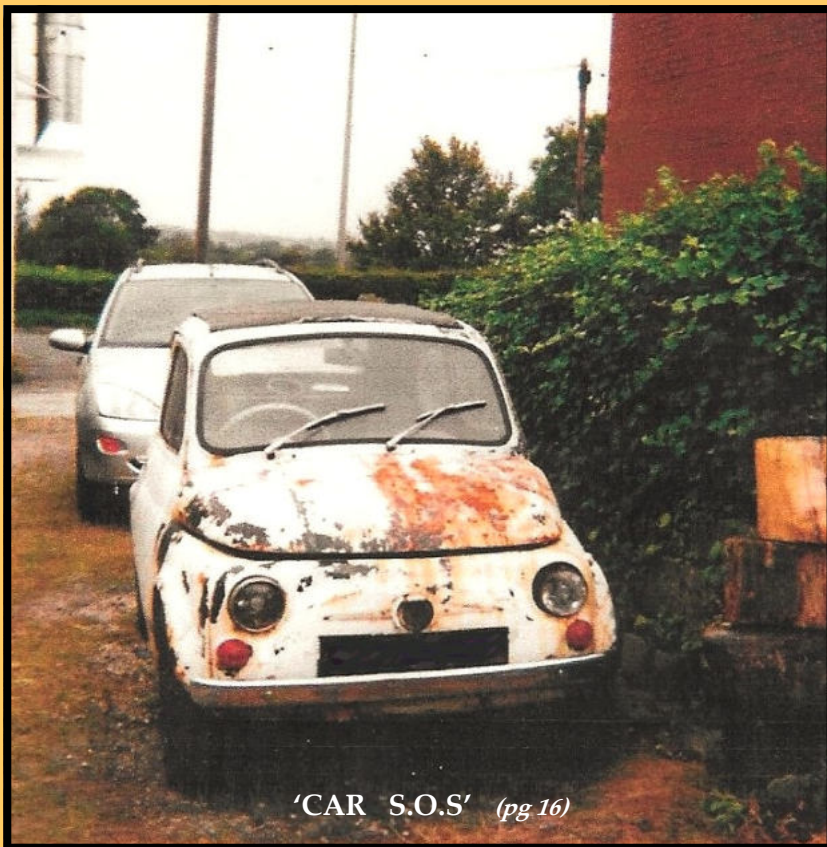


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APRIL
2017



'CAR S.O.S' (pg 16)

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THE FIAT 500 MODELS. PART 2

FIAT 500 NUOVA SPORT.

Chiusa/Trasformabile/TettoApribile

Engine type: 110.004. 499.5cc. 21.5B.H.P

With solid roof - Period of production: July 1958–October 1959.

With Sun roof -Period of production: October 1959 – October 1960

Similar to the previous models with just a few refinements the 'Nuova 500 Sport' was introduced in a two tone colour scheme, a base colour with a matching stripe at the waist line. Most of the cars were recognisable by being of white as the base colour and a red stripe. Originally made with a solid roof, towards the end of production, half opening roofs were introduced.

Engine: Two cylinder in line, air cooled, positioned at rear as the earlier models, but bored out to 499.5cc of 21.5 BHP with a maximum speed of over 105km per hour (65MPH)



Comment: *"The Fiat 500 Sport is now a very rare car, I have only seen a very few in the last 10 years"*

"I always understood that the 500 Sport was made by Fiat in order to get into motor sport, it was supposed to encourage young drivers to compete. It was not well received as it was too expensive and not fast enough to make it worth the money"

"About this time a lot of the small tuning companies – such as Abarth, Gianinni etc. - started to work on the 500, companies that are still household names today"

FIAT NUOVA 500

Trasformabile / Tetto Aprobile

Engine type: 110.000. 479cc. 16.5B.H.P

Period of production: March 1959 - November 1960.

The total number of 500's built between 1957 & 1960 was – 181037

<u>Year</u>	<u>Chassis No:</u>
1957	000101 – 028538
1958	028529 – 051383
1959	051384 – 117657
1960	117658 – 181137

Price: 490.000lira



In the spring of 1959 this version was launched at the Geneva Motor Show, several modifications were introduced with this model, the roof, half in metal with a rear glass, better rear seating, engine of 16.5B.H.P and top speeds of exhilarating 95km (58MPH)

The small round speedo head, for the first time showed a speed of 110Km and all the lighting system was changed to comply with the new Highway Code.

James Di Carlo

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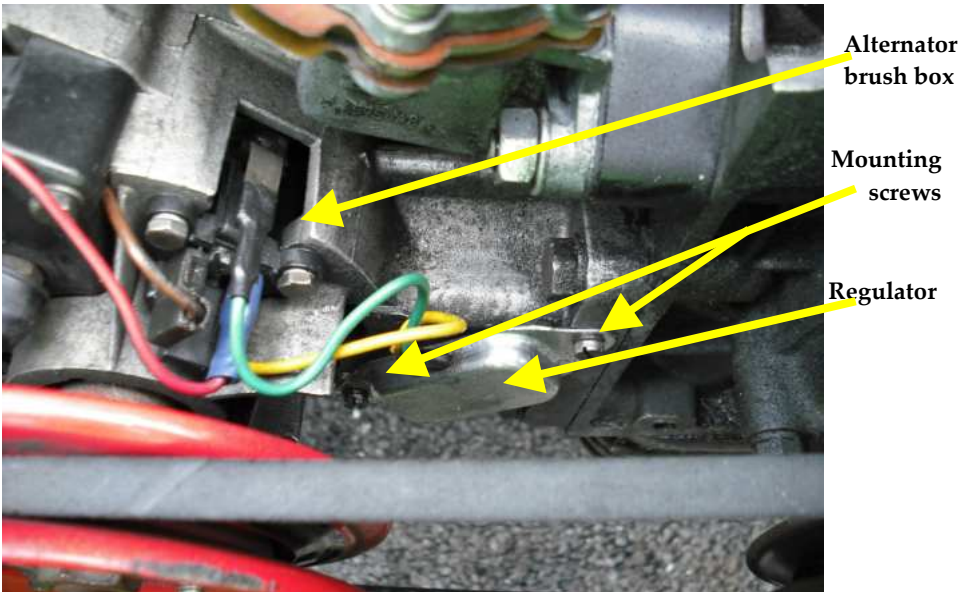
Please note that the Fiat 500 Enthusiasts Club advise caution if following any advice given on these pages as the club can accept no responsibility.

Our longer standing members may remember the article below which was printed in the Nov 2013 issue of the magazine. Hopefully it will be of interest to those who have more recently joined the club

THE CASE OF THE ERRATIC IDLE

I've got a 650cc engine in my Fiat 500L, together with a Dellorto carburettor. I've noticed that the idle speed sometimes seems to be a bit fast, and then next time it's back to normal. It's not a big deal, but I have checked the jets for dirt, fitted a new fuel filter, and even contemplated getting the throttle spindle re-bushed, as there is a bit of wear in it.

Anyway, I've also noticed that the ignition warning light usually only goes dim after engine start up, and takes a few hundred yards before it properly goes out. I've got an alternator on my car, and the battery is always up to



charge, so I guessed it couldn't be anything too serious. I checked the brushes, and they seemed fine.

I was doing a service recently, and had the rear cross-member off to give better access to cleaning out the centrifugal oil filter. With this improved

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access, I had another check on the alternator wiring. I then noticed that the regulator seemed slightly loose, even though the screws were tight. A check showed that the screws were slightly too long, and bottomed out before tightening up the mounting of the regulator. I shortened the screws a few millimetres, and the regulator was then secure.

Presumably the regulator relies on an earth connection through the metal case, and previously it was rattling around, giving an intermittent connection.

Not only has this now made the alternator charging correct, with the light going out straight away after starting the engine, but the engine idle is also now consistent, as the alternator loading on the engine has become consistent. Two for the price of one – can't be bad!

Tony Spillane

BRAKE FLUID

Of all the maintenance tasks that we consider, the brakes are possibly the most important, and yet until they give a problem it's so easy to say they're working fine so why bother? Well here's why!

Most modern cars have a 'dual circuit' system, which means in effect that there are two separated circuits to take the force from the brake pedal and apply it to the brakes at the wheels. Should one of these systems leak or fail then you would have at least half of the brakes working, enough to save you we hope.

The 500 has an efficient but simple system and is called a 'single circuit'. This means we rely on one set of brake pipes only (called brake lines) and a leak or failure would mean NO BRAKES, except the hand brake which is cable operated and not too efficient.

Now I wouldn't want to start a panic as to be honest I have not heard of any one lately going straight on at roundabouts, but the potential is there! The point being that the brakes we have are vital and if you are not maintaining them yourself, be sure that someone else is, and doing it correctly.

A common point of neglect even with modern cars is to not replace the brake fluid at the set interval, usually every 2 or 3 years! Brake fluid is termed as 'hydropscopic' that is to say it will absorb water from the atmosphere and whilst water is (sort of) similar to brake fluid and cannot be compressed, it will do a

similar job as brake fluid and transmit the brake pressure UNTIL.... it gets hot enough to boil and turn to steam in the brake line! and then your brake pedal goes to the floor!!

As we have drum brakes and not discs which get much hotter we normally go merrily on our way with out being aware of the potential risk, but think on this when descending the alpine passes in the future. Better safe than (very) sorry !

JJ

FIAT 500 CAR THEFT

A sharp eyed member thought we may be interested in a December 2016 BBC news report of 3 people being arrested for running an illicit car spares scam.

He remarks that for him the article *'started off being of concern...then a possible source of parts...then laughter as it appears new Fiat's need a constant source of spares.'*

Late last year, three people were arrested in Italy on suspicion of stealing more than 100 Fiat 500 cars from a car-sharing company in Rome.

The company became suspicious when 100 of its red Fiat 500s were stolen in six months. Thieves had apparently taken the train to Rome - set up accounts at the car share company using stolen Ids and credit cards—hired the cars - removed the GPS trackers and driven them to Naples where they were broken up and sold for spares.

The police were informed and to thwart the thieves a second GPS tracker was used. However, these too were discovered and it was not until the police raided the house of suspects and discovered ID cards, Sim cards, and credit cards not belonging to them, that 'the game was up'.

They were able to ascertain that these details had been used to set up the fake accounts and police were able to detain the three suspects on suspicion of theft and unauthorised use of credit cards.

The company in question are thought to have lost around 1.5m euros (£1.25m)

A Walk in the Park? The story of a 1964 Giardiniera



I bought this Giardiniera in October 2012, it had been widely advertised on the internet and it was also on eBay and it was there that I made a bid and was successful.

I arranged to go and inspect my purchase and met with the owner, who I shall call "Harry Lime" (1949 film - Third Man), not his real name, but used to save him embarrassment, and the car *appeared* to be a reasonable reflection of what was on offer...

Quoting from the sale description "*...she requires cosmetic restoration both internally and externally but it would not take a lot to get her back on the road.*"

The description goes on to say "*The floor pan has several sections of rust. The centre of the floorpan is fairly solid and the sills are in great condition but there are areas of rust around the wheel arches (common 500 area). However, the engine can be removed in under an hour so access is excellent and it just requires a few plates to be welded into place to pass an MoT. As it was restored 15 years ago the floorpan is good for a car of this age but will require welding in several places to pass an MoT. The good news is that the sills are sound and the majority of the floorpan are extremely solid and I am sure someone with experience in welding would find this a walk in the park.*"

Harry mentions in the advert that the car had been restored circa late 1990's (I wonder if anyone remembers doing this work, although I doubt they would wish to admit to this...) and it seems as part of that work the car was modified with the removal of the sunroof and its replacement with an aluminium panel,

seemingly to prevent rainwater ingress from a leaky sunroof...

The car would seem to have last been on the road in 2002/2003 and Harry believed that the car was then stored from this time until his acquisition a few months earlier in 2012.

I arranged for the car to be collected from Berkshire to its new home in East Sussex, a trip of about 80 miles and after its arrival I examined the rust areas that were described as a 'walk in the park' and having a good poke about with a screwdriver, showed that the rust was much, much more extensive than described.

The 'restoration' work that had been undertaken was in fact a beautifully executed bodgery in plastic body filler, curves and lines had been perfectly



undertaken, but the rear wings were thoroughly rusted, and with little structural integrity.

The replacement of the sunroof with an aluminium panel to prevent rainwater ingress was a total failure, the aluminium had been pop-riveted to the roof panel and then filled with plastic body filler, again, beautifully undertaken. Water had been leaking in around the rivet holes and the floor pan (*fairly solid* - when viewed from underneath), but when carpets were removed metalwork was found to be totally rotted from the

inside and holed easily.

So much for trying to prevent rainwater ingress, had the sunroof cover just been



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replaced things might have been very different and given the amount of effort required to fit the aluminium panel, works had been completely misdirected. Remember those sills that were 'sound', well, these were botched job, starting to get the picture? so much for a 'walk in the park', thanks Harry Lime!

Now that the car's true condition had been revealed, I had to make a decision on what to do with the car, and as I saw it, there were several options, sell it on as it was, but giving a much more truthful description of its condition, undertake basic work to get it to MoT standard and useable, or to repair the car properly. I went with the third option to repair the car properly.

First off was to make enquiries over which firm should be entrusted to undertake the metalwork repairs. I contacted various 500 specialists, the ones nearest to me, Jan & Jimmy Di Carlo, replied that they had just retired and had moved out to Italy, but if they could be of any assistance, to contact them, hold that thought!

Body panels forward of the 'B' post for a Giardiniera are readily available as are the sills and floor pans, but the rear wings and conveyors were a different story. I searched the internet and drew a complete blank, nothing whatsoever.

I then decided to conduct the search using the Italian for the rear wings, suddenly, stuff started to appear! An Italian web-site subito.it, a sort of Friday-ad/gumtree outfit had loads of stuff, a whole new world opened up!

I sifted through the adverts and of interest was the back end of a Giardiniera that appeared to be fairly rust-free and would yield the body panels I needed!

However, I don't speak Italian and the seller, Luigi, didn't speak English, oh heck, using Google translate, I made enquiries and got into a dialogue (of sorts) with Luigi and holding onto the thought, I made contact with Jan Di Carlo, who, it transpired lived about 50 miles away from Luigi and they would be travelling to nearby shortly and could pop in to see him!

I had already agreed a price with Luigi and if Jan felt that the back end was as described (bearing in mind my experience with Harry Lime) then they would pay Luigi the money - me having already sent the money direct to Jan's bank account.

Jan & Jimmy made the inspection and phoned me whilst looking at the body shell remains and it was agreed that I should buy this and they duly paid Luigi.

I then arranged for the back end of the body shell to be couriered over to England, not that difficult, cue AnyVan.com! I got a good price from an Italian firm that had an office in London, they arranged collection with Luigi, transported it to London and then from London, down to Brighton, the final leg of the journey was not without a drama, their van had a mechanical failure, got repaired and promptly failed again, but the back end of the body shell duly arrived.



Thankfully, the back end of the body shell was exactly as I had expected and was in a good, rust-free condition.

Gary Edwards

*To be continued in the
June issue of the
magazine.*

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CAR S.O.S



The Fiat 500 episode of Car SOS is on National Geographic Channel on Thursday 20th April at 8pm, repeated on Sunday 23rd April at 7pm.

Now in its 5th series, Car SOS teams Tim Shaw; self-confessed petrol-head and ex-Fifth Gear presenter, with Fuzz Townshend; former drummer and musician with *The Wonder Stuff*, *The Beat* and *Pop Will Eat Itself* and writer for *Practical Classics* and *Classic Car Weekly*.



Fiat 500 as bought by its previous owner.

Each week Fuzz, whose television appearances have also included *Top of the Pops!* with Tim and their specialist restoration team, take on a classic car project unbeknownst to its owner, who has been nominated by a friend or relative. Along the way, various people and companies help Tim source parts and information and, once complete, the restored classic is presented back to the owner as a surprise.

Not wanting to spoil the programme by giving too much away, the owner of the 1967 Fiat 500 F, Duncan, was nominated by son Andrew and step-son Oliver.

Having owned several different types of Fiats over the years, Duncan had bought the Fiat 500 with the hope of restoring it. After years of being stored in a less than ideal and damp conditions, rust had eaten away much of the 50 year old car. The only realistic way to get it back together was to completely re-shell it - and that is just what Tim and Fuzz did.



During the restoration, they travel to the home of Fiat and, after driving an early Fiat 500 around the cobbled streets of Turin, take 500s, including an Abarth, onto the roof of the famous Lingotto building where Fiats used to be built and test driven.

Back in England, the restoration needed parts and advice, and amongst those willing to help was long-time supporter of our Club, Franco Roselli. Filming

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took place in his shop, which he says was good fun – “the camera and sound guys were a laugh and Tim Shaw was very interesting and a pleasure to be around”.



Filming underway

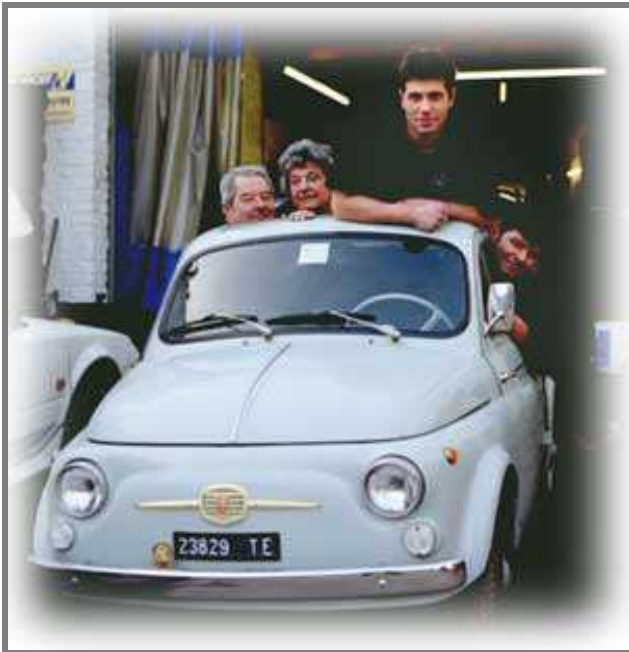
After weeks of restoration work, the Fiat 500 was complete, just leaving it down to Tim to set up the surprise presentation. This was the first Duncan knew about it and says it was “the surprise of my life!”

Duncan explains more about how he came to own a 500 and the events leading up to the Car SOS restoration. In 1974, he and wife Gillian needed a replacement to their Austin Healey Sprite that would have the space to take carry cots and all

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the things necessary for their newly born first son Andrew - and a charismatic bright yellow Fiat 850 special was it. After some years of use, rust caused it to be replaced by another 850. Fiats soon became the car of choice for Gillian, including her first new car - a 126 De-Ville Brown, followed by several of the Uno, a Tipo, and a couple of Bravos – many taking her special number plate.

Following Gillian's untimely death in 2004, Duncan spent several years trying to discover what had gone wrong during her illness and that took its toll on his own health. His son Andrew became more and more concerned, trying to persuade him to channel his energies more into himself and to 'get in the garage with a project'.

After an 18 month search for a car, a colleague of Andrew's had a Fiat 500 which was in a bit of a state and had been obtained with the intention of restoring it. The car had been discovered some years before, parked for some considerable time outside a local railway station. At that point, the car had been stripped down and stored in a damp garage.

On viewing, the body shell was sat on a wheeled trolley made out of old post office equipment and looked a very sorry sight. It had originally been dark blue but was now painted in household whitewash, with newspapers stuck over the body work like Paper-Mache. There was little floor, not much of the sills were left - in fact much below waist level had been eaten away.



At the start of the project

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The engine and running gear had all been removed and stored in the owner's cellar, which was mostly there, but had all been eaten away to some extent.

When it came to the subject of a purchase price, the owner surprised Duncan by saying that he knew of the reasons for wanting a car, so it could go for exactly the same price as he had paid many years before.

On getting the 500 to its new home, the true extent of the work required became apparent. Over the next few months many lists were made of what the car would need in the way of body panels. This was going to be a major restoration and if it was going to be done, it was going to be done right, as a fitting tribute to Gillian. After a couple of years practicing welding and restoration on a Polski 126 Bis to become a runner, the 500 became the focus again starting with powder coating the wheels.



One of the smaller cars but bigger Car SOS projects

Then at the end of 2015, Duncan's youngest son suddenly became ill. In A&E, his true condition was misdiagnosed and, with no beds available in intensive care, he could not be recovered. Determined to try stop such a thing happening to someone else, Duncan tracked down an advanced nurse who had written a paper on similar fatal failures and, with her assistance and that of the local Clinical Commissioning Group, raised awareness amongst GP Staff locally.

With his mind obviously on other things, it became possible for the 500 body shell, together with all the component parts of the car, to be removed by Fuzz and Tim. With hindsight, Duncan says he can now see how that happened- all the odd things that went on had a purpose that wasn't apparent at the time!

Fuzz and Tim did say to Andrew that this is the only car they have had to actually carry onto the trailer and not to need to push or drag or winch on!

One of the things that is hard to show in a TV programme, is the difficulty for the family to keep the whole thing secret. At one point, Duncan's boss had to be let in to it, to persuade him he had a holiday day spare and should go to a lunch – the surprise presentation! Duncan says there was so much work going on behind the scenes with one aim in mind “and I, who pride myself on being observant didn't cotton on to a thing!”



The completed 500 is presented by Tim to its unsuspecting owner!

Whilst we have had to edit Duncan's story to fit the magazine, the last section is as he wrote it.

“I feel like I have been given five years of my life back, as that’s how long I reckon it would have taken me to have got anywhere near the standard Fuzz and his team have restored the car to.

I am really proud of the car, that it is a fitting tribute to a most wonderful human being. I am also proud that I have such thoughtful people in my life, who would do all they have done to achieve such a positive outcome; particularly involved were Oliver and Lauren, Andrew, Emma and Valerie. The people involved in making Car SOS should be proud of themselves too, that not only do they put that smile back on the owners face but by restoring such an emotive object as a classic car back to its youth they ultimately put a smile on hundreds if not thousands of faces.”

With many thanks to Paul Rigby, of the Car SOS production company Renegade Pictures, and to Franco Roselli and of course to Duncan and his family for helping us put this together.



And back at home

MEMBERS WANTED AND FOR SALE

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

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

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
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."*

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 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 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 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, 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 Cotswold'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, 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 07773 132645

GOODWOOD REVIVAL MEETING
SEPTEMBER 8TH, 9TH AND 10TH



As part of our celebration of 60 years since the launch of the Fiat 500 we have received a generous invitation to form a convoy of 500s at the Goodwood Revival Meeting, without doubt the best classic event in the country by far.

Details of the plans can be provided to those who contact the Goodwood Team, and details of the terms which are excellent, will also be provided. We advise all members to give full support to what will undoubtedly be the highlight of the year. A real once in a lifetime.

Please send through information of your cars, with a photo attached to James at the following email address: competitors@goodwood.com



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Fri/Sat/Sun 28-30 July**Silverstone Classic**

The Silverstone Classic is a large and prestigious event which is celebrating the 60th anniversary of the Fiat 500 start of production in 1957. We've been asked to drive our cars around for parade laps. Contact Colin Smith 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. Contact: John Jenkins, 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 07909 522141

Fri/Sat/Sun 8-10 September Goodwood Revival

(See previous page)

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 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 07802 410896

December

Date TBC

We'll be making an announcement about this event closer to the time mid Dec.

Contact: John Jenkins, 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

Karim Malhame	Berkshire	500 D
Rachel Stothert	Lincolnshire	500 L
Sarah Williams	Northamptonshire	500 L
Tony Skrobot	Cambridgeshire	
June Wiles	Essex	500 L
James Quinlan	Kent	500 D
Stephen Boot	W. Midlands	500 F & Giardiniera
Kane Lear	Hampshire	500 L
Duncan Long	W. Yorkshire	500 F
Colin Sims	W. Sussex	1962/3 Fiat 500 D
Venetia Bloomfield	Kent	1967 Fiat 500F
Sara Morgan	Cardiff	1971 Fiat 500L

**COPY FOR JUNE MAGAZINE SHOULD BE WITH
THE EDITOR NO LATER THAN
MONDAY 15TH MAY 2017
email magazine@fiat500enthusiasts.co.uk**

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