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2017
OCTOBER

FIAT 500s at THE 2017 GOODWOOD REVIVAL



With thanks to Mike Stokes of 'Trackside Images' www.tracksideimages.uk.com

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ERIC BOSWELL

A Tribute



Dear Members

It is my very sad duty as Chairman to inform you all of the passing of our Honorary Member Mr ERIC BOSWELL.

Eric endured his recent illness with the quiet dignity for which he was well known and admired. He was a Founder Member of the Club, and his story and that of his Giardi 'Aida' is told on our website.

Eric will be greatly missed by all within the Club who had the great pleasure of his company.

Below is an extract from a letter that I sent to his daughters Gillian, Janice and family.

'Eric and yourselves are often in my mind and I well remember several journeys that I made with him to meetings and our discussions during the journey.

He made an indelible impression on me with his perfect recall of the roads that he journeyed during his working life, back when drivers knew the way ahead without resorting to 'SAT NAV' or indeed maps.

We discussed a great range of subjects over the several hours travelled and whilst I fail to recall every one, (I was of course driving!), Eric impressed me

tremendously with his General Knowledge, Common Sense and of course, quiet and polite manner; I grew to admire him and recognise him as a true gentleman in every sense. A great "figure head" for the Club and led me to suggest him as our Honorary Member.

His foresight in purchasing and retaining the Giardi also demonstrating his forward thinking.

None of the above will be "news" to you, of course, but I hope will confirm the special regard that we all felt for Eric. He will be greatly missed by us all, and our sadness at his passing is but a small reflection of your great loss'

John Jenkins

I wish to add my condolences to the family. I did not know Eric as well as John, but I can say that I found him to be a complete gentleman with a wicked sense of humour and very good company.

Vittorio and I had the honour of attending Eric's funeral and during a very brave speech given by his daughter Gillian, learnt more of his past life and realised what an inspirational and pivotal part of the family he was.

Jenny Squillaci



Eric with his daughters Janice and Gillian and of course 'Aida'

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'TECH TORQUE'

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.

WINDSCREEN WASHER MODIFICATION



Should you be unsatisfied with the squirt of water from your push button washer read on.

Several years ago I modernised the button on my 126. There are two nuts and bolts holding it on to the dash. These are fiddly to undo.

When released check the rubber of the bulb for soundness. Mine was ok and I found the centre at the rear and drilled a small starter hole. This part is plastic and easily shaped. You will need to hold this in a vice, have a strong friend or screw it to a block of wood!

Find a switch which comes on with a touch unless you want a long stream of washer fluid. Check the diameter and the type of fitting. There are lots in Maplins and on the internet for around £2.50.

The switch is then fed into the bracket and wired up to a washer motor which is the most expensive bit. You also need some tubing from the washer motor to the outlets.



My current button was rotten so I removed the rubber, drilled the hole for the switch and fitted it from the front. It has a green led for night time.

The bracket was tatty so I rubbed it down and sprayed with primer then some alleged chrome spray. Inside the button are two brass fittings which can be pulled out from the front. They will be pushed out when you drill from the rear.

That's it. Fairly simple and can improve the looks and working of the washers.

Martin Bates

EXHAUST SECURITY

I was very interested to read J.J.'s article entitled "Fiat 500 bites back" in edition 51 (Aug 2017) of this illustrious little publication, especially as J.J. mentioned, in the penultimate paragraph, the modification carried out on the racing 500s with regard to the mounting/security of the exhaust mounting brackets. This 'Mod' is in fact a 'Pukka' Abarth mod.

When the sump is off the engine, remove all 4 studs on the side of the crank-case that secure the exhaust mounting brackets to the crank-case. The top 2 stud holes go all the way through the crank-case whilst the lower 2 stud holes are 'blind'. Tap the top 2 stud holes all the way through the wall of the crank-case (8mm x 1.25mm) and then, gently, extend the thread in the bottom 2 stud holes as deep as you can - again, 8mm x 1.25mm, using a finishing (or, plug) tap.

Obtain 2 long machine screws (threaded the complete length of the shank) and insert them into the top stud holes FROM THE INSIDE. Complete with spring and flat washers - dry. Ascertain the length required that will allow for the 2 exhaust mounting brackets, 2 flat washers, a spring washer and 2 PLAIN nuts.

Remove screws and cut to ascertained length. When correct length attained, refit machine screws complete with flat washer, spring washer and Loc-tite—do up TIGHT (again, from the INSIDE of the crank-case).

For the bottom 2 studs, obtain studs which will use up practically all the extended depth of thread in the crank-case—I think that you will find that the same type studs that are used for the fuel-pump mount will do the job, although you will have to extend the thread for the retaining nuts (i.e. reduce the length of plain shank) and trim the length of the studs where the nuts are fitted.

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When you have got the studs to the length required, fit and do up TIGHT, again using Loc-tite to help secure in place. Without wishing to teach members how to 'suck eggs', the easiest way to tighten up the lower studs is by using 2 plain nuts tightened up against each other.

When it comes to fitting the exhaust brackets do NOT use 'locking' nuts—only PLAIN nuts - 2 on each stud, the 1st to tighten up against the brackets (and don't forget to put a plain washer under the 1st nut) and the 2nd nut to lock the 1st in place. If you use 'locking' nuts you run the risk of pulling out the lower studs when you remove the nuts and loosening the top screws when you tighten up the nut, neither case is a scenario that you want to occur!

Although this is an 'Abarth' modification, it is one that I recommend is carried out on all 500/126 engines when they are being rebuilt/overhauled. The use of Loc-tite not only helps to secure the screws/studs, but in the case of the top screws stops oil creeping up the thread of the screws.

TopoPeloso

NO—REALLY?

One of our members has kindly sent in this photo he discovered in a July edition of '*Corriera Della Sera*'



Courtesy Fiat 500 Club Italia

This 'military' vehicle has D-Day plastered all over it which was 13 years before the 500 was built. Possibly from Florence, if you look closely you can see it has its own trailer. The member points out that if it really was part of the 101st airborne division it would probably not have survived being pushed out of a plane!

CLASSIC MOTOR SHOW

Clandon Park House

9th July 2017



Over 450 classic vehicles, including a couple of Fiat 500's, came to this traditional classic car show in mid-July to support **Macmillan Cancer Support**.

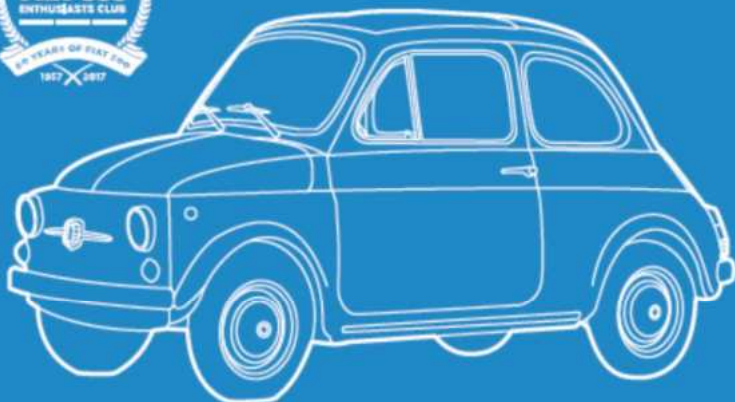
Held in the grounds of the 18th century Clandon Park House, the event also had a Birds of Prey display in arena, an auctioneers Antiques Road Show, various stalls and children's entertainment, and food stalls.

The National Trust house is still covered in scaffolding and sheeting, as is part way through a £30m restoration following a major fire in April 2015 which completely gutted it - you may have seen it in the news.

A competition has recently been launched to encourage the best talent from around the world to restore and re-imagine the property - the vision is to restore the state rooms on the ground floor and use the upper storeys for exhibition and event spaces.

I didn't get to meet the owner of this 500 unfortunately, as was out and about.

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GOODWOOD REVIVAL MEETING

SEPTEMBER 8TH, 9TH AND 10TH



Courtesy 'Trackside Images'

Back in November 2016 we received a communication from James Charman, Motorsport Planner for Goodwood. Having seen our website he contacted us with an invitation to be part of the Goodwood Revival Event the following September. The idea was to gather as many pre 1967 Fiat 500s as they could muster for a celebration of the Fiat 500s 60th anniversary. In James' words *"we're looking for as many 500s as we can squeeze on to the circuit!"*

Our chairman pointed out that by limiting entrants to pre 1967 500s the turn out might be sparser than they required. After some discussion, it was agreed to make an exception and extend the invitation to all 500s of standard appearance, bearing in mind that to the casual onlooker they all looked similar. We then began to advertise this event to our members both in the magazine and on the website.

James' invitation was extended to all 500 owners at home and abroad, and as you can see in the following pages the uptake was amazing - over 112 cars took part.

The inaugural Revival opened on 18 September 1998, when the Earl of March

drove around the circuit in the Bristol 400 in which his grandfather, the 9th Duke of Richmond, opened the track 50 years before. It's now the world's most celebrated historic motor racing event, and we felt privileged to be part of it. In addition we also felt proud that our little 500s would have the opportunity to show themselves off to their best, and by doing so inject extra fun and colour to the event—which they did in spades.

The weather was not particularly kind, Saturday being particularly grisly, but there were always plenty of spectators to watch and cheer on the 500s on their daily early morning laps around the circuit.



Courtesy 'Trackside Images'

Foremost, and sporting the Italian flag, was a beautiful very early 500 Nuova in '*verde chiaro*' showing the grills below the headlights, steel wheels without hub-caps and teardrop shaped front indicators. Following were Abarths, Giardinieras; 500 Nuovas; 500Ls; 500Fs; 500Ds; Transformabiles; Vignale Gamines and a Furgoncino, (van) all taking to the track alongside other related vehicles such as a lovely Topolino, Autobianchis, Steyr Puchs; (built under licence by Puch in Austria) and even a Multiplas in yellow and duck egg blue livery. A rare Neckar Weinsberg was listed as running but I didn't have a chance to see it—did anyone else? Apparently a 'German Fiat', its history is a little complicated and the editor does not consider herself competent to unravel its mysteries, however in the April 2016 issue of the magazine—page 11 Tony Spillane gives more detail on this little car. (back copies of magazines can be

viewed on our website www.fiat500enthusiasts.co.uk and click on the members' area.



Courtesy of Graham Farley

Before setting off on our daily parade laps we assembled close to the 'Italian Village' (complete with washing lines, Cafe and Moretti bar) and were directed by a 'Vigile Urbano' complete with white suit and gloves blowing his whistle, pirouetting and gesticulating in true Roman style (shame he didn't understand Vittorio's Italian).



Courtesy Nicky Rhodes

On the Saturday run Lord March came to see us on the start line of the racing track. Lord March greeted Vittorio with 'Not you again, what are you doing here?' (Our car ran at Goodwood Festival of Speed under the soubriquet of 'Servizio Assistenza' for the 2008 Ferrari F1 car in 2010 and was driven by Lord March's daughter Lady Alexandra Lennox - see issue 10 Sept 2010)

On Sunday we were held up for a short time while the track was blessed before the beginning of the proceedings. The idling cars were putting out a lot of fumes and the atmosphere was becoming a bit toxic. A 'Police' lady asked that we turn off our engines. One of our members, believing her to be acting a part, took no notice and even when he later realised and apologised, received a frosty reception.

However, it was soon forgotten and we eventually fired up and with much flag waving, beep-beeping and toot-tooting (and a few non standard claxons, honks and squawks) set off for the track. On each of the three days, the crowd seemed very appreciative of our exuberant display, even the Marshalls joined in and waved at us all around the track.



Courtesy David Airston

Featured on the following pages are photos sent to me by members and others, plus a few stories and comments on the fabulous weekend.

PREPARATIONS



Chris Walker and **Roger Webb** team up to transport their vehicles to Goodwood in style. Chris' 1960 N in Avorio Delhi (cream) several articles on his car have been printed in the club magazine but most recently see the August issue 51 pg. 26. Roger's 1960D in blue has also been the subject of two articles appearing in the 30th & 31st issue 2014 pgs. 24 & 16 respectively.



ARRIVAL



I arrived at the Goodwood campsite on Wednesday afternoon after a couple of hours drive and asked where all the Fiat 500s were. I was told that I was the first to arrive and to park and make camp wherever I liked!

So I found a nice big space, enough for loads

of Fiats and looked around to discover that I wasn't the first at all, but the second! There at the top of the field was another Fiat 500, still on its trailer. In the 5 years I have owned my little car, I have never seen one in the same colour scheme, Aquamarine Blue with red interior – but there was my twin! I drove over and parked next to it to be warmly greeted by its owners who had driven down from Cumbria via Kent!

A really nice couple, so we teamed up to sign on, watch the cricket and enjoy drinks with Lord March before parking next to each other in the Italian village!





Courtesy Nicky Rhodes



Courtesy Chris



Courtesy Nicky Rhodes



Courtesy Ben and Family

PROBLEMS

The parade laps had gone well on Friday and Saturday. A couple of cars had failed to start, or failed to make it round the circuit, but mine had been fine. My 500 used to be pretty unreliable, but I've slowly sorted out the various issues over ten years of ownership, and she's pretty trustworthy now.

So Sunday's parade lap didn't look like it was going to cause any difficulties. We were at Goodwood in plenty of time. Entering the Italian Village parking area I put my hand in my pocket to pull out the keys for the 500. Nothing. A sudden frantic search of all my pockets, and still nothing. Then I had an unpleasant realisation that the keys were still on my hall table, back in Guildford. Normally that

would require a two hour round trip to retrieve them, but with the public arriving, and the queue building up to get into Goodwood, it was going to take a lot longer than that.

So there were only two options. To sit out the parade lap, then

miss most of the day's events returning home to collect the keys so I could drive the 500 back home that evening, or to hot-wire it.

I don't have a long and distinguished career as a car thief, not even a brief one, so it was lucky for me that breaking into the 500 presents such a weak challenge. Actually, my first attempt resulted in failure. I'd been told that pretty much anyone else's 500 key would open it, but having tried around twenty, it seems that's an unfounded rumour.

Gaining entry was simple, and damage-free. An old-fashioned long umbrella was passed under the roof fabric and used to unclip the roof catch, then I could fold the roof back and reach down to pull the door button up. Which was great



Courtesy Nicky Rhodes

as far as it went, but it didn't get the engine started, and it was now about fifteen minutes until the parade lap.

Removing the ignition switch revealed three wires on the back. I've still no idea what they are, but taping them together seemed like the way forward. That's what they do in the movies. And it worked, but only after borrowing a pen knife because my wire stripper had blunted with rust after living in the car for years. With the wires taped together the engine easily started and we were out on the parade lap almost immediately.

On return to the parking area the only issue was there was no way to turn the engine off. Even disconnecting the battery didn't stop the engine because the alternator continued generating charge. I had to deliberately stall it by attempting to pull away in fourth gear with the handbrake on.

The moral of this story is that if you want to keep your 500 safe you should buy a steering wheel lock. And then don't forget the keys for it.

Nathaniel Cross

FUN



Our webmaster with wife Sharon and friends, still managing to smile even after having to 'hot wire' his Fiat 500.



Ben with wife Jennifer and children Max (6) and Alexander (3)
Having an amazing time at the Goodwood Revival, with their 1970 500 Fiat.

Ben says he is already looking forward to the 70th Anniversary.



A lucky 500 receiving some very special attention....

Everyone I have spoken to had a wonderful time at the Revival. There were a few hiccups which were only to be expected, but the organisation on the whole worked well.

None of the other events which took place have been touched upon, but suffice it to say that there was something for everyone - the races which took place ranged from the Settrington Cup for pedal cars that raced between 1949 and 1966 through to the Brooklands Trophy for sports cars in the spirit of the Brooklands endurance races before 1939 to the Glover Trophy for Grand Prix cars of a type that raced between 1961 and 1965. to name only a very few. In addition, Commercial vehicles, motorbikes, aircraft including a De Havilland Gypsy Moth and a 1943 super Marine Spitfire were all in evidence as well as numerous food stalls, shops selling vintage items, and static displays of bygone days.

Anyone wishing to immerse themselves in the wider offerings of the Revival should check out the Goodwood website. The following link should take you a youtube video of the 500s setting off on one of their early morning laps of the circuit.

<https://www.youtube.com/watch?v=KxrbogbuyTY>

My grateful thanks to all those who have contributed and sent in photos

JS



Courtesy Nicky Rhodes

THE END

A SUNNY DAY IN KENT

On the 13th of August, the Brands Hatch motor-racing circuit once again reverberated to the sounds of Italian engines as it hosted another “Festival Italia”, with machinery ranging from the ubiquitous scooters to F1 cars from the early 1990s.

I and my friend David arrived at Brands at 7.00am with my replica ‘Abarth 695ss’ (on the back of a trailer, darned if I was going to drive it all the way down from Chester) to be met by a ‘Brands’ at its best - a glorious sunny, warm day, helpful staff, a small scattering of interesting machinery and the faint wiff of ‘burgers’, fried breakfast—and engine oil. I had been invited by Tony Castle-Miller to have my car in the Middle Barton Garage/Abarth Club GB display (to whom I extend my very grateful thanks).



Abarth 695ss replica

The bulk of the cars and bikes started to arrive just after 7.30 a.m. Ferrari, Lamborghini (why DO they have to arrive so noisily?) Lancia, Alfa-Romeo, Fiat, and the bikes, Aermachi, Ducati, Aprilia, MV, Vespa and Lambretta plus a few small bikes from manufacturers that I had never heard of.

One of the 1st cars to emerge from its transporter was the ex-John Surtees Ferrari 330---sadly in a very parlous condition. It had been found in, and rescued from, America where it was about to meet the fate of quite a number of Ferrari 330s over there, where it would seem that it is quite common for this Ferrari model to be converted into the 250SWB variant. Knowing the American obsession



Ferrari 330

regarding “matching numbers” (chassis and engine) I find this very strange, because you end up with a ‘replica’ which carries the 330 chassis/engine plates, but isn’t one! The new owner of this car is intending to restore it to its former glory - as a 330!



Abarth-Simca 2000 GT

The next car to be disgorged from a trailer was a glorious ‘Abarth-Simca 2000 GT’, and when that was cranked into life, a fair chunk of Kent was aware of the fact.



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OT1600

Slowly the Abarth display built up, an OT1600 (based on a Fiat 850 body), a pretty little 'Scorpione', a pair of 131 rally cars, a 1000 Monomile (1,000cc twin-cam engine GT car) and a large variety of Abarth replicas based on both the Fiat 600 and Fiat 500 models. Tony Castle-Miller also had his '600 Tornado' in



Fiat Scorpione Abarth

attendance—a Fiat 600 with a Lotus Twin-Cam engine sitting in the rear of the car—the only one in existence.



Fiat 600 'Tornado'

Between 10.00am and 12.40 the track was constantly filled with Ferraris and Alfa-Romeos as these cars practised and then had qualifying sessions for their respective races. Just before noon there was a 20 minute display/demonstration by a gaggle of the F1 cars - 7 of them and all un-silenced! What a full grid of these machines must have sound like puts ones imagination into overload.

For the bulk of the afternoon, races alternated with the various displays - racing bikes, Lamborghini, road bikes and scooters (together!?) a 2nd F1 display (again, very noisy), a variety of Italian road and race cars and "Abarth Club GB", which was a parade of all sorts of genuine and replica Abarths, including my little '695' replica. For me, this 10 minute drive round the 'Indy' (short, club) circuit was the highlight of my day, sadly, but probably wisely, in convoy behind a pace car (which at times was going too slowly). Going home with a bent car on my trailer would not have impressed 'er indoors, or come to think of it, the bank manager either.

The final use of the track was to allow all owners of Italian cars to drive their vehicles around the track. Sadly, time was pushing on, so David and I loaded the Fiat back onto the trailer and left before this last run as we had a fair distance to drive home, and I didn't want to be caught in long queues of traffic; but I

didn't mind as I had already driven around the track.

"Off-piste" there were a fair number of stall to pique ones interest, and taste-buds, the Brands hatch Mega-store, a model car stall, AutoItalia magazine, the Pirelli F1 simulator, live music, Autostilo and Maranello Classic Parts selling car parts, go-karting and for the taste-buds, Zonin 1821 with their wine tasting and finally, Italia in Piazza with a superb range of delectable Italian food.

All in all, a terrific day out, with lots to see and do. To fit it all in one needed to be organised. I missed some of the trade stands due to being so involved with the Abarth stand (and my own car).

Would I do it again? If the weather could be guaranteed to be as good as this year, unquestionably yes. My problem is that I live 250 miles from Brands Hatch, which brings certain logistical problems into the equation, but if distance isn't a problem, I would highly recommend it as good day out, with one proviso, if you are taking small offspring along, it is NOISY!

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Located Surrey.

Keith, T: 01372 469109, M: 07778 383552

FOR SALE

A number of Fiat 500 items for sale including cylinder head, clutch, covers, cases, springs, pedals. Can be collected from Dorset or postage can be arranged

Contact Colin 07771977933

EVENTS 2017

Fri /Sat/Sun 10th 11th & 12th November

NEC CLASSIC CAR AND MOTORCYCLE SHOW

AN APPEAL FOR ASSISTANCE IN REPRESENTING OUR CLUB AT THIS PRESTIGIOUS SHOW

On Friday November 10th the club will be returning to the NEC in Birmingham for the Lancaster Insurance Classic Motor Show, with Discovery (as they insist we call it). It's a particularly exciting return as, not only is it great fun, but also because this year we're celebrating the 60th anniversary of the Fiat 500. If you're not already aware, this is the largest classic car show in the UK, with 2,500 cars on indoor display over three days.

We have a larger stand this time, and in a better location, with room to display three 500s. I'm currently arranging for some very special cars to be on show, with the idea of telling the story of the 500's model history.

If you would like to get involved, and to join us on the stand talking to the public about our passion for 500s for one or more days of the show, then please get in touch. I can't promise you riches, but I can say that everyone who was involved last time had a great time.

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

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NEW MEMBERS

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

Ayden Aucote	W. Midlands	
Chris Martin	Lincs	1970 Fiat 500
Katharine Newitt	W. Sussex	1971 Fiat 500F

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