

NEWSLETTER NOVEMBER 2008

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PLEASE HELP !!!!!

**WE NEED HELP WITH RUNNING THE CLUB,
IT WON'T TAKE UP MUCH OF YOUR TIME,**

WANTED:



**CLUB SECRETARY
TREASURER
GENERAL ORGANISERS
(OR SHOULD I SAY, GENERAL DOGSBODIES!!)**

For more details please contact any of the above organisers

from the **EDITORIAL** desk (by Jan):

Great News, the club has been invited to attend **The London International Performance & Modified Car Show at the Ally Pally at the end of November**. When we started to look round for cars to show, I was surprised at how many Modified – Tuned – Go Faster – Abarth Replica’s – generally different from standard cars we have in the club. This year we hope to put on a show of 3 very different models, and hope that some of you can come to visit us. Or, as advertised on Page 4, perhaps you would like to help out on the stand for one day. If you do, don’t worry it isn’t all hard work, you will get a chance to see the show.

Now here’s one for the girls. I am enclosing a flyer of a Christmas Fair that one of our members, Elizabeth Holland-Bosworth, is holding on the 10th/11th November. In aid of local charities, this is a great day out and a chance to buy those, *quirky more unusual* Christmas gifts. Jimmy and I are going on Tuesday 11th; we are joining a group of members, attending the Fair and then going on to lunch at a local pub. Anyone wanting to join us will be most welcome, give us a ring and we will arrange where to meet.

At our last meeting, the Committee decided that we would like to start a monthly meet. It was suggested that we should hold this on a Sunday lunch time.... Now the question is **WHERE?**.... If anyone has any ideas, please contact me. We hope to get this up and running at the beginning of next year.

Talking of next year, we are already getting invites for events.....**A visit to a National Trust House, a Italian Car Picnic, a chance to view a private collection of classic cars together with a champagne snack lunch, a Technical Day at our usual venue near Petersfield** are all on the cards, together with the usual classic car shows. So now, is the time to start thinking about servicing your car, and doing all those little jobs you keep promising to do, although it doesn’t seem it, the winter will go fast and soon it will be time to **hit the road again!!**. Remember Jimmy is just on the other end of the phone line, to offer technical advice and encouragement.



Deadline for next magazine: 20th each month.

Front cover: Open to Offers !!!.... No reasonable offer refused !!.

(A car seen at an Autojumble in Italy)

Rear Cover: Stretch Limo, suitable for weddings.

**London Performance &
Modified Car Show**

Alexandra Palace

Wood Green, London N22 7AY

Sat 29th & Sun 30th November

COME AND VISIT THE CLUB STAND AT THE
SHOW.

COME AND SEE HOW YOU CAN MAKE YOUR CAR
GO FASTER!!.

FREE TICKETS TO MEMBERS OFFERING TO HELP
OUT AND MAN THE SHOW ON ONE OF THE SHOW
DAYS

**If you would like to help, contact: Jan or Jimmy
Tel: 01252 613335. italcorsa@googlemail.com**

FOR TICKETS SEE ADVERT' ON PAGE 19

HELP !!

CAN YOU HELP THE CLUB?

**WE NEED STAND EQUIPMENT/DISPLAY
BOARDS FOR USE AT THE SHOW.**

**DOES ANY MEMBER KNOW WHERE WE CAN BEG,
BORROW OR STEAL SUCH EQUIPMENT....
Please!!!**

**If you can help, contact: Jan or Jimmy
Tel: 01252 613335. italcorsa@googlemail.com**

THE GREAT NORTH RUN

(A tribute to James Di Carlo)

The day started well and so did the Fiat. I had three days to get to Newcastle and back for a flying visit to see my grandsons, so I decided to take the Fiat.

It had taken almost 6 years to get the car roadworthy from a rusting pile of bits of which the only original panels that remained were the roof and the engine cover

Everything else was new, nearly new, old but still in good nick.

The latter was true of the engine, a 650cc unit from eBay with promises of a recent overall and it was a gift at £40.00. Jimmy (the mechanic) installed the unit and the box with new drive shafts. but shook his head when I finally collected the car from him. No compression was the verdict, so I drove it slowly home expecting the worst.

Days later the car was ready for the MOT , it did not seem sluggish in fact it felt bloody quick , 75mph on the M3 in fact, I thought the speedo must be wrong , a 500 with a 650 box cannot be right but it was. It checked out spot on by those silly flashing lights on lamp posts telling you what you are supposed to be doing and you are invariably not. It passed the MOT with flying colours by the way.



Approaching the Angel of the North

I consulted Jimmy regarding spares for my run to distant lands, the list was small. Fan belt, plugs, points and passport, my passport was still valid, I was born there.

I left at 11.30 on Friday morning, Friday traffic is usually awful and today was no exception, does everyone else live in the North East or are they just going to visit grandsons like me, I think not. Apart from the few crashes and road works where all the road workers had gone home at mid day for the weekend, the journey was uneventful, the car just purred along. Everything worked and nothing broke, the new radio worked fine and the heater was magnificent.

I arrived six and half hours and 310 miles later



Proof of the Pudding

Saturday morning and the grandsons begged for a drive in granddads little car, but it would not start. Somewhere along the way I had lost the bolt that connected the starter motor to its pull cable. The jack handle between the starter lever and exhaust pipe started the car first time. Happy grandsons and happier granddad, the bolt was replaced soon after.

Sunday morning, bags packed and after hugs and kisses I proceeded to the first petrol station for a fill up. I pulled up at the pumps and the exhaust tail pipe fell off. Just fell off. Two months old, no damage, no stress just no tail pipe. I picked it up and placed it on the back seat, it was still clean and shiny.

I started off and reported home, it was 12 noon, tanks full “I’ll see you soon” I said hopefully

I turned the radio up a little more to drown the noise.

The baby zoomed along with a bit of a tail wind and apart from 50mph through the road works on the A1 and M1 70-75mph was a doodle. I was flashing Sunday drivers to let me pass, bikers gave the thumbs up and lorry drivers tooted with respect. I was only as big as their front wheels.

Two fuel stops later and on the A34 the generator light glowed, I replaced the fan belt in 6 mins (bless you Jimmy)



Home again safely

I arrived home at 5.00 pm, cool, calm and unstressed with a smile on my face.

Taking off the fuel stops and the fan belt change on the return journey I had travelled 310 miles in only four and half hours at 68.8 miles per hour

The car is now just run in..... ITALY here we come

CLUB MEMBER'S OTHER CARS

FIAT 125, 1970

4 Cylinder, 1608, Twin over head cams.

BHP 90.

4 Speed gear box.

Disk brakes all round, fitted with Servo.

Max speed 90 mph.

This car has had 3 owners from new, the first being a Mr Bevin who lived in Horsham, West Sussex, he took delivery of the car on the 9th March, 1970, the car having been supplied by Wilson Purvis, (FIAT agent) of Horsham.



The car continued to be looked after by Wilson Purvis, until 2005.

I took the car over on the 18th February 2006.

The car has been restored, the body being very sound, and only needing the front wings replaced, and a bare metal repaint, mechanically: due to the car having been regularly serviced from new, in the engine, valve stem oil seals were the only parts which were in need of replacing, all the gear box needed, when looked at, was a good clean!

I have replaced the brakes in total, as the parts are still obtainable, which worked out cost effective, instead of dismantling, cleaning ECT.

I still use FIAT approved products in the car, such as PARAFREEZE antifreeze, TUTELA ZC90 gear box oil, SELINA engine oil, and I can still get supplied by Fiat, a genuine Fiat oil filter! (The stores section at Ancestor FIAT at Catford, has worked out which modern oil filter, has replaced the original filter from the old part number!)

Thank you for looking at the car today.

Neil Clark



Neil also owns this Fiat 130, which I hope he will write about in the future.

AMBERLEY MICROCAR EVENT

3RD AUGUST 2008

SOME THOUGHTS FROM THE PARTICIPANTS.

- ❖ A big 'Thank You' to all who braved the elements to attend
- ❖ We were allocated an area to ourselves and in all 9 Fiat 500's joined us on the day.
- ❖ We had many admirers to our 'area' and I know all of our cars are special to their devoted owners, but you must admit that the 2 Gamines were quite an attraction.



- ❖ We set up camp in our usual area under the big tree. Last year it shaded us from the sun, this year it was useful to shelter from the rain.

- ❖ For Roger and Kate it was their first club event in their newly restored 500. Roger has worked hard for almost a year to get the car finished, and was only to please to show it off to any one whom asked. We now understand that he is looking for another project for this winter.... That is if Kate will allow him
- ❖ It was great to see Rob looking so well. Being without a 500 for some time, he has just brought Graham's 500 and is enjoying driving it whenever he can.



- ❖ The café at Amberley serves an excellent *'full English'* breakfast at a reasonable price, so it is worth getting to the event early.
- ❖ We all hope that Sheridan and Angela – in their Gamine's - didn't get to wet on the way home. They were rather damp when they arrived, but had taken it all with their usual good humour.

VERNASCA SILVER FLAG. HISTORIC HILL CLIMB. ITALY 2008 (PART 2)



Jim's Abarth in the centre, along with David Roby's Fiat X1/9 and Grant Gauld's Fiat 600 all the way from Tasmania

There were two runs on the Saturday, I decided to miss the second run and enjoyed the friendly banter of our company over a glass or two of cold beer (it was 90 degrees fahrenheit).

Just across the road from the Paddock was a small restaurant, that's where we are all sitting on Page 8 of the last magazine. We used to meet Jan & Jimmy there most lunch times or for a coffee during the day.

Having the afternoon off from the 2nd run, allowed me to roam around the fabulous cars and interesting people from around Europe, I also roamed onto the start a few Km from the paddock to savour the cars accelerating away.

When you apply for this event, included are two evening meals and a Sunday buffet.

On the Friday of the weekend, we made our way to Vernasca for the first dinner. This was set in a beautiful hill top castle, all the tables were laid for 8 people, I was talking to a couple from England (he was driving a Lotus) who joined us for dinner. That evening we had 5 courses with free wine, superb, hams, risotto, chicken, sorbet then desert, as we know, the Italians can really produce beautiful food, and this was one of the best meals I have had considering the amount being catered for.

Saturday night was a “Gala” night dinner, 6 courses, more stunning food & wine (free) also a different location.

We meet at the Paddock area for a bus which took us to another castle setting, this was very special with all the round tables laid with white linen and all the chairs had large bows tied to them in white linen, it was like “Posh & Becks” wedding, really very slick and professional.



There were several tables ‘reserved’ these turned out to be for the local dignitaries and senior people at Maserati and Ferrari, all the wives/girlfriends all immaculately dressed.

There were many gorgeous prizes, (most of which I could not understand as all the speeches were in Italian) including paintings and an English auction for a “Hot ride” up the hill. All in all, a fantastic night. The bus that brought us up the very narrow winding cobble streets to the castle got a puncture on the way to pick us up, so we decided to walk back to our car, after all that food it helped!!

Sunday morning and my last run up the hill, I was determined to push the car as hard as I could, and this I did, a similar format as Saturday, except you park in a different area, all the cars run up the hill in their slots allocated. The last cars to arrive were the big Le Mans cars, and many veteran vehicles, the sound of these cars has to be experienced,(it is something special) bouncing of the walls.

After all this had happened, it is back to the paddock, and getting ready for the prize giving and buffet... (*More food!!*)

This took place in the castle of our Friday night dinner, more fresh food and drinks, and not a burger bar in sight.

I was very pleased to see the guy from Tasmania received a prize, the prizes were paintings, prints, crash helmets, clothing and beautiful cast models of a horse, like the Ferrari symbol, a very fitting and wonderful weekend.

I have been to many historic races and hill climbs in England, also Le Mans in France, as a spectator, but being able to take part makes for a very special event.

We left on the Monday morning and drove non-stop back to England – 22 hours door to door.

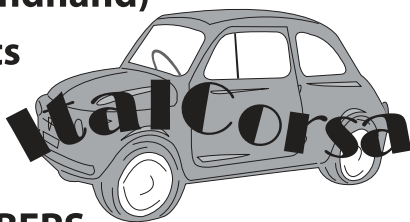
I deliberately mentioned Jim and Jan Di Carlo in my first article for the club, because they were so very helpful, as a club we are fortunate to have such a committed couple along with the organizing team.

Jim Schofield

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FIATS IN STRANGE PLACES

On holiday last week in the lakes of Italy, there appear to be very few Fiat 500's left in this area. But, spotted in a shop in Bellagio on Lake Como – the front half of a 1965 500D, rescued from a scrap yard by the shop's owner and restored to display silk scarves and ties.



Talking to the manageress, she called the owner down from his other business – a garage in the hills overlooking the lake, where he took us to see his collection – a restored 500F with 650cc engine, and a Fiat 750 (1962) in perfect condition. He is also restoring another 500L and a 1930's Lancia, previously owned by a Princess Serbelloni - associated to the area and what is now the Grand Hotel.



Many thanks to Fiat 500 Club Italia member – Claudio Mauri and the staff at his shop – CM Bellagio on Via Garibaldi for a very interesting couple of hours.

TECHNICAL TIP FROM JAMES DI CARLO

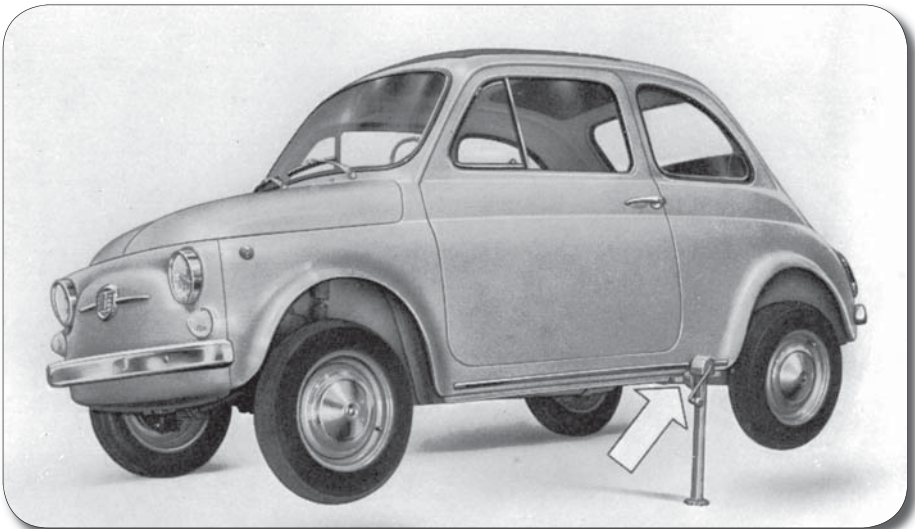
WHEEL CHANGING

Over the many years that I have worked on Fiat 500's, I have seen many cars with dented/damaged door sills/floors. A lot of this is due to owners not knowing how to jack up the car when changing a wheel.

The very latest 500's have the Fiat 126 floor pan, this has a cross member under the front of the front seats. This is **NOT** the jacking point.

As you will see by the photo the jacking point is near the back of the car, although this seem an odd place, this is the balance point as most of the weight in the car is the engine at the back.

I suggest that members just take a few minutes to check that their jacking point is functional, and that their jack does in fact go into the hole. Many cars over the years have lost their jack and it has been replaced by a Fiat 126 one as they look the same.....**WRONG!**, they do not fit in the jacking point of a 500.



Whenever possible, wheel changing should be carried out with the car standing on level ground and in all cases with the handbrake fully applied.

- 1. Remove the hub cap**
- 2. Using the wheel brace loosen, but do not remove, the wheel bolts**
- 3. Take out the jack and spare wheel**
- 4. Insert the jack spigot well home into the jacking socket, rest the base on firm ground and rotate the handle attached to the jack**
- 5. Raise the car until the wheel is clear of the ground, remove the bolts and withdraw the road wheel.**
- 6. Mount the spare wheel. Lightly tighten the bolts in a diagonal sequence, lower the car and remove the jack**
- 7. Fully tighten the bolts in diagonal sequence. Refit the hub cap.**
- 8. Ensure that the tyre inflation pressure is correct**

**Tyre pressures for standard Radial 125/12 tyres:
(checked with cold tyres)**

Front: 1.10 kg/sq.cm – 16 psi.

Rear 1.60 Kg/sq.cm – 23 psi

FOR SALE

Fiat 500, 1971, Red. LHD

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For more details contact: Jimmy Tel: 01252 613335

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