

44



JUNE
2016



www.fiat500enthusiasts.co.uk

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COSTWOLDS SPRING DRIVEOUT – 14TH MAY 2016

(A VIEW FROM THE CONTROL CENTRE AND ORGANISERS DESK)

This cheerful little event started at a riverside breakfast café in Marlborough where we had 10 beautifully turned out Fiat 500's lined up in glorious sunshine, in the Waitrose car park adjacent to the cafe. The event was also notable for having a good number of cars who joined us from our friends in **The Fiat 500 Club**, with whom the Enthusiasts Club are starting to join more, at events of all types. Such was the status of the event, we had both Chairmen present – a rare occurrence as these are rarely seen in pairs in the wild. The finish venue was a nice Cotswolds pub where the Landlady kindly laid on an Italian menu for us, alongside the normal pub fayre.



The cars lined up in the Waitrose car park at the start cafe

The route took in some scenic Cotswolds villages and roads, centred on the Marlborough/Cirencester area. After two full route recce's I was happy that the route books were perfect with a nice reassuring cumulative trip mileage

alongside all directions - what could possibly go wrong?..... However, a number of things conspired to give the entrants some stress and challenges:

- I completely forgot that none of the Fiats have trip meters so cumulative mileage was fairly useless.
- Most of the Fiats had km clocks and had no tenths. (Much maths over breakfast!)
- One crew had the cheek to point out that I made these mistakes last time I organised a driveout – they were docked 5 points instantly, obviously.
- The teamwork of some crews was truly inspiring, e.g. I asked one driver if he was helping his co-driver wife with the route preparation - “I’m driving, she’s navigating – can I have another coffee, please?”
- Several crews, who were on the right route, having made no mistakes, met another Fiat 500 coming the other way and assumed they knew where they were going. So they would turn round and follow them, only to meet them coming back the other way again. Most stories of such occurrences all seemed to involve the red 500 of Vittorio and Jenny....
- The official organiser’s car limped around with a non-functioning charging system which resulted in it sulking and turning itself off every 40 miles or so. A passenger footwellfull of spare batteries and a 10mm spanner enabled the car to reach the finish pub with only one battery change mid route.

We had 10 cars entered for the driveout which, with mine, made 10 cars lined up by the start venue in the adjacent Waitrose car park. The more mathematically aware amongst you need to know that a certain FFEC Chairman (no names, no pack drill) turned up in a non-500 vehicle and was therefore made to park elsewhere in disgrace. He was also docked 10 points for gross misrepresentation of the marque.

We met at 9:30am at the Mustard Seed Café in Marlborough where we had tea, coffee and bacon butties whilst the crews read their route books and had a short driver’s briefing. No bribes to the organiser were forthcoming so everyone was docked 5 points for lack of initiative before they started. Everyone was on the road by 10:30am.

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6

As ever, our cars attracted much attention – I had two conversations with a very nice “Mummy” and a 10 year old boy (from a different Mercedes Benz S Class) and they were both very well spoken and obviously very impressed. You definitely get a better class of general public in a Waitrose car park I always think.

After the last crew left, I made my way, by an alternative route, to the finish pub – managing to make the journey last 1 ¼ hrs including the battery swap. I settled down in the finish pub with a nice pint and had just opened my paper when, incredibly, the first 2 cars arrived. The remaining cars then all arrived en masse about 10 minutes later (apart from Jenny and Vittorio, obviously).

We all ordered our food and I got on with marking their entry sheets. There



were about 10 questions to test observation, intelligence and route accuracy. One of the questions was: “What was your trip mileage when you crossed the M4?” Answers varied from a quite accurate 32.5 miles to 29,945miles (Odo reading, not trip.....) Now given that I had created a penalty points system where being ½ mile out would result in ½ point deduction, you can see the problem.... A penalty capping limit of minus 5 points per wrong answer was instantly introduced to save the day.

cont..

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8

After much jollity and special additional points being awarded for the final 3-word tie breaker question, the winners were Laura Shirley and Co-driver Zoe, with 8 points. The engraved winner's silver trophy was presented and the crowd went wild.

The "Worst Crew" award was won (perhaps unsurprisingly) by Vittorio and Jenny with minus 19 points. The award was of the now-traditional wooden spoon type, again with a plaque engraved to remind them of their "Achievement".

Many of the crews were on a weekend run of two events, there being a classic car show the following day. Also, several crews drove many miles to the start point, did the event and then drove home again -



all in one day. and weekend mileages of over 300 miles have been reported – well done chaps, it shows that these great little cars can do it.

Everyone seemed to enjoy themselves and I hope to see you and yours, in your 500 at a club event soon.

Colin Smith

FROM THE LOSING CREW

First and foremost I cannot let the reporting of this event pass without thanking Colin for his hard work and effort in making this a really enjoyable day out.

As you will already have read, Vittorio and myself did not cover ourselves in glory! We have never, ever, worked well together as a team and this event was no exception. I would also like to point out that on one occasion we may have been going the other way, but we were only re-tracing our steps to examine more closely the flowers by the wayside (one of the questions posed by our organiser) WE WERE NOT LOST! Well, not then anyway, and I'm sure we were not the only ones to point out that 'once again' our leader had forgotten that many of us had clocks in Kilometres...

But all credit due to Laura and Zoe on a very impressive win (Zoe also won last year's competition). A well deserved first place.

As if our ignominious performance wasn't enough, on the way home our car broke down and we had to wait for 3 hours for the AA to tow us home. Something to do with a damaged head bolt allowing the engine to fire on only one piston. Ho-hum - the joys of owning a classic.

JS



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NEWS FROM THE FBHVC

Federation of British Historic Vehicle Clubs

Correct V5C Forms and the Vehicle Enquiry System

I have really bad news on the subject of vehicles where the V5C, and the DVLA database, has an incorrectly shown Make, often because the Model is incorporated into the Make box. This makes searching for them on the VES difficult, unless you have the V5C to hand, which will enable you to use the erroneous DVLA 'Name' entry in your search. I have advised previously on the position.

Back in April, at a meeting at DVLA with both policy and system people, Ian, Rosy and myself discussed the issue fully. The actual problem seen by the owner, namely that the actual Make is fully known and can be easily demonstrated, was very fully explained. Indeed a specific Make with repeated problems was identified. We could not have been clearer in speaking to DVLA.

While we knew there was some sort of system issue, we were not at all given to understand it was insurmountable. Rather we were told by DVLA that for those vehicles where Make was incorrectly shown, there would be a need for evidence individual to the vehicle to achieve a change.

Then, at the Swansea meeting in September, attendees were assured that correction of incorrect data in a V5C would be easily achieved with evidence. This assurance was given, we understood, in the full light of the problem as we had explained it. Indeed that point was raised at Swansea and we were reassured.

Later we asked if a defined procedure to provide individual vehicle evidence could be used as a 'template'. While we were told that DVLA did not wish to use a template as such, no indication was given that the implication at the meeting that, provided individual evidence could be supplied the correction of the V5C could be made, was incorrect. I therefore suggested in a previous edition of the Newsletter that that procedure be used by those applying to have make designations in V5Cs corrected.

Well, it is with some regret that I have to tell you that we, and all the people who attended at Swansea, were misled.

Several requests to correct V5Cs where the Make was shown erroneously have been made and rejected. Some applications actually used the approach I suggested, and at least one related to the precise example we had discussed.

Additionally, in the case of one newly imported, but pre-war, car an application where in the V55 application form the Make and Model were absolutely accurately shown, resulted in its first ever V5C being issued with the Make and Model combined!

DVLA are now saying these factual errors on their part are system created and cannot be corrected. They say it is a data entry issue, which has to do with how the system reacts when the Make and Model descriptions are not automatically provided by codes supplied by motor manufacturers. We understand that these codes are provided by the relevant motor industry trade associations as new models are introduced. There appears to be no current methodology for DVLA to create or acquire a code in respect of any vehicle which is not in the current product line in the United Kingdom/EU of one of the current vehicle manufacturers. This, if true, means the DVLA system cannot correctly register imports or vehicles from manufacturers who no longer exist and therefore cannot provide codes.

I impute no lack of honesty in the advice we were given. But, overall, the position of DVLA as an organisation demonstrated by this unhappy affair, does not give reason for confidence.

This position, which means simple use of the correct make and registration number in the VES can be impossible, is unacceptable in the digital age, when users are entitled to assume accurate input will provide an accurate output. We will keep working on this.

Excerpt from NEWSLETTER No 2, 2016

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A MEMORY SHARED

'I thought that you may be interested to hear of a chance encounter that I had this week, whilst loading the weekly shop into my '69 Fiat 500L (quite a feat in itself!)

An older couple pulled into where I was parked and after the usual exchange of 'it's good to see a proper one' etc, the husband recalled that many years ago in the '60s he worked for Lockheeds brakes division and was exhibiting at a trade fair.

They had developed, as an eye-catching showpiece, a 6" brake disc. A gentleman came onto the stand one day and said 'I'll have 500 sets of those please' - my contact recalls that he was from Abarth, but no more unfortunately. He went on to say that, because of the success of this deal, they went on to develop the front disc brakes for the Mini.

A great example of how a normal outing in a classic can provoke the memories of people that we meet!

Robert Haydock

Above is a transcript of an email recently sent to me by Robert - interestingly Robert also mentioned elsewhere that the 'Abarth' gentleman may have come from Radbourne Racing. As one of our regular contributors used to work for Radbourne, I have contacted him in case he can add any more to the story.

JS

TOPO CRASH!



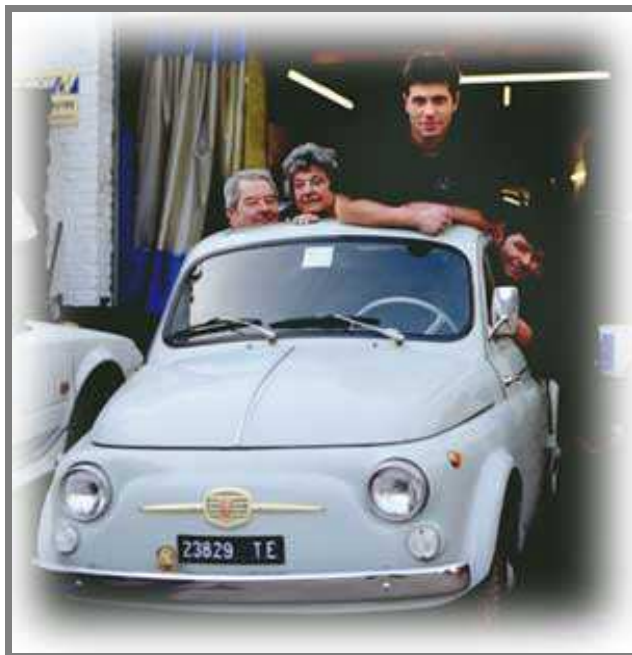
A member has sent me this picture of a Topolino 'Belvedere' which had come off worse in a clash with a tram.

He believes it was in Rome and that the 600s parked in the street point to it being sometime in the 60s.

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HORSHAM PIAZZA ITALIA EASTER MONDAY 28TH MARCH

The Horsham Italian Piazza was first held in 2007 when a few Ferrari's drove into the town centre to support an Italian themed market. Now in it's tenth year



the event goes from strength to strength with hundreds of Italian cars and bikes on display in the town centre along with drives through the town. Held over the Easter bank holiday weekend in March – the club had been invited to participate on the Monday.

The weather that weekend was, to say the least, rough! High winds and rain lashed down on Saturday/Sunday and there as talk of the event being cancelled, but it went ahead anyway.

My short drive from Farnham to Horsham was rather uneventful aside from two roads being impassable due to trees block passage the rest of the roads were covered in debris from the previous evening, but passable. Arriving at an out of town car park prior to the drive into town I was meet by two other club members and more followed. By the time we were ready for the drive into we



had six 500's leading the convoy. I understand more members were expected but the weather put several off. On the day we were very lucky – the sun shined and the rain held off it was a beautiful day.

Following the event marshals car into town we lead a train of Italian exotic vehicles from Lambo to Ferrari and a few McLaren Supercars. It has to be said that whilst many people were impressed with the high end supercars our little 500s never failed to raise a smile and a wave – who doesn't like a 500? We parked up in the town centre near a café and visitors came to see the display stopping to take pictures and occasionally jump in the cars. I took our dogs with me and Jenson and Freddie provided much admiration. Meeting and chatting to other 500 club members on the day was great and further meet ups were planned as a result of meeting on the day (Peter and I will be driving in convoy to Brooklands later this month).

The display was added to later in the day when a stunning 600 arrived owned by a friend of mine that I had no idea owned a Fiat or was a member of the club – small world!

During the day several photographers and video crew took pictures and filmed

us, many of these photos can be found on the event photo gallery;

<http://spokemagazine.uk/pi-horsham-photopage>

(check out Monday) there is also a great little video from the Monday on the event Facebook page;

<https://www.facebook.com/HorshamPiazzaItalia/videos/982242291862083/>

The guys from **Spoke Magazine** have kindly allowed us to reproduce some of their photos from the event and they will also be joining us on the drive to Brooklands later this month.

The Horsham Piazza Italia was my first club event and I would like to thank Jenny and everyone who helped to organise our participation and for the warm and friendly welcome afforded to me and my family on the day – we will go again.

Gareth Jex

MEMBER REQUIRES HELP!

Our chairman has been trying unsuccessfully to discover full details of chassis numbers and relevant years of manufacture for the Fiat 600 in order to allow a member to register his restored and British registered car with the D.V.L.A.

Attempts at contacting the Centro Storico Archivio for Fiat met with the following response.

'We are sorry but the service about every information regarding the chassis number is temporary suspended. Below the official communicate of FCA:

"In order to improve our services, we're rearranging the archives at the Centro Documentazione Alfa Romeo (Arese)/ Centro Storico Fiat (Torino). For this reason, the researches of car registry information are currently suspended. ..In the next few months, the service will be reactivated with a new dedicated website."

'We apologize for this temporary inconvenience.'

Unfortunately the time scale suggested of a few months may be optimistic, so if anyone reading this has the required information, please contact the chairman chairman@fiat500enthusiasts.co.uk 02380 730765 who will pass any information on to the member in question.

JS

CLUB ACCESSORIES



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BROOKLANDS AUTO ITALIA
SATURDAY 30th APRIL



Just a few words from me. I failed to count the exact number of classic 500s, but in excess of twenty would be a conservative estimate!

A similar number of New 500's also. I arrived a bit later than usual and paid for that by being in the long queue to get in, but in compensation it was great to

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find that a dozen or more were waiting for the arrival of the Club Gazebo and soon all hands were creating chaos, mixing flagpoles and tent poles and eventually thanks to a fine team effort all was in order and ship shape beneath the aircraft on display.



The usual round then began with Car Chat, Problem Solving, Membership Enquiries and when time permitted a search for a few of the rarer classics that were on show.



To general delight we were then visited by a couple of our founder members, none other than the famous Jan and Jimmy D" Carlo on a visit from their current home in Italy having bravely completed the journey to deliver one of their modified 500s to its new owners back here in England, through rain, cold

and snow
without a heater!

We look forward to seeing that car and owner at an event in the near future.

The event was as successful as always and fully enjoyed by all.

J.J.



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MA CHE BEDDA!

You may recall Toto Brucculeri from the Wheeler Dealers Fiat 500 episode, or perhaps you remember his Fiat 500 barbecue from a few summers ago.

Well, he's back and his latest crazy creation is this 500 in the style of a traditional Sicilian horse-drawn cart. Everything was hand-painted by local artist Roberto Caputo and features scenes from Sicilian history.

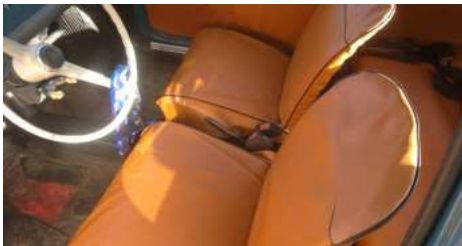
The car will be on show at the Fiat 500 Club Italia's Garlenda meeting in June.





MEMBERS WANTED AND FOR SALE

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FOR SALE

Built in autumn 1969, this 500 F was originally sold through the Fiat dealership in Palermo, Sicily on 23 September 1969 to Salvatore Buttafochi who lived several miles away in Terrasini. The Fiat remained in the Palermo region its whole life. Presented in Blu Turchese over Ochre, she comes with a years MOT.

The bodywork is good. The sunroof is in good order with no rips or tears and

opens and closes as it should. The ochre interior is immaculate. Mechanically she's in excellent condition and she fires up immediately from cold and purrs like a kitten on idle. The tiny 499 engine loves to be revved and it pulls like an eager puppy all the way through the gears.

However, this car is not about speed, it's about charisma and style and this car has it in abundance and it is ready to provide its next owner with a trip back to Rome in the post-war golden era.

Registered with UK papers, she also comes with its original Italian logbook (for aficionado connoisseurs).

£5500. Tel: Paul (07961 558 440)

PRIVATE SALE

(Non- Member)

Please note that as in the Members' For Sale section, the 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.

1972 Fiat 500L RHD 36,500miles, 1 year MOT

The interior is in very good condition .A small amount of surface rust on the bonnet.

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EVENTS 2016

*If you are thinking of attending any of the shows or events, **PLEASE** register your interest with the Club contact/organiser. Some events may require registering with the show well in advance—the organiser can advise you. There is no obligation but it will give the organiser some ideas of numbers - who can then decide whether to run or attend the event with a club presence.*

Sat 18th & 19th June

Bath Pageant of Motoring

Extensive programme of parades, exhibitions, demonstrations and super car rides, alongside competitions, live music and family activities.

Contact: John Jenkins, chairman@fiat500enthusiasts.co.uk 07773 132645

Sun 17th July

Sherborne Castle Classic and Supercars

Relaxed classic & supercar display in the grounds of magnificent Sherborne Castle, Dorset, DT9 5NR

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

Sun 31st July

Audlum Transport Festival

Cheshire – Meet at 09.30hrs, Drive Parade then park up on display till 4pm.

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

Sun 14th August

Cranleigh Vintage Car Festival

Classic vehicles, autojumble, trade stands, jazz band & refreshments

Contact: Nathaniel Cross, web@fiat500enthusiasts.co.uk 07802 410896

Sun 21st August

The Scottish Retro and Classic Car Show

We have received an invitation to the above show. Unfortunately the club is unable to attend this year. However, this sounds like a very good show which may be of interest to our more Northern members.

This event will be held at Driftland, Lochgelly and promises to be an exciting mix of retro and classic vehicles. There will be track demonstrations from a Ford Escort WRC, a Lancia Delta Integrale Evo 2, a DMC DeLorean and many others. Pre-2000 vehicles can be shown in the static show arena at no additional cost to ticket price. Tickets £8 in advance (£10 on the day) to be purchased through the following link via 'Spectator Entry':

<http://www.driftlanduk.com/book/>

There is also a Facebook page for the event, for those on social media, and it can be found through this link:

<https://www.facebook.com/events/1674212406199700/>

Please contact Alistair Barr 07411550620 email: allydjbarr@aol.com

Sun 4th Sept

Kent Italian Classic Car and Bike Show, Honnington

Run by club members in aid of the Kent Air Ambulance, the show is combined with the Honnington Country Fair - a great day out for all the family. We are continuing with the dedicated Whiting & Hammond VIP Marquee for all Car & Bike entrants. For 2016 we will be expanding the area for cars & bikes.

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

Sat 24th Sept

Pistons and Props, Sywell, N/hants

Classic planes, cars and motorcycles in action in the air and on the track. Track runs from historic F1 cars, Hot rods and Dragsters, Classic car club displays, live music, period village and shops.

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

Saturday 22nd October

Surrey Hills Autumn Drive Out

A scenic drive through the Surrey Hills countryside taking in the lanes between Guildford, Dorking and Horsham. Starting from Tillings Cafe, Newlands Corner and finishing at The Parrot, Forest Green in time for lunch, for those who want it. Further details about the route and itinerary to be announced nearer the time.

Contact: Nathaniel Cross, web@fiat500enthusiasts.co.uk 07802 410896

Fri 11th to 13th November

Nov NEC Classic Car and Motorcycle Show

The largest classic show in the UK. hundreds of club and trader's stands – not to be missed! We will have a club stand to promote the club & show our cars.

Contact: Nathaniel Cross, web@fiat500enthusiasts.co.uk 07802 410896

FFEC Christmas Meal

Date TBC

Our final meet up of the year to relax and enjoy excellent Italian food And drink with friends.

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

NEW MEMBERS

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

Peter Sonneveld	W. Sussex	1967 fiat 500F
David Blackshaw	Kent	1965 Fiat 500F
Steven Atkins	Aberdeen	
Fraser Bowen	London	1963 Fiat 500D
Carolyn Betts-Roddick	Norfolk	1970 Fiat 500F
Tom Neale	Leics	1971 Fiat 500F
Geoff Stanley	West Yorks	1973 Fiat 500R

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