button. Lots of original features. Will need some body work doing soon but generally in good running order. Its a dark blue colour with sunshine roof and good condition chrome bumpers.

I would be looking for offers in the order of **£6000**. Needs to go to someone who will love him. Taxed and Mot.
Tel Justine (01600) 719903



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@btconnect.com

FOR SALE**FIAT TOPOLINO PARTS**

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**.

WANTED**Giardiniera Advice and Spares**

Does anyone have any Giardi parts or general advice? If you can help, please contact Jamie on hall439@btinternet.com

NEW MEMBERS

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

Steve Hudson	Staffordshire		
Giacomo Zorzi	E Sussex		
Gerry Lewis	Northants.		
Philip Swallow	Berks.		
Ian Taylor	Middx.		
Roger Sunderland	W Yorkshire		
Maria Caine	Essex	1960	A/B Transformable
Michele Monaco	Lancs.		
Simon Barker	Kent	1973	500R

**COPY FOR THE JUNE MAGAZINE SHOULD BE WITH THE
EDITOR NO LATER THAN MONDAY 18TH MAY 2015**

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