

50



JUNE  
2017



*Anniversary celebrations See pg 5*

[www.fiat500enthusiasts.co.uk](http://www.fiat500enthusiasts.co.uk)

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## TREASURER ANNOUNCEMENT

As previously mentioned in the May Newsletter, at the Annual General Meeting towards the end of last year, we received the unfortunate news that Alan (Cook) was requesting to stand down from his position as the Club Treasurer.

We refused point blank of course! But as he was prepared to continue whilst a replacement was sought, we relented and granted conditional release on the condition that he sticks around and keeps our wildest excesses in 'cheque'.

This reminds me of a 'Tale' he recounted (twice actually) involving an accountant of his acquaintance working for a Multi-National Company who regularly added or subtracted the princely sum of 8 pence to the end of year balance, to see whether anyone noticed. Of course no one did or at least never queried the fact to him.

Obviously this story was not self related as his presentation of our accounts has always been perfectly presented and accurate to the last penny!! [*Although there was the case of 'The Missing 10p' that gave Alan a few headaches until he realised the Editor was rubbish at arithmetic – Ed.*]

So, very many thanks to Alan for performing with perfection, what is a very time consuming role.

We wish Alan a 'Very Long and Healthy Retirement' from the Treasury role.

We have been very fortunate that Steven Abbott has once again been 'persuaded' (he thinks he volunteered) to take on the Treasurers position and it is reassuring to have him holding the theoretical purse strings .

My Thanks are also conveyed to all the other Committee Members for their dedication in continuing to work for the Club and its Members.

Plus a reminder to Members that to get the most from 'your' club we urge you to consider becoming involved, in some way— please contact me if you would like to play a part in the club's activities. Here ends the lecture.

**John Jenkins**  
**Chairman**

[chairman@fiat500enthusiastsclub.co.uk](mailto:chairman@fiat500enthusiastsclub.co.uk)

## FROM THE EDITOR

### ADVERTISERS

On behalf of our chairman John and the committee members, I would like to thank all our advertisers who have not only provided valuable services for our member's at reduced rates, but along with our members have been instrumental in allowing us to provide our bi-monthly magazine, newsletter , and miscellaneous club items such as membership cards etc.

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*The Classic Car Company*

Their contribution to the club is greatly appreciated.

### New Web Advertiser

We would also like to welcome The Classic Car Company as an official advertiser. They specialise in sourcing and restoring 500s, and have supported us in the past by supplying a car for the stand at The Classic Car show (NEC). A number of our club members have cars sourced and / or restored by them.

#### *Front page*

Our thanks to the The Classic Car Company who agreed to sport the '60 YRS' number plate on their beautiful '*Transformabile*'. This car was chosen as it was believed to be the oldest 500 at the Horsham show.

### ARTICLES

I have been extremely fortunate in the number of members who have provided articles for the magazine. Some have written at great length of their restoration projects, others have provided brief articles on many topics surrounding the ownership of their cars. Whatever your contribution, I would like to offer my sincere thanks for every last article, picture, and sentence you have sent me.

For those of you who have not yet contributed, please do so. Everyone has a tale to tell of how and why they acquired their little cars and of the enjoyment they derive from their ownership. I do not expect long detailed articles (although these are also welcome) just a sentence or two with possibly a few pictures thrown in would be great.

Especially welcome would be some tips and articles for our 'Tech Torque ' section. Problems discovered and overcome—tweaks, maintenance tips etc. Please consider getting in touch.

## NEW 60th ANNIVERSARY LOGO

Our new logo for this 60th Anniversary now takes pride of place on the front page of the magazine. In addition, along with your new membership cards you should all have received a window sticker of the above logo for your cars. If anyone does not have a sticker, please let me know.

We would like to thank the team at 'Theme Group' of Woodley. [themegroup.co.uk](http://themegroup.co.uk). For the artwork and the stickers which they have kindly designed and supplied to us at cost. The team 'Theme Group' are also responsible for designing our eye catching club logo shown on your membership cards, flags etc.

JS

COPY FOR AUGUST MAGAZINE SHOULD BE WITH THE EDITOR NO  
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email [magazine@fiat500enthusiasts.co.uk](mailto:magazine@fiat500enthusiasts.co.uk)

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## COLIN'S CAR - THE FINAL EPISODE

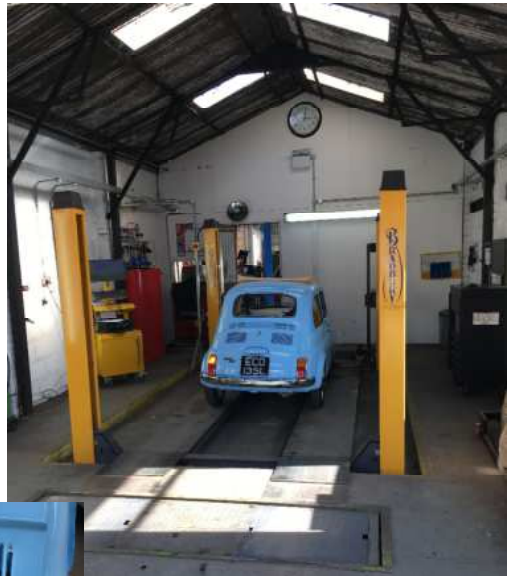


Since my last update I have received the seat covers and door cards from Italy which I'm really pleased with. I know it's not standard but I didn't want the black vinyl or black plastic hence I changed it all.

I fitted the number plates and booked it in for its MOT which it passed first time To be honest I

was quite surprised, not because I haven't put the effort in to it, but because every single nut / bolt / bracket and component had been fully stripped down cleaned painted or plated and put back together ( apart from the seatbelts ) so I was really expecting something not to be quite right.

However my excitement of the car passing first time after 3 years of hard work was soon dampened



when the it broke down on the way home! The good news I quickly discovered, was that I hadn't tightened up the fine adjustment nut on the underside of the distributor and it had moved. I retimed the car tightened up the nut, and it's been running like a dream ever

since and ready for its first show at Brooklands.

I've already been using it for work as per the photos, parked next to a new Fiat and can't believe the reactions and comments I get every time I drive it. However, I'm not sure my children are quite so happy with all the attention when we go out. Personally I love that, and speaking to people about a little car that seems to put a smile on so many people's faces.

**Colin Hitchcock**



*Members may like to know that Colin's car did make Brooklands and was widely admired by all.*

*As it is a long time since Colin began his restoration, readers may like to be reminded of our first sight of the car as seen in the April 2014 magazine with the body surrounded by its component parts - I rather unkindly christened it a 'Kit Car'. Quite a transformation.*

**JS**



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## HORSHAM PIAZZA ITALIA

Easter Monday 17 April 2017



This was a great event with some wonderful Italian cars. Our contingent of 12 cars were escorted into the town centre by bikes from the Institute of Advanced Motoring (their livery showed that one of their jobs was to ferry urgent blood supplies to hospitals). Once parked up, the public showed a good deal of





*Our very popular celebration cake during distribution to our humble gathering*

members and the passing public. By the end of the day every last scrap had been consumed.

interest in the little cars. As ever, many remembered themselves or a family owning one, and all had fond memories of the car.

The town centre was bustling with people visiting the food stalls and listening to the opera as well as admiring the cars.

Our anniversary cake was well received both by our



Perhaps the most exiting parts of the day were the arrival and departure where the public lined the roads showing their appreciation as the cars as they went by. I like to think there was an especially warm welcome for the 500s whose 'toots' were reciprocated with much cheering, waving and clapping.

Amongst the public admiring our cars was a gentleman named Roberto who asked us if we would like to see his 126 parked at some distance from our cars. We readily agreed and followed Roberto to his car. We were not disappointed, what a lovely little car.

The 126 has been in Roberto's family since new. The car is a 1973 Fiat 126 registered in January 1974 and originally owned by his mother Ida Alonzi from Picinso province of Frosinone.

After spending most of her life in Italy, in the last few years Roberto decided to bring her to the UK and restore her.

The car now looks immaculate and is a wonderful advert for Roberto and his hairdressing business.

JS



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**BROOKLANDS**  
**Auto Italia 2017**  
**Saturday 29th April**



Once again a fantastic turn out of cars. In my excitement I forgot to count the cars or to take any photographs, luckily other members were not so remiss and have taken some really good photos—thank you.

Following an unfortunate accident ,involving as I understand it , a Lamborghini last year on the Mercedes Benz test track, regulations have been severely tightened up with helmets needing to be worn even in closed top cars. In consequence we were not given the opportunity to process around the track which was a shame.

Franco in his lovely little Furgoncino was snapped up before he managed to join the rest of the 500s and was asked to park in prime position in front of the main building.

Of particular interest was the Ranger. It's connection with Fiat is that it has a Fiat 500 (18bhp) engine and gearbox coupled to a separately made chassis with Fiat 600d all-round independent suspension and brakes.





Built as an off-roader, 600 vehicles were assembled between 1966 and 1975. Around 50 are said to have survived and this 2 wheel drive example is believed to be one of only two in the uk. From 1968 onwards a 4 wheel drive vehicle was produced.

Carrying four adults, it has removable hood, folding windscreen and front opening, detachable doors.

We were glad to welcome our founder members Jan & Jimmy DiCarlo who came all the way from Italy to join us at the event.. They arrived in great style and comfort with their friends and club members Roger and Kate in a modern Abarth convertible (which happens to be for sale – see pg 26)



Finally, grateful thanks to John who once again organised a delicious 60th Birthday Cake for the event. The cake made a very brief appearance!



**1957**  
**THE BIRTH OF THE 500**  
**SET IN CONTEXT**



**10 January**

Macmillan becomes  
 Prime Minister

**01 April**

**BBC fools the nation**

The hoax Panorama programme, narrated by broadcaster Richard Dimbleby, featured a family from Ticino in Switzerland carrying out their annual spaghetti harvest showing women carefully plucking strands of spaghetti from a tree and laying them in the sun to dry.

**15 May**

Britain drops  
 its first  
 H-bomb over  
 Christmas Island

**January**

Testing began on the  
 working prototype of  
 the rotary engine  
 developed by Felix  
 Wankel.

**14 May**

The end of the Suez crisis  
 sees petrol rationing finally  
 abolished.

**25 March**

The Treaty of Rome was signed on  
 by West Germany, France,  
 Belgium, Italy, Luxembourg, and  
 the Netherlands establishing the  
 European Economic Community,

**6 July**

John Lennon (16) and Paul  
 McCartney (15) meet for the  
 first time as Lennon's Rock  
 group the Quarrymen perform  
 at a church event.



## July

Launched in July 1957, a 'people's car' produced by **Fiat** company designed by Dante Giacosa, the Nuova **500** was a successor to the **Fiat 500 Topolino**

## 03 November

Russians launch Sputnik 2 with dog, Laika into space . The first animal to orbit the earth.

## 20th July

Stirling Moss finishes the British Grand Prix at Aintree in first position in a Vanwall VW5, the first World Championship victory for a British car.

## 20 July

Macmillan tells the nation that Britons 'have never had it so good'

## 04 October

Sputnik satellite blasts into space

## 17 September

Two male attorneys 'stand in' as actress Sophia Loren and producer Carlo Ponti wed by proxy in Juarez, Mexico

## December

Following a slow take up of the 500, two new models were produced.

These new 500's were named the Normale and the Economica.

Both had an improved 15 horse-power engine. The Normale had comfortable and more substantial rear seating, wind-up windows and indicator controls fixed to the steering column.

## A WALK IN THE PARK? The story of a 1964 Giardiniera (Part 2)

Things were looking good, I bought the other body panels I needed, the floor pans, cills, door repair panels. I then set about to find a suitable repairer. I had decided that given the nature of the corrosion on the body shell that the best course of action would be to have the metalwork completely body-dipped (SPL in Dudley) to remove all filler, paint, rust, etc., to leave totally clean metal, this would also be done to the back end bodyshell I had just bought. This would enable the repairer to un-pick spot welds from the respective body shells and panels could then be simply replaced as required.



I selected a body repair specialist, J M Wadey, they were fairly local to me, but their primary business is accident repair for insurance companies, not restoration work, but given the way the metalwork was being presented they were interested in doing something a bit different to their normal run of the mill works. I visited their premises and I was impressed by their

work. A price was agreed and the wheels were set in motion!

I booked in the bodyshells, doors & engine panel with SPL and arranged for them to be transported - Nick who originally collected the car (through AnyVan.com) collected the metalwork from me & delivered them.

The bodyshells were away for quite awhile, and then SPL contacted me to say that they were done and I arranged with Nick for them to be collected and delivered to J M Wadeys.

After delivery I arranged a visit to see the stripped shells for the first time. I was impressed, the metal was bright & shiny, and looked like new! The rust had all been dissolved and it looked better than before, probably having it all clean helped in that respect!

All the panels and spot-welds were clearly evident and having the body shells stripped made the repair process much easier to undertake.

As there was to be significant bodywork repair, Wadeys made a body alignment jig, which also doubled up as a dolly to move the bodyshell about. Wadeys had the car for many months and they carefully un-picked the welds and removed the



defective panelwork and replaced with either parts from the back end of the body shell or with the new panels. All spot-welded as originally or mig-welded to look like spot-welds, The work was beautifully undertaken.

Part the way through the work, I decided to change the front panel, what was on the car was sound, but it was a replacement part but not the correct design for my car as this was for a later car with the different badge (mine should have the “cat’s whiskers” badge), the cost to fit the correct part was a trifling amount. When considering all the work being undertaken, being spoilt by keeping something that was wrong - it would always be the case that I wished I had changed it, so I did! That was the right thing to do and I am pleased that this was done.

Finally, the bodyshell was completed and the car was ready for painting. Nick collected the bodyshell and returned it to me.

I then set about finding a suitable paint sprayer and several companies were interviewed for the work. I eventually settled with a local paint sprayer recommended to me by a friend, Shaun Saxby and he duly undertook this, co-incidentally, the paint sprayer’s workshop was next-door to Nick’s unit, as he was by now well used to transporting the body shell, it all fitted together quite neatly!

My car was originally white (funnily enough, so was the back end of the body shell), had then been painted bright red, before being painted black. Black does not suit the car at all, red was too garish and white was just boring. I decided to go with the current Fiat 500 beige, depending on the market, this is called latte, cappuccino, cream, but in reality, all the exact same colour, so beige it is then!

The car was then painted on its underside (rolled over onto its roof), inside and out, the underside being treated with a red-oxide coating, stone-chip paint, followed by body colour and very nice it looked too!

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Painting took several months and then November 2015, the car was ready to be returned (Nick again), but before that, I fitted the front & rear suspension so that the car could be easily transported (the body shell was still on its dolly, been together for a long time!). Before fitting the suspension, I had the wheels stripped and powder-coated in ivory and with a new set of Pirelli tyres they looked the business.

The car came back to me and I started to re-fit all the parts, fitting a new interior, with a medium blue trim with the cream tops to the seat backs, complemented the beige perfectly. All new rubber bits fitted, new sunroof, cover & frame and a host of other bit, including new braking system, brake shoes, so many new parts!



Finally, all the work was completed and the car was then serviced and ready for its MoT, which it passed on 29th March 2016. There was an advisory on a front swivel, slight up & down movement, it looks like it hadn't been properly shimmed but was not of any consequence but as it was not perfect it had to be recorded nevertheless!

The car looked absolutely amazing and so cute, everyone loved it, however, you know with some cars it is the doing rather than the subsequent driving and that was the case with my Giardiniera (it didn't help that I had just got another project, but that is another story), so having completed the project, I decided to sell!

I settled on selling the car at Baron's Auction held at Sandhurst Park Racecourse at Esher, Surrey. This was held on 4th June 2016.

Following the decision to sell the car I did not drive it as I wanted to preserve its "new" feel, so with limited mileage to the MoT testing station and driving around the block a few times to show off to friends, that was the sum total of the mileage following its restoration.

So, it was with some trepidation that the journey from Brighton to Esher would be made, approximately 60 miles, although everything had been taken apart and re-built, there were bound to be teething problems (I had already had a loose electrical connection on the ignition which caused the car to cut out momentarily, easy fix to resolve) but I was an AA member so fall back on their support should it be needed!

In the event, the car drove perfectly well, it had brisk acceleration and I cruised at 50 mph on the dual carriageway of the A24, sitting in traffic was fine and after my initial worries has vanished, I enjoyed the driving and almost felt that I should keep the car, but no, my mind was made up!

Anyway, the car sold at the Auction and I had concluded the project, saved the

car from an uncertain future and had works properly undertaken to ensure the long-term survival of this rare car. I hope the new owner enjoys the car for many more years to come.

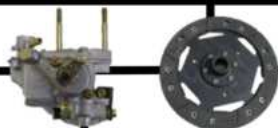
A walk in the park it wasn't, Harry Lime, you should be ashamed of yourself!

**Gary Edwards**

*A 'Tour de Force' Gary - I wonder you could bear to part with it, but as you say - for some it is the 'doing not the driving.'*

*JS*





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Bought in 2014 my little Fiat 500 "egg", was a dream come true. I had always contemplated buying one since a young age but could never justify the cost and maintenance of having my very own Italian classic. Inspired by my wife-to-be and realising that in life, some things are just worth "biting the bullet" for, I decided to go on the hunt. I made contact with the seller in Watford, who had originally imported and restored the car from Sicily, I decided to make the call and see the car in action. It was only the second car I had been to see and if the truth be known, I had very little knowledge of any potential defects or things to look out for. However, something just seemed so right and the deal was done! 3 years on, I continue to treasure my life long dream and my 1970s Fiat 500L, is now truly part of the family.

Mauro Lucrino



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### **FOR SALE**

#### **Fiat 126 BIS Engine - £100**

- Complete engine, with carb, distributor, alternator, etc
- Bought for project, but never used
- Was a runner when bought (removed to fit a bike engine!)
- Been dry stored and turned since removal.
- Contact Tony Spillane, Sheffield, **07999 819563**

#### **Fiat 500L - £5995**

- 1972, Green, Right Hand Drive, 76k miles
- Fully restored about six years ago – good solid car
- 12 months MOT
- Owned for last 5 years, and 26k miles
- Recently featured in Classic Car Weekly (15<sup>th</sup> Feb 2017)
- 650cc engine, electronic ignition, BIS final drive
- Front disc brakes, alloy wheels
- Alternator, heated rear window, halogen headlights
- Mohair hood, stainless steel bumpers
- Subtle reversing light & rear fog light
- Very useable & reliable car, for everyday traffic
- Contact Tony Spillane, Sheffield, **07999 819563**



## 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. **Reduced to £10,500 for quick sale.**

Please contact Kate **01276 470970 07787 806423**

## 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

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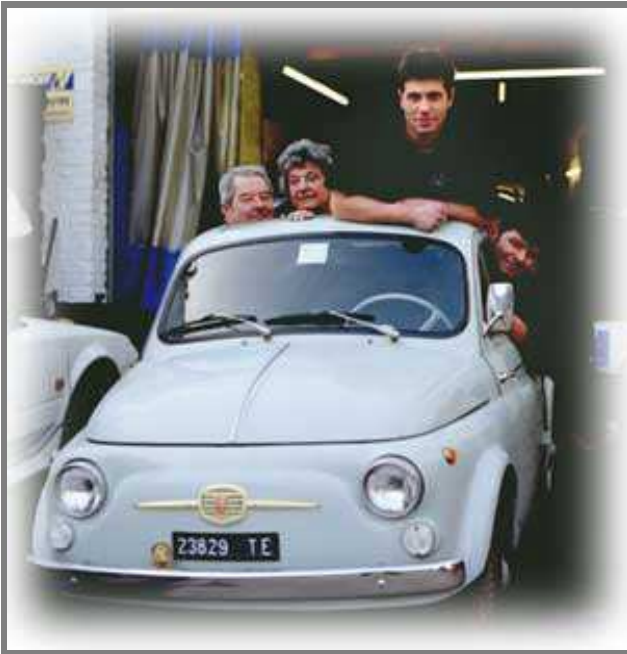
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## EVENTS 2017

### 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've been asked to drive our cars around for parade laps. 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. 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 Goodwood Revival (See following 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](mailto:web@fiat500enthusiasts.co.uk) 07802 410896

### **Fri /Sat/Sun 10<sup>th</sup> 11<sup>th</sup> & 12<sup>th</sup> November**

#### **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 have secured 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

# 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](mailto:competitors@goodwood.com)

## NEW MEMBERS

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

Stefan Graichen	London	1967 Fiat 500F
Graham Waller	Yorkshire	
Marcus Galea	Glos.	1964 Fiat 500D
Ciro Gargiulo	London	1971 Fiat 500L
Paul Maggs	W Sussex	Fiat 500F
Clare Surtees	Yorkshire	1971 Fiat 500F
Anastasis Leonidou	London	1970 Fiat 500F
Francesco Antonelli	Hants	1970 Fiat 500F
Stevie Ferguson	E Sussex	1972 Fiat 500L
Gary Moore	Leicestershire	1972 Fiat 500L

# Fiat 500 Insurance



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- FREE Legal Cover
- Laid Up Cover
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