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OCTOBER  
2016



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## ORGANISING TEAM

|  |                            |   |
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## FIAT 500 ENTHUSIASTS CLUB

### AGM

Held at the Kent Italian and Bike Day

Sept. 4th 2016

A full report of the AGM will appear in the December issue of the magazine.

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### FBHVC NEWS

#### DVLA Ian Edmunds

We have received a few reports recently regarding problems in providing adequate dating evidence for vehicles which were originally exported in CKD form and have now found their way back to the UK. The manufacturers' records, even if available, will only record the date the set of parts left the factory whilst DVLA are requesting evidence of when that set of parts was assembled into a complete vehicle. In many cases the assembling company, often a subsidiary of the manufacturer, no longer exists and neither do their records. If the foreign registration documents show the original date of manufacture/assembly that will normally be adequate but unfortunately, particularly it seems in Africa, they often don't.

As this is all part of the larger issue of DVLA on occasions requiring excessive documentation, I don't have a simple answer to this problem, so we simply have to warn potential purchasers of such a vehicle that they should search for as much evidence as possible in the country of first sale to support the original build and/or first registration date.

Another warning concerns DVLA inspections of vehicles. As you know these inspections are now subcontracted to SGS and are conducted at no charge at the owners' premises. However it seems that recently DVLA have decided to have vehicles inspected in circumstances where they have not done so in the past. Examples have been vehicles which have been inactive for a long period when DVLA have wished to have inspections carried out prior to issuing new V5Cs. In my opinion there is no fundamental objection to this. If the vehicle is what it purports to be and if the owner has nothing to hide there should be no problem. Difficulties have arisen where owners have commenced restoration work concurrent with their application to DVLA with the result that SGS have then claimed they cannot inspect the vehicle because it is incomplete! Whilst we have disputed this refusal to inspect with DVLA the advice to owners has to be to complete the paperwork before dismantling the vehicle.

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Some months ago we were contacted by the new owner of a classic car who was rather perplexed by the reaction of DVLA to his perfectly normal request for a V5C in his name. To cut a long story short, after some correspondence with DVLA he eventually persuaded them in a phone call that there was nothing strange or suspicious about this car and duly received the V5C. Whilst he has understandably asked me to not to identify him or the car the moral of the story is that polite persistence can pay off.

A member was apparently recently told by DVLA that although a V62 (Application for a Vehicle Registration Certificate) enquiry had shown that the vehicle in question was not on the record the £25 fee was not returnable. I have confirmed that is incorrect. DVLA tell me, "If we don't have a record of the vehicle we cannot action the request, therefore it is fair to refund the £25, or not cash it". They also suggested that the person applying should be sure the vehicle is on the record before they apply. I reminded them that although in theory it is possible, in fact very easy, to do so by means of VES we know that for a number of historic vehicles a simple VES search will not produce a result because the 'Make' is incorrectly recorded on their system. Without access to the previous documents (whether V5 or V5C) it is impossible for the applicant to identify how the vehicle Make is recorded in the system. Thus, although a V62 enquiry is not the intended method to ascertain if a vehicle is on the registration record in practice it may be the only way.

You may be aware of a recent consultation issued by DVLA referring to reforms in the VED process to identify the price of the vehicle. We have clear written confirmation from DVLA that this refers solely to brand new cars registered from 1 April 2017 and does not affect vehicles in the historic tax class.

My thanks to the member who drew our attention to an MoT problem with black and white/silver registration plates. We reported correctly last year that the date up to which these plates were permitted had become linked to the historic tax class; that is 40 years old. Thus currently vehicles manufactured before 1 January 1976 are permitted to use black and white plates. However this revision to the Regulations has not yet reached the MoT Testers Manual where the cut-off date is still quoted as 1 January 1973. DVSA have informed us that the manual will be revised ASAP but until it is the MoT status of vehicles manufactured between 1 January 1973 and 1 January 1976 which are fitted with black and white plates will have to be established on a case by case basis. It may unfortunately be necessary on occasion to explain this to an individual tester.

*Excerpt from NEWSLETTER No 5, 2016 Courtesy of FBHVC*

## Fiat 500 Insurance



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## Due Cinquecento Speciali, Un Uomo Speciale



Is a person, who even by his own admission, is (well!) past his first flush of youth, allowed hero's? If he is, I will put my hand up to having a few, and fairly close to the top of my list is a certain Mr Gordon Murray, designer of numerous very successful f1 cars and the iconic McLaren F1 GT car.



These days Gordon runs his very successful design Company (Gordon Murray Design Ltd) from where, among other projects, he develops innovative construction-based systems for the auto-motive industry.

8

Gordon has always been a great advocate of lightweight vehicles; two of his favourite designs being, the Lotus Elan (the original one) and the Lotus Elite— both cars famed for obtaining a large part of their performance through their lack of weight and innovative design. Among his collection it is therefore no surprise that there are a couple of Fiat Cinquecentos; light, small and, for their day, very innovative—still, despite their age, among the finest city cars ever designed.

The yellow car is based on a 1971 500F and was built about 20 years ago by Jimmy Di Carlo. It has a tuned 652cc engine in the rear.



Other than 126 hubs and brakes (discs on the front) it is a fairly standard car. Being based on a 'F', the older, simple instrument binnacle has been retained (by choice).





The white car is however, a totally different kettle of fish. Based on a 1968 500L, it has a somewhat unusual engine in the rear.

Very few people would think of putting a SMALLER engine into a 500 (although Giannini did build a 360cc version of the 500, for economy reasons), but Gordon has



fitted a 350cc Yamaha engine, complete with reverse gear (it came out of a 'quad') into the car—note the 'one-off' boot badge! Stripped of all non-essentials, to keep the weight down, its performance is quicker than the yellow car through the 'box. Both cars however have approximately the same top speed, about 70mph.

Due to the mechanical incompatibility between the bike engine and the car's instrument panel, Gordon had to resort to a fairly high-tec instrument cluster---working on F1 cars has its upside!



Despite his very busy schedule (among other projects, Gordon is deeply involved in the new TVR), Gordon found the time to have both his cars at the design headquarters, and give me an hour of his time to discuss the cars as we looked over them. The staff at Murray Design made me very welcome, and well supplied with cups of tea.

I would therefore like to extend my grateful thanks for making an elderly gentleman's day, to everybody I met at the Murray design and to Pam Reddings for organising the visit.

**Tom Montagu**



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## ANTIPODEAN GREETINGS

I have recently had an email correspondence with who Greg lives in Christchurch New Zealand and is the proud owner of a little 1969 Fiat 500F.

Last year Fiat 500 Club Italia sent Greg a window banner and some stickers for his car and paid for the postage—they asked only that Greg would send back photos every now and then from New Zealand.

As Greg works for Air New Zealand as cabin crew the thought occurred to him



that he might be able to get some photos of the car next to one of the planes he flies on. Sure enough, Air New Zealand loved the idea and he managed to get security clearance to have his car driven to the Engineering part of Christchurch Airport for the photos.

Greg is the well dressed gentleman on the far right of the picture on the front page. He told me that he normally wears hoody, shorts and sandals but decided to do his little car justice by wearing nice clothes. He says his wardrobe is now full of blazers, ties and dress jeans!





Greg believes Club Italia will be doing an article, and he aims is to send these images around to Fiat Clubs around the world to say hello from New Zealand!

So a great big G'day to Greg from the Fiat 500 Enthusiasts Club. Please keep in touch.

JS



## Festival Italia Brands Hatch Sun 14<sup>th</sup> August



A brilliant day at The Festival Italia Brands Hatch in August, a feast for the eyes, ears and taste buds!

The 500's were parked near the main Grandstand facing an outstanding collection of Italian super cars.

The weather was very Mediterranean and the atmosphere was enhanced even more by an opera singer performing The Italian National Anthem as we savoured the delights of the Italian market.

Many thanks to Vittorio for access to the pits and close up encounter with historic F1 in its full majesty including cars from Benetton, Minardi and Dallara.



We also met the F1 organiser/driver Lorina McLaughlin, (pictured left) one of a very rare breed indeed!

One of the highlights for me was the RAF Typhoon fighter who just happened to fly over the start line, ignited his afterburners whilst the F1 cars were on circuit. The noise just had to be experienced to be believed!



It was lovely to meet fellow owners and fellow enthusiasts, a big thank you to Sheridan for organising our club presence at the Festival.

Book us in for next year...

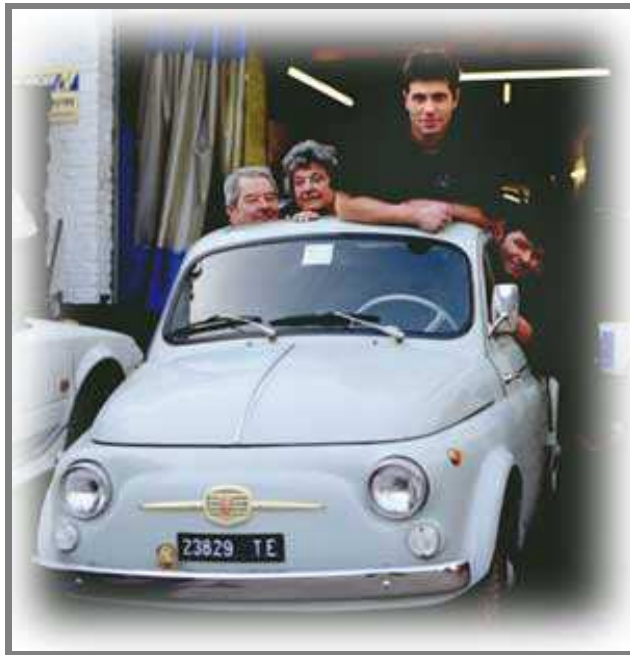
Bellissimo!

**Graham and Gill Farley**

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## RE-AWAKENING OF A FUNNY MEMORY



Whilst visiting the Overton Hampshire Sheep Fair on Saturday 16<sup>th</sup> July 2016, I per-chanced to see a vintage Fiat 500 which took me down memory lane of an incident that took place whilst stationed in Germany during the 60s.

A colleague of mine was the proud owner of one of these cars, which attracted a lot of attention because of its small size and bright red colour.

He liked to show off the car (with good reason) but it was possibly taking things too far when he decided to take the car to breakfast one morning. Of course there was nothing unusual about that, except he surprised us all by driving the car into the dining area, right up to the hot plate and helped himself to his breakfast!

Was this perhaps one of the first fast food drive ins?

**John Fowles**



## FIAT 500 HUNTING IN ROME - SEPTEMBER 2016

I know most go Pokémon hunting, but for me the 500 is easier to capture because they don't move so fast.

The city centre Rome Low emission zone has been extended this year to cover the summer as well as the winter. However as the 500 is over 40 years old and is (Euro cat never heard of it) you can drive it every day as an exempt historic vehicle.

However this is Italy so they have



3 different zones and the rules and exemptions differ.

Incidentally they also have exemptions for-vehicles powered by methane, LPG, electric vehicles and hybrids, police and emergency vehicles, vehicles providing water, light, gas, telephone, security, traffic regulation, lift, heating and air conditioning, public transport, garbage trucks, vehicles for handicapped drivers, vehicles for the transport of perishable goods,



newspapers, mail and drugs, vehicles for the transport of persons attending funerals or weddings. So just about everyone except the poor person with a ten year old car on their way to work.

P.s

Just in case you were wondering, yes apparently you can get a real

Dior handbag from a man on the pavement outside the Vatican for €20

Anyway this is some of those captured some real, some imposters.

**Peter Barnes**

*If you've managed to spot the imposters - just to let you know that for a cool £500 you too can turn your modern Fiat 500 into a classic.*

*JS*



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**KENT ITALIAN CAR AND BIKE DAY**  
(In aid of Kent, Surrey and Sussex Air Ambulance)  
**Sunday 4th Sept.**



*Photo Courtesy P. Bennion*

As ever this was a most enjoyable show with a very good turn out of cars. Apart from what I consider to be the stars of the show – the 500s, Gambines and Autobianchis, a rather lovely 1960s Lancia Flaminia took my eye.



*Photo Courtesy P. Bennion*



The weather stayed dry and access to the site went smoothly this year as Sheridan had decided to limit the show to cars, bikes and stalls, without the Fair element. However there was still plenty to see and do with arena events, clay pigeon shooting, stalls, beer tent and Piazza in Italia, a series of stalls selling Italian produce where we bought some very nice cheeses and a delicious olive oil from Puglia. Also, as in the previous few years, we were treated to a live big screen showing of the Italian F1 race in Monza in the VIP tent.

| Team              | Time  |
|-------------------|-------|
| CINQUECENTO       | 5.03  |
| HAMILTONS HELPERS | 5.12  |
| Team Supreme      | 5.30  |
| ALFA ALPHA        | 5.70  |
| BONE BROTHERS     | 5.99  |
| NFU               | 6.03  |
| OVIDIC            | 9.00  |
| BETA BOYS         | 9.20  |
| TEAM JAMMY        | 11.32 |

Our AGM was held in the morning in our club tent where biscuits and coffee were provided, and we had the opportunity to meet up with new and old club members during the day.

Considerable excitement was generated when 'team Cinquecento' briefly held top spot on the F1



wheel change challenge. This went to my husband's head when he decided to challenge another rather surprised contestant to a wheel change duel by the expedient of a 'slap'

to the face with a leather glove - thankfully, as you can see the in the photo he took this in very good part.

Unfortunately team Cinquecento's top spot was eventually usurped by a number of others, in particular a team of young ladies who worked together like a dream and reached the upper echelons of the leader board.




Many thanks to Sheridan for organising what was a most enjoyable day.

JS

*Photos of the wheel change challenge courtesy Peter Barnes.*

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**\*PLEASE** let me know if you have sold your item so that I can remove your advertisement from future issues.

### **FOR SALE**

#### **CLASSIC & BEAUTIFULLY RESTORED FIAT 500 F**



Chassis Ref. 1123430, built in 1966 Mirafiori Plant, Torino, Italy. Finished in white all paint work has been fully restored and is in top condition.

Vinyl roof and chromed without blemishes. Red & cream trim seats and black carpets.

This is the single dial version which is extremely rare.

Documents include shipping



papers and the original Ministero Dei Trasporti paperwork. This is also extremely rare. Car has just passed MOT and runs well. Immaculate in every way a delightful classic. All viewings, inspections and questions welcome from serious parties.

**Price: £10,995.00. contact is: - Ben Jones – 07970 924 286 or [ben@pasuda.co.uk](mailto:ben@pasuda.co.uk)**

### FOR SALE

1972 Fiat 500L, originally from South Italy and restored in the UK back in November last year. It has the original engine which has done 94k km, it has a full MOT, all the chrome finish is new along with the carpets and all interior panels. The car is a rust free car having had three wings replaced and all the foot wells patched up. The engine was also worked over by a Fiat 500 specialist in Cobham.

**£6500 or near offer.** Contact Rocco on [ArchidiaconoR@hamptons-int.com](mailto:ArchidiaconoR@hamptons-int.com)



### 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).

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### FOR SALE



1971 RHD 500L. Full body restoration 2015 no rust or filler, under sealed and waxed oiled.





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## **PRIVATE SALES**

**(Non- Members)**

*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.*

**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. All round a really lovely car in great condition Sadly selling due to change in circumstances, owned and garaged for over 23 years. No time wasters please.

**Price £4995** Contact 07703 191 324 Norwich .



**FOR SALE**

1965 Fiat 500D suicide doors.

Strip down rebuild and respray in 2013. Aluminium trim. Very good condition.

This car has the standard sun roof, but the rear part of the roof unbolts and can easily convert to the transformobile. Engine 479cc runs like a sewing machine. Gearbox stripped and rebuilt at the time of the strip down. Restoration parts were deliberately taken from the period. Grey paint used was an original Fiat paint from 1965. MOT to April 2017.

**£12900 ono**     John Scott 07801268960

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**FOR SALE****LARGE QUANTITY OF ORIGINAL FIAT PARTS**

A clearance of my parents' garage has turned up a large quantity of original Fiat 500 parts from the 1960s and 1970s including what appears to be a complete Fiat minus the body shell.

I would like to sell the parts as one lot. Please contact me for further details and to discuss prices.

Simon Hollingworth 07973 179853

## 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.*

### Saturday 29<sup>nd</sup> \* October

#### Surrey Hills Autumn Drive Out

*\*Please note that this date was incorrectly entered in the previous newsletter/magazine*

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](mailto: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: Nathaniel Cross, [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk)

## NEW MEMBERS

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

|               |                      |                           |
|---------------|----------------------|---------------------------|
| Lisa Ruddock  | Kent                 | Fiat 500 Giardiniera      |
| John Hayes    | N Yorks              | Fiat 500 L                |
| Adrian Fuller | Kingston upon Thames | 1970 Fiat 500 F           |
| Andy Branson  | Kent                 | 1972 Fiat 500 Giardiniera |
| Richard King  | Essex                | 1969 Fiat 500 Giardiniera |

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