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JUNE
2015



www.fiat500enthusiasts.co.uk

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TOPOLINO CO-ORDINATOR

Barry has very kindly agreed to become our Topolino 'Guru', and below is an introduction to his long interest in this iconic little car. Barry has already contributed to the magazine with the first part of his 'Tale of two Topolinos' printed in the August 2014 edition of the club magazine and on page 11 you can read part two of this article.

Hi my name is Barry Worsey. I am Seventy-three years old, prior to retiring I was an architect running my own development company.

When I was 17 I started to race a Downton tuned Frogeye Sprite. On leaving university I was asked to drive for a private company. This I did for four years, driving many types of sports racing cars, and being involved with the development of a number of them.

When the racing came to an end I got a proper job, as an architect working for my father. However the interest in cars did not wane and I continued to hill climb most of the popular sports cars of the day. As I got older, my interest in older cars grew, and into my workshop came the first of many Fiat Topolinos. I rebuilt them, drove them sold them and enjoyed them all. So after many years and at the grand old age of seventy I retired.

I had just finished the rebuild of a 1959 ELVA COURIER and was looking for a project when into my life came not one but two TOPOLINOS. The story of which can be found in the club Mag. So if I can be of any help to any Topolino owners in the Club please contact me.

Barry Worsey

(contact details on page opposite)



500 Topolino A 1936 - 1948

Photo: Courtesy of Fiat

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

Discontinuance of the Tax Disc

The issues around the tax disc rumble on, not the fact of its removal, with which it is impossible to argue, but some of the consequences. There are two issues and one related matter.

The first issue concerns re-taxing at the time of transfer in a private sale.

We always try to give our members a clear steer as to the law which applies to them on any point. However the official advice from DVLA regarding the position on Vehicle Excise Duty (VED) when a vehicle is sold makes that difficult in this instance.

DVLA have consistently said, and we have duly reported to you, that even if the vehicle is taxed on the date of sale, the sale causes that licence to lapse, a rebate is due to the seller and the buyer must himself tax the vehicle before he uses it. They have said there is no 'grace period'. They point out that there are rapid ways of achieving this, whether online or by phone or at a Post Office. This advice is entirely correct for sales by motor traders or when the vehicle is not currently taxed or is on SORN.

We have looked long and hard at the law regarding this point and come to the conclusion that, in respect of most sales between private individuals, this advice from DVLA is not actually correct. Our understanding of the legal position has been independently confirmed.

If the vehicle is taxed at the time of sale, then the law (it is the Vehicle Registration and Excise Act 1994 as amended) says the VED will lapse when the vehicle is sold *and the DVLA is notified of that fact*. The only way the DVLA can be notified is by the existing Registered Keeper (the seller) *posting the actual V5C to DVLA* in Swansea. A private individual cannot do that electronically or by phone, the paper document must be sent. It is also clear that the seller's right to a refund does not arise before the V5C is in the hands of DVLA. Until then the licence is in force.

Now any wise buyer should assume the person who sells him the vehicle and hands him the V5C/2 will immediately put the V5C in the post. That is the legal requirement, and the seller will have a rebate to protect. But we think it is absolutely fair to say that where the vehicle is taxed at the time of sale and the seller is a private individual, a buyer cannot legally be obliged to apply for new VED until the V5C has arrived in Swansea, and that cannot be until the earliest time it could be delivered there by first class post. This could solve the problem

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of the evening or Sunday purchase, in respect of which the Post Office option, which some members would need to use, was never available, and also save taxing a vehicle which is to be immediately exported or for which SORN will immediately be declared, perhaps because it is heading for restoration.

There are unlikely to be any consequences from acting upon our advice, as of course if a vehicle in the situation described is seen on the road, the DVLA database if checked will show it as taxed.

Of course, if a buyer is able and wishes to comply with the DVLA advice and apply to tax the vehicle immediately online or by phone before driving the vehicle away there is no reason not to do so.

The second issue, dealt with more fully by Ian Edmunds in the DVLA section of this Newsletter, is the current state of the DVLA Vehicle Enquiry System (VES). It seems to the Federation that now the tax disc has been discontinued, the VES becomes a primary document of record and everyone who has a taxed vehicle is entitled to be able to rely on it to demonstrate the vehicle VED status to anyone who has a need to know it. That might be friends borrowing the vehicle, repairers who need to drive the vehicle for testing or, perhaps more importantly, various officials at home and abroad. We know that is not currently the case for a significant number of historic vehicles. We understand the long history of why some VES data is unsound, but we will be continuing to pressure the DVLA to bring it to a satisfactory state, if necessary with our help.

Finally, the DVLA approach does enable someone, who has never possessed the whole paper V5C, to obtain tax in respect of a vehicle, simply by reason of knowing the reference of the V5C of the vehicle. This is not a very secure process. Thus we have been concerned to learn that that DVLA has come to an arrangement whereby in the case of certain fleet users the V5C paper document may not need to exist.

The Federation fully understands the reasons for this, to avoid administrative complexity, but we will be monitoring any suggestion to further limit the need for a paper V5C. While we have always known that the V5C is the record of the Registered Keeper and is not a document of ownership, it is a document of record, at the very least of who has the right to a vehicle bearing a specific registration mark. This has been important in not a few cases concerning historic vehicles. Before that record is turned into a single digital record held by DVLA we will wish to see it be accorded the high level of security it requires.

Courtesy of FBHVC NEWSLETTER No 2, 2015

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SMITHY'S 500 REPORT

Just to let you know that the Hayabusa 500 will not be competing this year after a very disappointing shake down session on the track last week. My latest suspension mods have not worked, in fact they make the car's handling much worse and virtually impossible to drive - especially in the wet. I will literally have to go back to the drawing board and analyse what is going on.

This means that the Shelsley Walsh and MIRA dates in the FFEC calendar should be removed from the website and magazine.

Sorry about this but I want it to go well and impressively when it goes out and preferably not be trying to kill me all the time! I also want to significantly increase the chances of bringing it home from events in one piece.

In the meantime, I will revert to my previous suspension set up and am still available for the FFEC shows and events.

Colin Smith

Further details of Colin's trials and tribulations next page..



A FIAT 500 WITH TOO MUCH ATTITUDE

A brief update on progress on the wee beastie (and it's not good news):

I took it out on a track test day at Curborough Sprint Course, Lichfield, with the latest suspension modifications as a final shake down before we were to go hill climbing and sprinting in 2015. Unfortunately, the handling was MUCH worse than the previous set up and, in fact, the car was virtually un-driveable. It was a wet day and the handling was way past thrilling – it was approaching lethal.

With 180bhp and a very unbalanced chassis, the small car was far too twitchy and the power was unusable. There was no point in driving it slowly but on each run, I finished up spinning it either on the track or onto the grass. In fact, it was so bad that I put it away mid-afternoon before I damaged it or me (or both). I therefore regrettably have to announce that the two scheduled race meetings in the FFEC calendar, at Shelsley Walsh and MIRA, will now not be attended by the Smith Cinquecento Team.

The next step is to analyse the suspension geometry and see if there is a fundamental error in roll centres or something like that. I will also have an ADAMS computer model made of the geometry so I can get a virtual analysis done to guide my resolution process. The solution is expected to be fairly major – requiring new wishbone lengths and pivot points to adjust the suspension geometry to balance the car and stop the roll which is still lifting inside wheels at both ends of the car.

Looking on the bright side, I have a few statistics for you:

- It still leaves quick Audi's and BMW's for dead J
- The standing ¼ mile time is 13.0 sec, which I am told is in Ferrari territory
- The acceleration is about the same as the new Supercharged Lotus Exige V6 (which is 340bhp).

I will keep you posted of progress but Team morale is low at present and I plan to just drive and enjoy it (relatively gently) on the road for the Summer, go to a few FFEC events and attack it as a Winter project.

Yours,
Colin Smith

COTSWOLD RUN OUT



Our first run with the Fiat 500 Club around the English countryside in our Fiat 600 was enjoyable despite the weather.

Our colourful display of vehicles brightened up a damp day and raised a few smiles along the way.

The treasure hunt added that extra bit of excitement (thanks Colin), we particularly enjoyed counting 'balls on posts', not to be confused with 'balls on gate posts' of course! A wrong turn near the end scuppered our chances of finishing first, we arrived last! It was great meeting everyone and look forward to the next one.

Nick & Arlene.

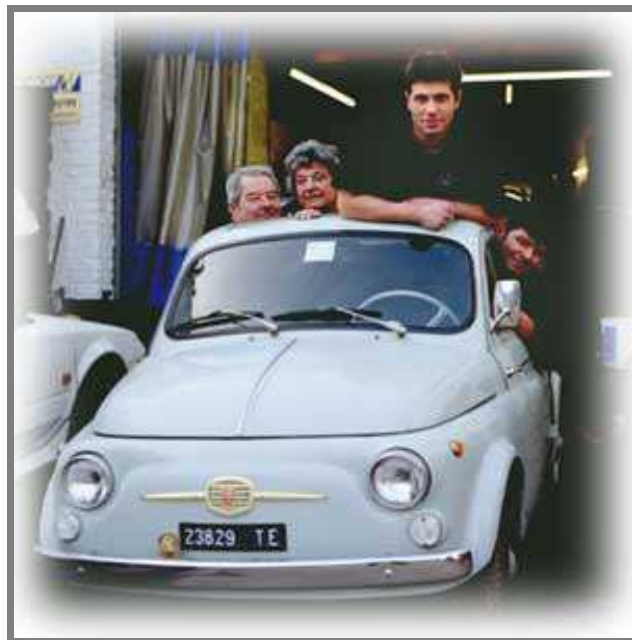


The controversial 'balls on posts' !! (see article in April magazine)

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A TALE OF TWO TOPOLINOS

Part 2

As I hope you will remember from Part 1 (*printed in the August 2014 club magazine*) this story is about two topos whose restoration started back in the late sixties. The one to be renovated, re-sprayed, put in working order in exchange for the other (which had belonged to my old friend) The second Topo had come to me completely stripped and in a thousand parts.

As I was still working on the first car, I decided to do the engine first in case I had to get parts. The previous owner had had the block bored and the crank ground. I had new pistons, bearings, gaskets, cam-shaft, valves, clutch, starter ring etc.

As the engine had been kicking around for many years I asked an old friend to put it in his caustic soda bath and give it a good clean, then to check the machine tolerances against the new parts. Everything was found to be first class, only the small-end bushes required replacing so I began to rebuild the engine. The last engine I did was for my 2 litre MGB race engine for my ELVA Courier. This took 9 hrs to assemble. So it was a considerable shock to still be working on the FIAT engine a week later. In all fairness this was in the main due to the fact I had not stripped the engine in the first place, the Topo engines are very fiddly and many operations require a sequence of assembly to put them together. However, after fifty or so hours the job was completed, a coat of paint and the alloy parts polished. I took a light skim off the flywheel, fitted the new starter ring and clutch, checked over the starter and dynamo, sprayed the lot with storage oil and sealed in a black plastic bag until ready to install.

Next I started on the Gear Box. This was taken to pieces with the aid of a useless Fiat Manual, so the age old practice of threading the gears on a stout length of wire as taken off the shafts was used. Keep an eye out for left hand threads and locking pins, but in all, quite straight forward. All bearing and oil seals were replaced. The cases were bead blasted and cleaned, new bushes were made and fitted. Close attention was paid to shimming all shafts, all bearings and seals were fitted using lock seal. New gaskets were used throughout with Blue Holimar gasket cement. All new nuts and lock washers were carefully torque up. Finally the box was given two coats of clear two pack, filled with storage oil and stored with the engine.

Restoration General Practice

Over the years I have adopted the following order of work, this has proved itself and resulted in over twenty successfully completed restorations.

- Remove Engine & Gear Box. Leave in big lumps.
- Ditto Rear Axle
- Remove front and rear suspension.
- Remove steering wheel and brakes
- Strip out wiring, upholstery and glass

Remove Body from chassis ONLY IF BODY IS SOUND. If repairs are required to cills or floors carry these out first with the body on the chassis and firmly braced. NOTE You are never more enthusiastic than when you start a new project, so do the worst and most boring jobs first, they are then more likely to get done and not stall the rebuild.



Rot in body when wing removed

As you will recall on this rebuild I had to abandon my principles as someone had already stripped the car. However, having got rid of the engine and gearbox rebuild the next job was the body.

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not blue.

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Bracing for new cill



New inner cill

A close examination showed it to be in good condition, however removal of the seals around the door exposed the fact that water had been trapped behind the seals and had rotted out the seal housing which was part of the cill. As the cills

had also rotted out in a couple of places I decided to replace them on both sides.

The cills consist of an inner and outer and are very cheap to buy and available from e-bay Holland, so a pair was obtained.

The only other rot in the body were where the rear wings which had been bolted to the tub. This area contained the captive nuts that hold the wings, so very careful measurements were taken of the position of the captive nuts. The rot area was cut out and a card template made to fit the area and the measurements for the captive nut were marked on the card template. The template was then used to make a steel repair panel to weld into the body to repair the rust damage. It was found the captive nut cages were reusable once new nuts had been made. The cages were welded onto the repair panels using the template previously made.

The rusted cills were cut out after bracing the body to prevent movement, and the new cills spot welded in and checked with the doors fitted that the panel gaps were ok. doors, bonnet, front and rear wings, front and rear valance (which was cut off the body to avoid damage to it) were then sent to Enviro-Strip at Tamworth to be stripped of all paint and rust... I prefer the way they do this as no chemicals are left trapped in joints in the panels, which can leach out, spoil paint and cause rust to start again. The main body tub was sent to a local blasting company, they use very fine glass beads at low pressure which do a first class job, and the cost is very reasonable. It should be noted that prior to any blasting all old underseal must first be removed as the blasting media will either stick to it or bounce off – it will not remove it and the rust which is almost certain to be under it.

On return the stripped body parts are given a couple of coats of 'Frosts' Ready-prep. This etches the metal, phosphates it and dissolves any surface rust. Your clean rust free shell can then be worked on prior to paint without the fear of rust restarting.

Apart from the repairs already dealt with, the only other damage to the rest of the body were small 'mouse holes' in the spare wheel housing. These I cut out, made small repair panels and welded them in.

Now we come to the wings. The front wings were in the main in very good condition with only attention being required to the flanges and one or two small holes and splits. These were repaired, new metal welded in and ground back,



lead loaded, filled with Isopon Metallic filler and rubbed down.

The rear wings were another story, you will recall the rust damage to the body where the rear wings were bolted on, well this rot had extended to the wing flanges which had almost disappeared. Fortunately Enzo Casagrande in Switzerland can supply repair flanges. A set of these was purchased. I decided





to repair the wings on the tub. The new repair flanges were bolted on the tub, the rusted flanges cut off the wings and the wing seam welded to the new flanges bolted to the body. This worked well and with a little lead loading and filling the wings are as good as new.

Finally we come to the last of the bodywork. Running between the wings are the running boards. These were nowhere to be found. They were available for sale but for what they were, I thought they were expensive. So I decided to make my own. Firstly I made a pair out of hardwood, the bent metal over the former and welded end pieces to each end. Holes for the alloy trim, ditto for the fixings to the cills. The original were fixed to the cills with self tappers but I decided to use rubber Rivi-nuts. These are like rubber cotton reels with a brass plug inside. You push them into a hole drilled into the cill then with a stainless screw you fix the running board through the flange into the rubber Rivi-nut. The stainless screw engages with the brass plug in the rubber, when you tighten the screw it expands the rubber plug on the backside of the cills and pulls up tight thus providing a flexible fixing, watertight and rust-free for the running board to the cill.

So all welding done, doors hung, wings trial fitted, next the paint ...see part 3..

Barry Worsey

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Auto Italia Car Day Brooklands 2nd May



A fairly chilly day, but the sun did make an occasional appearance. As always this is a great event - plenty to see for car, aeroplane and bus enthusiasts to see. The price of the ticket is well worth it when you consider how much there is of interest on this site.

Brooklands museum has recently won £4,681million from the Heritage Lottery and are intending to upgrade the Museum's Grade II listed Second World War Wellington Hangar into 'The Brooklands Aircraft Factory' whilst also building a new annexe (the 'Flight Shed') to house some of the Museum's outstanding collection of historic aircraft. In addition





to this and rather excitingly, they are intending to restore the Finishing Straight of the Brooklands Race Track, the world's first purpose-built motor-racing circuit.

Well over twenty 500s turned up, some from our club, some from the Fiat 500 Club as well as individual owners - The Fiat 500 club kindly allowed us to use their tent as we had forgotten ours, (you know who you are!..) shared their biscuits and some Fiat 500 inspired cupcakes with us.

Nathaniel and Sharon reciprocated with some delicious cannoli stuffed with sweetened ricotta cheese made by a small Sicilian restaurant in Woking

Following a fairly comprehensive driver's briefing, the traditional parade of cars around the Mercedes Benz test track took place with the 500s participating. Unfortunately, because the cars had to be viewed at some distance and because non of the members had a sufficiently decent zoom camera, no suitable pictures of this event took place. Luckily no breakdowns took place this year (apologies to Franco of Ricambio!)

All in all a good day out with plenty to see.

JS



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HORSHAM PIAZZA ITALIA

I guess that you know an event is becoming popular when it's reported on your local Television Channel, - as Horsham was.

Unfortunately the T.V. Crew chose to report an earlier day when they anticipated the Ferraris would be in mass attendance. However the heavy rain



attempted to ruin their plan, and the report that I saw was mainly 'A man to camera' with only a few cars present. A great pity.

Not so on the Bank Holiday Monday when the 500s and various other Italians arrived in force at the designated Garden Centre assembly point.

After free Coffee and distribution of the provided Rally Plates, the organisers fulfilled their excellent role (as always) along with the local police in controlling the police escort for the convoy drive the short distance into the town centre, where it appeared that the whole population of a small town was waiting anxiously to greet us.

The crowds were even greater than previous years no doubt due to the now glorious sunshine.

Safely parked, multiple enquiries and comments re 500s responded to, Club flags flying proudly, we were free to enjoy the entertainment and fine foods on offer, and they were available in abundance as always.





Describing good food, and people having a great time in a truly enjoyable atmosphere are beyond me, and best left to your imagination! Make a note to be there and part of it all next year.

The planned convoy exodus at around 3:00 pm was literally a 'Hoot' and squeezing a 500 through the cheering crowds a fine end to a brilliant day.

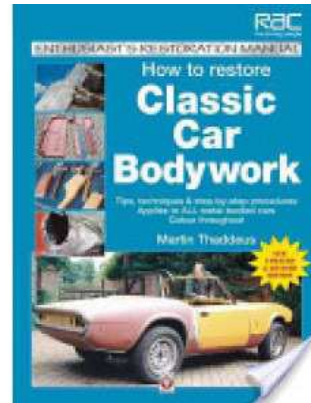
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EVENTS 2015

The following is based on the latest information, but events and venues may be subject to change, so please check the events section of the website and subsequent newsletters and magazines for any updates.

20/21st June

Bath Pageant of Motoring

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

June *

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

**The organisers have decided not to run this event for this year*

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

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

September 6th

Kent Italian Classic Car and Bike Show

Honnington Country Fair

Honnington Farm, Vauxhall Lane, Southborough, Tunbridge Wells, 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. 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,

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

cont..

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

1967 Fiat 500 F (Bambina) original right hand drive - great condition.
MOT to Sept 15 67,300 miles.

First registered in New Zealand in November 1967 (original reg docs supplied). Bought in 2007 in NZ and brought it back with us to the UK when we returned in 2009 and registered it in the UK.

We have done approx.300 miles in it since 2007, and the car has been garaged. Bodywork and chassis very original as car has not been used on salted roads. Interior re-trimmed, new carpets and sunroof, bumpers and hub caps re-chromed, and car re-sprayed and underside rust proofed 2007. Complete engine rebuild, and gearbox rebuild in 2008 (circa £1800). New battery 2011. Four new tyres, and replacement front and rear brake cylinders 2014.

All invoices kept. Very reluctant sale due to arrival of baby.

Asking price £8,250 - please call 07906 475 430 to view



Please note that the Fiat 500 Enthusiasts club can accept no responsibility for advertisements placed in the club magazine.

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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 Fiat 500 Enthusiasts Club advises those placing or responding to adverts to take reasonable care as the club cannot endorse or accept responsibility for any items listed for sale or for any subsequent transactions.

FOR SALE

Following the years-long restoration of my 1969 fiat 500, I have 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



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



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

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



My RHD Fiat Giardiniera. 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.**

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**.

NEW MEMBERS

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

James Williams	W Sussex	1970	500L Giannini
Nick Jasco	Oxfordshire		
Alex Jones	Yorks		
Dominic Elliott	London		
Ian Robinson	Oxfordshire		
Keith Burner	Surrey	1971	500L
Ian Burrell	Yorks	1967	500F
David Townsend	Warwickshire	1972	500L
Giles Greenslade	Wiltshire		
James Powell	London		

COPY FOR THE AUGUST MAGAZINE SHOULD BE WITH THE EDITOR NO LATER THAN MONDAY 20TH JULY 2015

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