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2017



*Photo : Courtesy Carolyn Betts-Roddick  
See page 17 for full story*

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## ORGANISING TEAM

<b>Chairman</b>	John Jenkins	<a href="mailto:chairman@fiat500enthusiasts.co.uk">chairman@fiat500enthusiasts.co.uk</a> 02380 730765
<b>Treasurer</b>	Alan Cook	<a href="mailto:treasurer@fiat500enthusiasts.co.uk">treasurer@fiat500enthusiasts.co.uk</a> 07770 637950
<b>Shop Co-ordinator</b>	Janet Cook	<a href="mailto:shopliason@fiat500enthusiasts.co.uk">shopliason@fiat500enthusiasts.co.uk</a>
<b>Website</b>	Nathaniel Cross	<a href="mailto:web@fiat500enthusiasts.co.uk">web@fiat500enthusiasts.co.uk</a>
<b>Membership</b>	Sheridan Bowie	<a href="mailto:membership@fiat500enthusiasts.co.uk">membership@fiat500enthusiasts.co.uk</a> 07909 522141
<b>Events Co-ordinator</b>	Colin Smith	<a href="mailto:events@fiat500enthusiasts.co.uk">events@fiat500enthusiasts.co.uk</a> 07468 321009
<b>Editor</b>	Jenny Squillaci	<a href="mailto:magazine@fiat500enthusiasts.co.uk">magazine@fiat500enthusiasts.co.uk</a> 07749 499785 'Nee Soon' Winchester Street, Overton, Basingstoke, Hants RG25 3NB
<b>Tutto Fare</b> (Chief Cook & Bottle washer)	Vittorio Squillaci	01256 771105
<b>Committee</b>	<b><i>Eric Boswell</i></b>	<b><i>Honorary Member</i></b>
	Dianne Morrone	01403 211119
	Vincenzo Morrone	01403 211119
	Angela Bowie	07767 3747010

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## 2017 - A celebration of the Fiat 500's 60th anniversary year

### THE FIAT 500 MODELS.

I thought I would look back over the 18 years(1957 – 1975) that it was manufactured and found that in all , 9 different models were manufactured by Fiat themselves, there were of course many other derivative's, such as Abarth, but more of that later.

I saw my first Fiat 500 shortly after the model was launched in July 1957. At the time I was working for a garage in my home town of Genova Italy. Since then the little Fiat has been part of my life, first servicing them when I arrived in the UK to work at Jack Barclays, to the restoration business that I set up with Jan, my wife, towards the end of my working career.

As you can imagine I got to know the car well, so thought I would share some of that knowledge with you by explaining a little bit about each model in a series of articles over the next few magazines. I will also including a few of my personal comments on each model.

The car was designed at the 'Tecnico Ufficio' at Fiat Torino with the project number **110**. The leader of the design team was Dante Giacosa, and the first car a **Nuova 500** was introduced to the public in July 1957.

*Comment: "Up to this era most Italians used either motorcycles or buses/trams to get around, a family car was almost unheard of. By the mid-50's the country was recovering from the war, and the people had more money in their pocket to spend, Fiat realised there was a demand for a small cheap economical car, something that could be used to get to work without getting wet!"*



*Photo: Courtesy Fiat UK*

#### FIAT 500 NUOVA.

**Engine type:** 110.000. 479cc. 13B.H.P

**Period of production:** July 1957 - November 1957.

**Chassis numbers:** 000101 –028538  
(total for 1957 Inc.: Economica & Normale)

**Price:** 470.000lira

This vehicle was a small two seater saloon, on a monocoque chassis. With independent suspension all round, the car was very basic. Although the tyres

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were fitted with white spats to make it look more attractive. The doors were the same as most cars of the period "Suicide" type (rear hinged) with fixed rubber door gaskets. The front seats were basic, and just a pad at the rear for passengers. A full roll-back canvas sun-roof was the air conditioning of that period. The glass windows in the doors were fixed. The car had no heater.

**Engine:** Two cylinder in line of 479cc, air cooled, positioned at rear. Engine max' H.P ... (Wait for it)... 13hp at 4,000rpm. A maximum speed of .... 85km per hour.

Comment: *"The first Fiat 500 that I saw didn't impress me at all, the nature of the engine design is such that it vibrates a lot, and it wasn't until the next model that Fiat made it bearable. The vibration made the car look as if it was bouncing up and down on the spot"*

### **FIAT 500 ECONOMICA/NORMALE**

**Engine type: 110.000. 479cc. 15B.H.P**

**Period of production: November 1957 – March 1959.**

**Chassis numbers: 028539 – 117657 (total for the period Inc.: Sport)**



The sales of the **500 Nuova** were very poor, so Fiat introduced a revised model at the Torino Motor Show late in 1957. Both models had an engine of 15bhp which could push the car up to 90km per hour.

The **Economica** had sight changes to the bodywork, such as door glasses that wound up and down, door window alloy trims, opening door window quarter lights, fancy headlight rims. The switches for the headlight and indicators were moved to a stalk on the steering column, a glove pocket under the dash was fitted, and the rear seating area had more padding and the 'Nuova 500' badge was placed on the left hand side of the engine lid.

**Jimmy di Carlo**



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## *(Belated) HAPPY CHRISTMAS for ITALY*

It was a week before Christmas and with the weather turning decidedly wintery, time to wrap up our Fiat 500's and tuck them away in warm garages until the spring, but perhaps one more outing could be slotted in.

In Liguria the local organisers of the Fiat 500 Club Italia take it in turns to arrange a Christmas themed meeting, this year the event was held in Taggia about 60km along the coast. We were to drive to the event in convoy first assembling outside the Fiat 500 Club house in Garlenda at 8am. I was slightly puzzled by this as I knew we were expected to sign on at 10.30am. Jimmy and I have a friend who lives in a care home near Taggia and regularly visiting him we know the journey only takes about an hour, but not to disobey orders we found ourselves sitting shivering in a very cold car waiting for the others to turn up.

Eventually we were on our way, only to stop for fuel, Jimmy had filled our car up the day before so we waited for the others. A long discussion followed with lots of taking the hoses out of the pumps and then putting back in again, bonnets were then slammed down and we started off again. I shall call this **STOP 1**.

To get to the coast road a series of tunnels have been built under the mountain between us and beach. After the first main tunnel, there is a lay-by, I knew what was coming, in the past we had met up here with others coming from Albenga. We pulled into the lay-by but there was no-one waiting! **STOP 2**, we were in the wrong place.

Off we went again and found half a dozen 500's parked outside a bar. We couldn't just gather them up and drive on, no, everyone had to get out of their car to greet each other. **STOP 3**.



*"Santa on his sleigh"*

**STOP 4** was at another filling station, it seemed that at the first one the cash machine wasn't working.

By the time we reached Andora approx. 18km from home, I had begun to work out why we had had to leave so early, it was now just before 9am.

**STOP 5.** In Andora, we joined up with more 500 owners and as before everyone leapt out of their cars to be greeted with hugs and kisses. By this time Jimmy and I were just starting to get warm, wrapped up with blankets over our shoulders and our coats wrapped round our legs, I wasn't opening the door to let the cold air in. And to think we moved to Italy for the warm weather which is supposed to be good for my health!

Off again, probably another 10 km, and the convoy stopped, one of the cars had broken down. Most men love this opportunity to show their mechanical knowledge, and soon the bonnet and engine lid were open. "It must be something serious if they are working on both ends of the car" were Jimmy's comments, he didn't offer to join them, he was too snug in our car. **BREAKDOWN 1.**

We were on the Via Aurelia the SS1. It's a Roman road that runs all along the Mediterranean coast from Rome to the French border near Nice. The SS1 was originally a foot path, at some places it still isn't much wider now as it clings onto the edge of the cliffs winding and climbing, before plunging down to sea level in places. Not a place to breakdown especially on the wrong side of a blind bend! Sure enough the same car chose this spot to pack up again. Not wanting someone to drive into the back of us, we passed the cars parked up (there were already too many willing helpers) and carried on. **BREAKDOWN 2.**

Soon we reached Imperia. Here we met up with the rest of the convoy who had stopped waiting for us to join them. They couldn't have found a more inconvenient place, as it was a very narrow one way street, and we were partially blocking the whole road. After a little while we saw the broken down car approaching in our mirrors, we expected him to carry on, but no, he parked the car in the middle of the road, switched the engine off and got out.... Was this to be **Breakdown 3?** We didn't wait to see.

The day before I had researched the event location on the web site, so had a pretty good idea of where to go. Driving into Taggia we came up behind a white Fiat 500 Jolly,

"Perhaps he knows where we are going, I'll follow him" said Jimmy. The Jolly pulled into the side of the road, and we stopped beside it to ask directions. "Just there" the driver replied, pointing to a man standing a few yards away frantically waving for us to turn into a very narrow street leading into the old town.

We had finally arrived and the time was just before 10am! The others didn't arrive until almost half past. I didn't like to ask how many more stops or breakdowns they had had.





*Mr & Mrs Santa Claus, their elves and Jimmy*

Next, the all-important part of 'signing on' to the event and collecting our 'goodies' bag. As usual it contained a panettone. In Italy panettone is given when visiting friends over Christmas, by the time the holidays are over I always



*Now we know what Santa Claus gets up to before Christmas Eve!*

seem to amass enough to open my own shop. Whilst we quite like the cake, I wouldn't like it every day, so usually I end up using it as a substituent for bread in bread and butter pudding (anyone wanting the recipe, just ask!)

I was glad when it got to lunch time, after all you can only spend so much time standing around in the cold admiring the tinsel draped over Fiat 500's in an attempt to make them look Christmassy, I think others felt to same, as when the

order was given to get in our cars to drive to the restaurant, the scene resembled a classic 'Le Mans' start but noisier.

In the few kilometres that it took to drive to the meal, one car broke down, guess which one!! Was this **Breakdown 4**, by this time I had lost count?

At the restaurant, we were parked up on the local baseball pitch, as we stopped, one of the organiser's shoved a piece of cardboard under our car.

"What is that for" Jimmy asked.

"We have been told to do this, so as to leave no oil stains on the ground" was the reply

"My car doesn't leak oil.... only water" said Jimmy indignantly, leaving the organiser looking some-what confused.

Inside, the usual confusion reigned, for the life of me I can't understand why Italians can't do simple maths, it's not rocket science to add up how many meal tickets you have sold, and then notify the restaurant, but no, there are never enough place set up. This means that a lot of shouting, moving of furniture as more tables and chairs are passed around, and one can't go to the loo in case, on returning, you find someone else sitting in your place. The phrase 'couldn't organise a p\*\*\* up in a brewery' comes to mind. By this time I needed a large glass of red wine to calm my shattered nerves.

A few days prior to the event a friend had rung Jimmy to ask, as we would be in the area could Jimmy look at his car, it was making strange noises. Thinking that the meal would be over by 3pm, Jimmy arranged that time to meet up. We were only just half way through the pasta course when Roberto arrived, only too happy to get away from the noise and confusion we made our excuses and left. Whilst Jimmy went for a test drive, Lydia and I took a walk along the beach, peace and quiet ... bliss.

Quickly a knocking of the transmission was diagnosed, and arrangements were made to rectify the problem in the New Year.

We decided not to re-join the others in the restaurant but head for home. We chose to go back on the motorway. The sun was setting and it was getting decidedly chilly, as we turned into the road leading up to our village, Jimmy said "it's going to be a very cold night, look the council have already gritted the road".

Dropping me off at home Jimmy went to put the car away in its garage, getting indoors, I put the heating up a couple of notches, and looking at the clock I realised that door to door it had taken us 55 minutes ... Without a single **STOP** or **BREAKDOWN**.

HAPPY NEW YEAR TO EVERYONE. **Jan & James Di Carlo**



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## THE REVIVAL



*A 'spare' engine carried around by one of the Ferrari owners*

To most petrol-heads, mention the words 'Goodwood Revival' and visions of classic cars, proper motor-racing and style comes immediately to mind---and this year that is exactly what one got---again! Despite a very soggy Saturday (and the word 'soggy' is an understatement), the racing this year was again of the highest standards. In the words of an Australian friend of mine, "we are so lucky to have this amazing event on our doorstep".

Friday this year was, as usual, the day to 'wander' (and 'wonder'!)---to look over the display of classic aircraft, (the bulk of which are flown in), window-shop in the vast shopping village (over 100 shops and stands) and to ogle at the amazing collection of cars gathered in the paddock. I mean to say, where else in the world would you get 9 (yes, that is correct, nine) Maserati 250Fs all in a row? Or, look over an engine built up by amalgamating 6, 250cc Aerial motor-bike engines (with a common crank-case to make a 1500cc V12 engine), or, look over the only 2 Scarab 2-1/2 litre formula 1 cars ever built?---and all in the same paddock area! Of course, the real, fully qualified anoraks could have just watched the cars go round and round as they practised and qualified!

The Saturday dawned wet, and stayed wet (and at times VERY wet), but did not detract from the racing. The 'big bangers' (Can-Am sports cars) gave a superb display of (almost) controlled power- 500bhp, big wide tyres and a soaking wet





track doesn't always make for a marriage made in heaven!, but it does make for great racing! To watch the flock of squabbling A35/A30s in the first of the 2 'St Mary's Trophy' races was entertainment of the highest order. Due the fact that they are all built to a strict 'one design' specification, it makes for some VERY close racing---almost too close at times.

Sunday's weather was a complete turn-round---comfortably warm, and sunny. The 1<sup>st</sup> race of the day was the 'Chichester Cup' for front-engined Formula Junior cars of the 1958 to 1962 period. A small percentage of the grid was comprised of Stanguellini cars with Fiat based engines in them. These cars usually have a distinct disadvantage vis-a-vie engine power when they race against the Ford based engines used in the British cars. Having said that, it was the Stanguellini

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complete with Fiat based engine, of Joe Colasacco that came a very close 2<sup>nd</sup> in the race and ended up with the fastest lap—he just drove the socks off the car! The 2<sup>nd</sup> ‘St Mary’s Trophy’, still in the A30/A35s but this time with the owners driving them proved to be almost as close as the ‘professional’ drivers—a real tribute to the ‘amateurs’. For the fans of classic bike racing, the 2-part ‘Barry Sheene trophy’ was truly amazing. The 1<sup>st</sup> part on the Saturday was in constant rain, but the standard of racing was unbelievably high, the bikes are going appreciably faster these days than they had when new. Who would have thought t at a 1933 Rudge (albeit with a lot of modern replacement parts in the engine) would have finished 2<sup>nd</sup>. Although its lack of grunt was more of a handicap on the dry Sunday (2<sup>nd</sup> part) race, it did not disgrace itself by any means.

Although I haven’t mentioned every race, I assure you they were all well worth watching, from the ‘Glover Trophy’ with, among others, the 1966 1-1/2 litre Lotus 25 ( and that little Coventry-Climax V8 sounds amazing at full chat) back to the 1937 BMW 328s in the ‘Lavant Cup’, all maintained to an extremely high standard by people who realise that the only way to properly preserve these cars is to maintain them properly and then race them—hard! The vast variety of cars, included ‘Dino 246s’, Lancias (including a replica Lancia D30), Ferraris of all varieties, Lotus (Loti when you have 5 Type 49s, complete with DFV Cosworth V8s?), Maserati, E-type Jaguars, Cobras (and the battle between the E-Types and Cobras in the TT was epic), Cooper, BRM etc., etc., the list just goes on.

Am I a fan of ‘The Revival’? Most definitely, YES. It produces some of the best classic car RACING in the world. However, my fear is that as the cars continue to get quicker and the drivers continue to determinedly push them to their limit, eventually an accident will occur that will maim (or, heaven forbid, kill) spectators. If this was to happen it would shut ‘The Revival’ down stone dead, and probably impact on other classic car gatherings .So therefore my advice is, if ‘The Goodwood Revival’ is on your ‘bucket-list’, go sooner rather than later, you won’t regret it. For those club members who want to watch the racing, it is all available on ‘U-Tube’, in its entirety—go and enjoy!

## AN OLD 600D RESURFACES

Hi, after years of being at the back of my old weird garage, I have finally cleared mum and dad's old items and my 600d is in the daylight at last.

I had another clear the other day and realised I could use Dollie's to move him round with ease. A morning perusing web sites found SGS services who did two sets for around £65. I sent for them in the afternoon and late next morning they arrived. Spent several hours fitting all the cast metal wheels and finally found I could spin him round in the space and push him back to his corner. This poor car has been owned by me for some twenty-humph years and the first thing I did was the engine which was in tiny bits in the car and one large cardboard box. My previous 600d 's had had either a centrifugal oil filter or a normal one. This had both. He went back together ok and worked.

Leaving a car for this period is like forgetting services. I noticed some antifreeze under the radiator and then found the bypass hose was cracked at both ends in spite of not being used. It was newish when fitted but who knows how old? I also found a slight dribble of the blue stuff at the open end of the engine. Has anyone experience of using these additives to the water which seal cylinder heads?

At present I have smeared some filler above his rear wheel arches where the welder did his work. I am also remaking the panel which goes under the front of a 600 to cover the spring and pedals and brake pipes. This will improve my metal working skills so I can repair the underside of the doors. This is the worst area for rust now.

**Martin Bates**



## THE MOLLSTER

### A prize winner

A Springtime shot of my Fiat 500F, The Mollster, parked beside a field of flowering Oilseed Rape near Norwich has won first place in an international photography competition. [*See front page*]



In November 2016 I entered the photo of my beloved 1970 rosso model for the theme of 'My most beautiful Fiat 500 photo'. The competition was run by Axel Gerstl, a German online shop/website which stocks parts for vintage Fiat 500 and 126 models, and had a top prize of a 200€ gift voucher to spend on the site. The winning photo was one of the first photos I had really taken of her and so many people commented on how lovely it was so I decided to enter it. There were around 40 entrants and I thought the competition was very stiff with some excellent photos being submitted. The judging was carried out by the number of singular public votes each entrant received. I was only hoping to get in the Top 10 so was totally shocked and surprised to hear I'd had come first and was also the only UK entrant in the Top 10. Two local newspapers even shared The Mollster's success! The competition results can be found by visiting <https://webshop.fiat500126.com/?content=sites&id=237&>.

My love for the vintage Fiat 500 started after a trip to Rome several years ago. I was already in love with the modern 500 but after seeing some originals in all states of repair, that was it my heart was captured. Subsequent trips over the years to Naples, Amalfi, Venice and Florence (I guess you can sense a love of Italy growing here!) found me seeking them out just so that I could have my photo taken beside them – I think people must've thought I was mad! At the time I never dreamed I would own one, until last year when I thought 'why not?!' and I started to seriously look around for one.

After viewing a few in the UK I decided to plump for one that was actually for sale in Italy and within a few months she was imported to the UK in October 2015. It was then a bit of a manic couple of months with getting her registered here and sorting everything out. She had a little work carried out on her engine during the Winter and was then unveiled in all her splendour in the Spring of 2016. Nicknamed The Mollster after my 18-year-old cat Molly, who sadly passed away the week before she arrived in the UK.

Since then me and my husband Steve have enjoyed many a ride out in her around the Norfolk countryside and she certainly attracts attention wherever she goes. She is such a fun car to drive and so cute, I love her to bits. It's a real dream come true for me and she has been worth all the effort. I haven't ventured on any longer road trips as yet, but if the right one comes up we'll be right there! In the meantime we will continue to enjoy exploring the Norfolk countryside and capturing the odd photo or two! Keep an eye out on my Facebook page!

In keeping with our Italian dream, Steve has now purchased a 1973 Vespa Sprint, so that'll be the start of another story!

**Carolyn Betts-Roddick**

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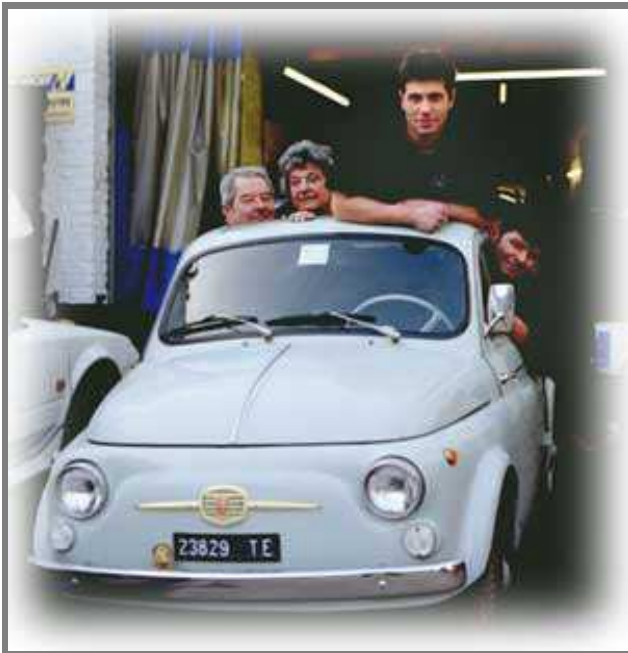
*A photo taken in Italy last year by James Abbot who thought the restoration might take a while, assuming the bullet missed the owner !*



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## 'OFF THE BACK OF A LORRY'!



I'd always fancied a 500 just for the fun of it and as an antidote to regular ( long bonnet/ big engined/ expensive) classic ownership. I thought I'd buy one have a bit of fun with it then sell it on, hopefully for maybe a little more.

I got chatting to my local Cafe owner who happened to be Sicilian who in time and true Italian style heard about a car that was owned by the friend of a friend of a cousin etc on the other

side of the island who might know of someone who's selling one

Eventually a single picture was shown to me in an almost covert and clandestine manner on a phone so old it could have been a classic itself and as a result he wasn't able to forward on the picture . International negotiations began and after about a week I had agreed to buy a 1969 Fiat 500, paid in full, paid for delivery in full ,all on the evidence of one grainy picture on an old phone and some ' it'll all be fine assurances'

I was told it would take about three weeks for the car to arrive. Weeks four and five were tense but week six I was on my early on way early on a Sunday morning as instructed to a large yard scruffy yard at the back of a ramshackle bungalow in Hoddesdon north of London.

On the back of a large Lorry, which apparently made The Sicily run all the time, amongst other things including Olive oil in various containers, pallets or pomegranates , display fridges, pizza ovens in various states of disrepair ,lots of ceramic tiles and a Vespa scooter, was my 500.

Once disgorged of accompanying cargo I could see that it had been a chance worth taking. The Italian that owned the yard offered to buy it off me there and then for what would have been a nice profit, but I wasn't selling.

Paperwork handed over it was on a trailer and on the way home . We stopped on the way back in a high street for breakfast and at this point I had a look at the paperwork more closely.

I had in fact bought a 1971 car , or more precisely a car first registered on the first of July 1971 my wife's birthday !

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## COLIN'S CAR

*Members may remember the first time Colin's car came onto the scene, in the 2014 April issue No31 where I rather unkindly christened it a 'Kit car', many of the components having arrived in boxes. Since then Colin has kept us informed as to his progress—the last being in the August 2016 issue. It now seems that Colin is reaching the end of a very long road and his car is really beginning to take shape.*



I have started to fit all the shiny bits and am really pleased as to how they look. I have refurbished as much as possible.

When it came to the interior I decided to do it differently, mainly because most items needed replacing or refurbishing and I didn't really like how dark the car was inside with everything black. I decided to paint it cream, and so far I'm really happy with the outcome.

The Speedo was quite fiddly to dismantle so it could be painted correctly, and the broken steering wheel took quite a few evenings grinding out the cracks and filling with epoxy resin—now its been painted I'm really pleased.

**Colin Hitchcock**



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### **WANTED AND FOR SALE**

Does anyone know of door repair corners / cheap front hinged doors or skins not at silly prices?

I have some spare items. I had a delightful Lancia Y10 for years and have the rear side windows with fitted motors, 1 of the panels which went above the window below the roof and 2 headlamps. 1 new 1 good used. Also the cars front grille with badge. I tried to sell these on eBay but came unstuck with the cost of postage so these must be pick ups. . I live near Tunbridge Wells but could meet on the M25 services.

**Call Martin to discuss. 07749060850**

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### **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**





## FOR SALE



500 D mechanically in excellent condition having had new brakes fitted all round, a new exhaust, new kingpin, wishbone



repaired and engine rebuilt. The bodywork and interior are absolutely flawless having had a thorough restoration. Comes with the original Voxson Vanguard



Comes with the original Fiat 500D jack, tools etc. MOT, runs really well.

Serious enquiries please, no photo collectors/timewasters

**£3950 o.v.n.o 07721 553 280**





**FOR SALE**  
**Red FIAT 500**  
**Abarth Convertible**



Sad to say I'm selling my 2014 Abarth. It was a gift to me when I retired. It has only covered 9500 miles from new and we simply aren't using it enough. It has always been garaged and never used in the rain. This car comes with every conceivable extra fitted as standard plus upgraded options of stereo, xenon headlights and clover leaf pattern alloy wheels.

The car is in excellent condition and unmarked and still smells "new" inside. Best of all it produces 135 horse power.

The car has been recently serviced at an Abarth dealership is ready to go, and is in Bagshot, Surrey. **£12,000**

Please contact Kate **01276 470970** **07787 806423**

## EVENTS 2017

*"If you are thinking of attending any of the shows or events, **please** register your interest with the Club contact/organiser. Dates and details of events may change - please contact the event organiser for latest information."*

### Easter Monday 17 April 2017

#### **Horsham Piazza Italia.**

Horsham Town Centre, Horsham, Sussex RH12 1HN

Italian classic cars are displayed in the streets of the town centre and draw a large crowd whilst there's a wide variety of Italian foods to try in the market.

*Places are limited so please register your interest as soon as possible.*

Contact: Jenny Squillaci, [magazine@fiat500enthusiasts.co.uk](mailto:magazine@fiat500enthusiasts.co.uk) 07749 499785

### Saturday 22 April

#### **Bristol Auto Italia Moto Festival**

The Festival will be centred on Bristol's Corn Street. As always, all marques of Italian vehicles will be most welcome. This year will be featuring the 70th anniversary of Ferrari and 70 years of Lambretta. Owners of interesting examples of these marques will be welcome to take part in the featured section of the festival.

Contact: John Jenkins, [chairman@fiat500enthusiasts.co.uk](mailto:chairman@fiat500enthusiasts.co.uk) 02380 730765

### Saturday 29 April

#### **Auto Italia Car Day at Brooklands**

Auto Italia's Spring gathering celebrating all things Italian.

Contact: Nathaniel Cross, [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk) 07802 410896

### Thursday 11 May

#### **Curborough Introduction to Sprinting Track Day**

**Curborough Sprint Course, Lichfield.**

Colin will be taking his 180bhp Fiat 500 so there will be some Fiat interest and fun for spectators. The car has a reputation as being something of a Crowd-pleaser!

Nathaniel will be taking his Caterham and the event is open to anyone who has a car suitable for a short & twisty sprint track.

Contact: Colin Smith, [events@fiat500enthusiasts.co.uk](mailto:events@fiat500enthusiasts.co.uk), 07468 321009

### Saturday 3 June 2017

#### **South Cotswolds Spring Driveout and BBQ**

Start location in the S. Cotswold area at noon with a 50 mile Costwold's scenic drive north to

finish at Colin's House in the S. Warwickshire area for prize giving and private BBQ from approx. 2 pm. Plenty of room for cars, trailers, etc. We would love you to join us for this fun and social driving event. Local accommodation available.(Contact Colin for details).

Contact: Colin Smith, [events@fiat500enthusiasts.co.uk](mailto:events@fiat500enthusiasts.co.uk), 07468 321009

### **Sat/Sun 17/18 June**

#### **Bath Festival 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](mailto:chairman@fiat500enthusiasts.co.uk) 07773 132645

### **Fri/Sat/Sun 28-30 July**

#### **Silverstone Classic**

The Silverstone Classic is a large and prestigious event which is celebrating the 60<sup>th</sup> anniversary of the Fiat 500 start of production in 1957. We have been asked to drive our cars around for parade laps. Discounted tickets are available through the club but please note the final cut off period for these is 31/5/17, thereafter full price. Contact Colin for details and your ticket discount code.

Contact Colin Smith [events@fiat500enthusiasts.co.uk](mailto:events@fiat500enthusiasts.co.uk), 07468 321009

### **Sun 30 July**

#### **Audlum Cheshire Festival of Transport**

A delightful showcase of classic motor vehicles and accessories from the 50s, 60s, 70s and 80s with some owners in fashions from the period. Why not come in fancy dress from your favourite era?

Contact: John Jenkins, [chairman@fiat500enthusiasts.co.uk](mailto:chairman@fiat500enthusiasts.co.uk) 02380 730765

### **Sun 13 August**

#### **Festival Italia Brands Hatch**

The best of Italian-themed motorsport will be returning to Brands Hatch in 2017 for the second edition of Festival Italia this August. See fantastic grids, bulging with well known Italian Marques, we all know and love.

Contact: Sheridan Bowie, [membership@fiat500enthusiasts.co.uk](mailto:membership@fiat500enthusiasts.co.uk) 07909 522141

### **Fri/Sat/Sun 8-10 September (Fiat 500 60th Anniversary)**

#### **Goodwood Revival**

We're delighted to announce that we have been invited to take part in this prestigious event to mark the 60th anniversary of the Fiat 500. Further details will be announced as soon as possible.

Contact: John Jenkins, [chairman@fiat500enthusiasts.co.uk](mailto:chairman@fiat500enthusiasts.co.uk) 02380 730765

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**Sat 23 September**  
**Surrey Hills Autumn Driveout**

After the success of last year's event we've decided to change things a bit. So it's now neither really autumnal and, quite likely, not going to be in the Surrey Hills. But it will still be fun.

Contact: Nathaniel Cross, [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk) 07802 410896

**November**  
**Date TBC**

**NEC Classic Car and Motorcycle Show**

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

Contact: Nathaniel Cross, [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk) 07802 410896

**December**  
**Date TBC**

We'll be making an announcement about this event closer to the time, which will be in mid December.

Contact: John Jenkins, [chairman@fiat500enthusiasts.co.uk](mailto:chairman@fiat500enthusiasts.co.uk) 07773 132645

**NEW MEMBERS**

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

Sarah-Jane Cunnington	Tamworth	1971 Fiat 500L
Giuseppe D'Onofrid	London	1970 Fiat 500L
Ted Sherratt	Lancashire	1971 Fiat 500L

**COPY FOR APRIL MAGAZINE SHOULD  
 BE WITH THE EDITOR NO LATER THAN  
 MONDAY 20TH MARCH 2017  
 email [magazine@fiat500enthusiasts.co.uk](mailto:magazine@fiat500enthusiasts.co.uk)**

**TEL: 07749 499785**



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