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APRIL
2018



Photo courtesy Allen Butcher (see pg. 15)

www.fiat500enthusiasts.co.uk

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FROM THE EDITOR

CONTRIBUTORS I am eternally grateful for all those who send me contributions and especially to those stalwarts who never fail to come up with something interesting for the magazine. In February's magazine I asked if anyone would like to write in and tell us about their 'other car' I KNOW that many of you own other classics and I'm sure our members would be interested to hear about them.

A NEW INITIATIVE As you may already have realised we have set up a team of very experienced Fiat 500 owners who are happy to answer your queries on technicalteam@fiat500enthusiasts.co.uk more info on page 7.

EVENTS We would welcome feedback about what type of event would encourage more of you to attend. We do understand that a lack of confidence in the car can sometimes put people off travelling far, but what's the worst that can happen! So long as you have breakdown cover, the prospect of a few hours by the side of the road is about as bad as it gets—or am I lacking in imagination? Anyhow, whinge over! Let's hope the weather improves and we all feel like getting out and about in our cars.

Jenny Squillaci



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THE SCORPION HITS PARIS

Yellow Fiat Abarth 500 Record Pinin Farina did 28,000 kilometers in 10 days and won 23 international records



It wasn't only the snow that hit Paris from 7th to 11th February 2018. The annual Retro mobile show was on at the Parc des Exposition.

For the first time with a major exhibition of 22 ABARTH cars from the sixty-strong collection of Swiss collector Englebert Moll. In a Unique

tribute to Carlo ABARTH the display was most impressive with lots of not only race cars but also RECORD cars including the 1958 Pininfarina 500, Monoposto 1966 world record car, 750 Monza and Fiat 1000 TCR to name but a few.

It's easy to forget just how innovative this man was and a true



Abarth 750 Bialbero Record Monza won its class at the 1959 12 hours of Monza and at the 1959 Coupes du Salon in Montlhéry.

contributor to the history of the motorcar & motorsport.

Made more than welcome we were able to enter the stand and get up close to everything.

If you have never been, the show is well worth a visit, taking place once every year in February, the entry is around €20.

On the stand of French car magazine



Abarth OT 2000 Periscopio 137C. The periscope device helped cool the cockpit.



Fiat 600 Abarth

Fiat 500 Abarth

Auto Classiques Plus, this lovely Autobianchi Bianchina “little pleasure of Italy , and this 1960’s hippy. Both associated with a subculture maybe , but only one with long hair beads and the appearance of having taken hallucinogenic drugs ‘far out man’.

Peter Barnes



'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.

ADVICE PLEASE

I am planning a short drive down to Italy in June ending up in the Sibilini mountains. The 1969 500 is fit to go, however my ever more decrepit frame cries out for the solace of a more comfortable seat for the journey. Can any member recommend a seat padded seat cover that will fit, give comfort but be removable to preserve originality.

Peter Harrison

If anyone can recommend an insert/padding for Peter's 500 seat, please contact the editor on magazine@fiat500enthusiasts.co.uk or 07749499785 and I will pass on any suggestions.

THE FIAT 500 ENTHUSIASTS 'TECHNICAL TEAM'

We have already had some response to the offer of help via the technical team, one such query is reproduced below.

The response you receive will be sent directly to you only, but may be used in future either in this Magazine. As a "Frequently Asked Question" reply, or as the Club may decide.

As a completely new initiative there will be room for refinement and improvement and to assist in this we may occasionally make follow up contact for your opinions.

John Jenkins.

Question

Fiat 500R - 1973

Rear Left Hand Side Indicator does not work

I have checked connections on bulb holder, changed bulb, looked at fuses all other lights are working but there is nothing from the rear left indicator.

When I switch the right hand side indicators on, the bulb on the dashboard flickers; when I switch the left hand side indicator on, the dash light flashes once and is then dead.

Given that bulb is ok; connections appear fine and there is nothing obviously wrong with the fuses, would you have any suggestions as to next steps please?

It does not help that I am 'technically challenged' - so if you were able to respond in simple terms then I would be very grateful. There is definitely no danger of talking down to me because I do not think I could really be any lower than I am on the technical spectrum!

Response First, thanks for the clear car description and personal assessment, we all have varying talents so hopefully we can expand a bit in yours.

Normal procedure would be in reference to the wiring diagram which will be found in the members section of the Club Website, (or ie a Haynes workshop manual,) but wiring diagrams themselves need time for studying so we will try a few things first.

You refer to the abnormal behaviour of the indicator switch and dash board indicator light. Presumably when in the Right Indicating Position all the three right side indicator, Front/Side/Rear, lights work and continue to function? in that situation examine the dash indicator light and its connections and bulb, followed by the connections on the flasher unit, (under bonnet, centre rear of the dash board.) If and when that is achieved, ie all right side functioning correctly, we can try the left side? repeat several times for each side!

Assuming now that Right flashing (including dash light) is 100% working and left side still faulty, but at least one of the left side indicators is working, and so proving that power is available through the indicator switch. Which ever LEFT light is not working will need to be inspected / cleaned/ bulb replaced/followed by tracing back the wire into the loom.

Hope this is an initial help, if not take some time studying the wiring diagram, identify colour of wire taking current to the non functioning lamp. and contact us again.

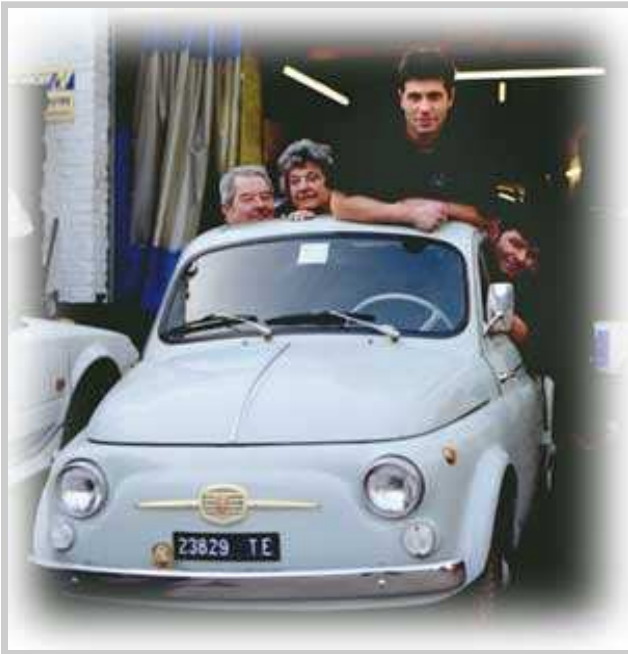
For General knowledge, To reduce the amount of wiring needed in car wiring looms the "returning current" is sent through the metal of the car body itself rather than individual wires and this is regarded as 'EARTHING' (NOT to be confused with household earthing, same name different use) and most often uses a BLACK coated wire.

Coloured wiring often has two colours, a Main colour and a Trace (thinner) colour also, i.e Blue/White a mainly Blue with a White strip within it, or B.W. main colour always first.

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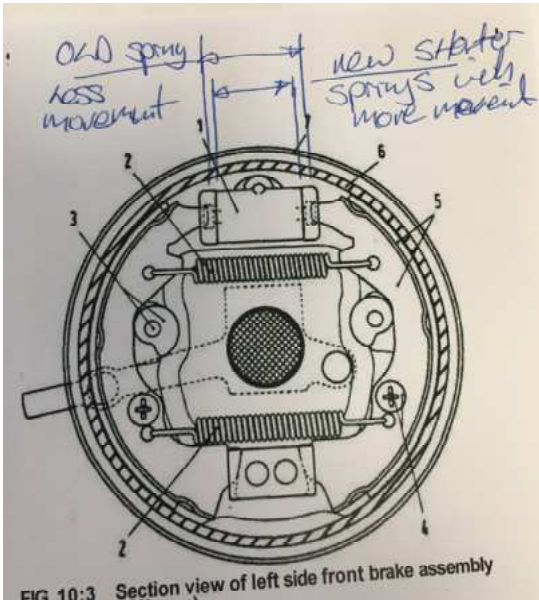
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BRAKE PEDDLE MOVEMENT

Ever since I restored my car I have never been fully happy with the brakes. During the restoration I decided to replace everything on the brake system, and I mean everything. The only component I didn't change with the brake pedal, the reason for this were #1 - I knew I would need all the help I could to get good brakes. #2 - the cost wasn't that much for each component. Once I started to use the car a lot I noticed the brakes worked fine but I had a lot of travel on the brake pedal, over 2" or 50mm of travel before I felt the brakes start to work.



This winter I decided to take a look and see if I could work out why. When I removed the brake hubs I noticed the rear brakes were doing the majority of the work, this got me thinking why. Looking a bit more into this I realised the reason the rear brake were working that much harder than the front was because the hand brake mechanism was stopping the rear pads from moving away from the hubs too far.

When I looked at the front everything looked ok, no leaks or damage. Following the discovery of the rear brakes I started to see if there was a way I could do the same on the front pads. It became clear the reason for the long peddle movement was the front shoe had to move that much further before they came in contact with the front hubs.

For some reason I had kept the original brake springs and when I compared them with the new springs I had fitted I was amazed by the



difference. The new springs were 10 / 11 mm shorter, hence the shoes were having to travel so much because the springs were overcoming the self-adjusters and pushing the front wheel cylinders closed. I replaced all the springs on the front two wheels with the old longer springs, re-adjusted the self-adjuster and the difference was amazing.

I now only have less than ½" or 12mm of brake peddle movement, they don't work/stop any better but this simple change has transformed the brakes, the driving experience, and the confidence I have in the car is much improved.

Colin Hitchcock

A REPLY....

I had a similar experience with a Fiat 126 bis, i.e. long pedal travel after a complete overhaul (was OK. before). I suspected 1. incorrect wheel slave cylinders had been supplied as there are varying internal sizes depending on year etc. and the exterior is identical, 2. incorrect return springs as you have pointed out, I found that if I temporarily assembled without ANY springs at all then everything worked fine.

In my case it was that the automatic adjusters were slipping having somehow become contaminated (prior to delivery) and so I replaced the brake shoes again (but keeping the same springs) and that solved my problem.

On my 500 I was considering fitting discs to improve the braking generally, But reluctant to be non standard I bought all new brake drums instead. That alone improved things to an extent that I can now lock the front wheels (If necessary) on a dry road !!! It can't get better than that.

On a slightly different tack, a modification that will improve safety (but not performance) is the conversion to dual circuit so that in the event of a major brake fluid leak there is always 50% approx braking left. The single circuit that we have is simple enough but there is this inherent risk.

There is not sufficient room to replace the normal Single Circuit Master cylinder with a longer Dual Circuit one so the kit has a bracket and pivot which turns the braking pedal movement rod through 90 degrees and the new Twin Circuit Master Cylinder is across the car instead of in line with it.

John Jenkins

ELECTRIC 500S

I was invited to the launch of a new 'electric powered' classic Fiat 500 at Classic Chrome in Mortlake South West London last weekend.



They'll supply a car and the electric motor/batteries or you can have your own 500 adapted. I drove a 500F and was pleasantly surprised how good it really was. It seemed very nippy and was really fun to drive.

It's using Tesla battery technology which drives your existing gearbox, by bolting onto the bell housing of your gearbox. It has 2 batteries, one above the engine in the back and one at the front, which also houses the charge point behind the fiat badge. The model



I tried also had a disc brake conversion... not sure if that's necessary.

Conversions start from £15,000 approx. for the conversion and they can supply a restored Fiat 500 F with the electric engine starting from £25,000 upwards depending on the spec.

For more details get in touch with Garry or Keith at Classic Chrome Limited. They can convert other classics too, and at present have done some VW Beetles and Porsche 911's amongst others.

Ciro Gargiulo

MYSTERY CAR - WHAT IS IT?

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FERDIE AT THE BEEB

I was sort of watching the BBC's One Show one evening and thought I heard Matt Baker say that they were looking for unusual vehicles. He was inviting anyone who owned something a little out of the ordinary to email in a picture of their pride and joy. I immediately sent in a picture of Ferdie, my bright yellow 1972 Fiat 500 which has been restored as an Abarth 695 'Evocation'. At the end of the show, they sometimes have a short spot where they show pictures that were sent in by viewers. As I watched, I fully expected them to do this and to see a selection of odd vehicles. But when the programme ended, nothing more had been said.

Then a few days later, when I had already forgotten about all this, an email dropped into my inbox. It was from, you guessed it, the One Show! They wanted me to appear on the show, the next day, with my car. This was so much more than I expected and, of course, I cleared my calendar and accepted their invitation enthusiastically.

The next morning saw the arrival of a dry and bright, but chilly, February day. I checked all was well with Ferdie, programmed the satnav, and set off on the 40 odd mile journey to the Beeb. Ferdie doesn't go too far from home these days, and I'd never taken him into central London. So I was pleasantly surprised by the amazing stir that he seemed to cause everywhere we went: Compliments at petrol stations; questions and smiles from other drivers at traffic lights; and pedestrians whipping out their phones to take pictures as we passed.



The satnav did its job and delivered us safely to the door of the Beeb. We were kept waiting a few minutes for the posts to be lowered into the ground so that I could drive Ferdie onto the piazza area outside the studio. During this time, I think every tourist and office worker in the area

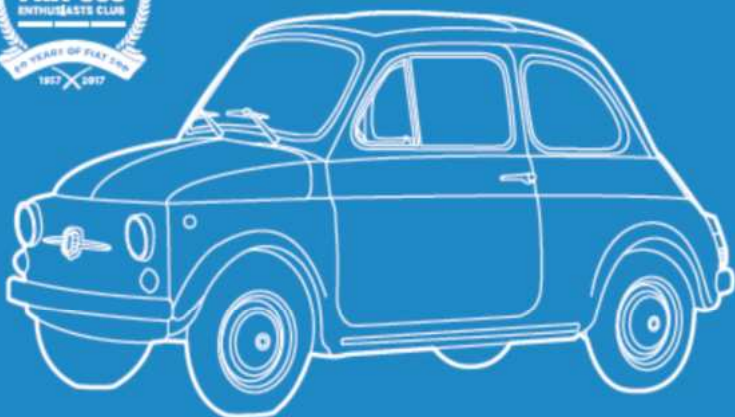


took even more pictures of Ferdie. In spite of the fact that there were five other spectacular vehicles there, Ferdie seemed to be receiving an amazing amount of attention. On being introduced to Ferdie, even the lovely Alex Jones announced, in her lyrical Welsh accent, that he was indeed “bootiful”.

The people at the BBC were very welcoming and, as you’d expect, very professional. And Ferdie and I were in good company, with the owners of the other vehicles equally as excited as me to be taking part. We turned out to be a good group who all seemed to hit it off with each other. The five other cars were: a 1908 Stanley Steamer steam powered car; a crazy futuristic ‘Penelope Pitstop’ or ‘Jetsons’ type car called Cosmo, based on a BMW and which had a glass dome covering the driver; a split-screen VW flatbed pickup with a 5000hp(!) jet strapped to its back; a very menacing looking black Dodge Charger dressed up as a tribute to the Dominic Toretto car from *The Fast and the Furious*; and a 1917 Samson steel wheeled tractor. So you can see, Ferdie was in very good company. And I did take some additional pride though in the fact that I was the only one there to have driven his car all the way to the Beeb, all the others were trailored in!

With a couple of hours to go before broadcast, we met with Matt Baker and Alex Jones and rehearsed what was going to happen. Matt and Alex (we’re on first name terms you know...) were an absolute delight. They are such nice people and appear as genuine in real life as they do when on the telly. They

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both loved Ferdie, with Matt in particular marvelling at the amazing condition of my little car. Matt and I chatted a bit about the Rickshaw Challenge that he takes part in every year, and of which I am an ardent supporter. When I told him that I had cycled with him part of the way on his trip through our bit of Hertfordshire, he was genuinely pleased and made a point of mentioning this to Alex.

The plan for the broadcast was to stage a small part of the show which they called "Who Do You Think You Car". Three of the vehicle owners at a time were to meet Top Gear's Matt LeBlanc and Chris Harris. Just by seeing the owners, and maybe asking the odd question, the two stars were to try and match each person with the vehicle that he or she owned. Later on in the show, this would then be repeated with the owners of the other three vehicles.

So, come the live transmission, and I was in the first group of three. Matt and Alex explained to Matt and Chris what their challenge was and that they were to match us with our cars. And in the case of us three, they could not have been more wrong. I was matched with the 1908 Stanley Steamer – must have been something to do with how old I look! The two Matts then went and chatted to the actual owner of the Stanley Steamer about his car. Then Alex and Chris stood with Cosmo's owner and talked with her about her car. And then it was my turn. I was standing by Ferdie, but sitting in the driving seat of my car was, wait for it, the Stig! I was somewhat blown away by this turn of events, and actually said as much to the two Matts on camera. Matt Baker asked me about my Fiat 500 story and I explained that he was our fourth 500. We'd had three others consecutively, and as daily drivers, between 1973–1984. Ferdie however is special. Restored some 20 years ago now, by his then Rolls Royce Mulliner Park Ward trained owner, Ferdie was built as an homage to the racing Abarth 695 models of the period. The quality of the man's workmanship has definitely stood the test of time and Ferdie still looks like he was completed yesterday. As testament to this, among his show prizes last year, Ferdie won the Best Paint Work award from the Hertford Town Council at the town's Cars at the Castle event.

I shook hands with Matt LeBlanc, twice. Had my picture taken with the Stig (yay!) – did you know that the Stig doesn't shake hands..? So then, well, show over, at least for me. It only remained for me to see the rest of the show from a reception area. And then to stand just feet away from Elkie Brooks who was performing one of her songs with her band outside in the, by now freezing cold, piazza – I did feel sorry for Elkie, singing in a strapless dress.

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I had pre-warned everyone about this whole event on Facebook and, as a consequence, my phone had been (silently) going off for most of the last hour or so. I lost count of the huge number of messages, comments, and 'Likes' that I received, for which, many thanks to all from Ferdie and me. Much appreciated folks.

After all this excitement, there was then the drive home, in the dark. Thankfully, although cold, the rain had held off, apart from a very slight misty drizzle for a few minutes as I left the Beeb and as the staff there and my new friends waved me off. Toot toot! Fellow classic Fiat 500 drivers will know that driving their car at night is not exactly what you'd call an illuminating experience. Didn't they need good headlights in Italy in the 1960s..? My Waze satnav (which I heartily recommend to everyone by the way) directed me out of London. It took me on a route I would never have taken, and guided me back home in fine style, even if the few miles I spent on the M25 were a touch interesting!



Ferdie did get me home safely though. And, as I parked him in his garage (on carpet, naturally), I could have sworn that he was contentedly purring like a pussycat. We'd both had a great day out. Thank you BBC, it was fun.

PS If you'd like to see Ferdie and me on the One Show, you can find us online on the BBC's iPlayer. Just look for the One Show which was broadcast on Wednesday, 21st February 2018. Our bit starts at about 20 minutes and 30 seconds into the programme. Enjoy!

Allen Butcher

SEEN ON A TRIP TO MALTA

We've just come back from our first trip to Malta. I knew it was only a tiny island but was surprised when we flew past and saw you could see from side to side. It's a bit more confusing to drive round though. They drive on the correct side of the road but still use the odd left hand drive car.

They have a good system of policing road problems like tipper trucks, cranes, holes etc. A local Warden does traffic control or sometimes is joined by a real policeman. They stop when you use zebra crossings and are generally polite. I suppose it's more embarrassing to have an accident if you know everyone! The only pushy drivers were the transfer minibuses who resent cars ahead of them.

Malta is a great place for old cars. I spotted some on Gozo. An old Ford Zepher, Datsun 240z and myriad old Japanese cars.

Standing by the car park at Sandy bay I suddenly saw a Fiat 1100 in immaculate dark blue with the family on their Sunday outing. Sadly my camera was absent.

The town houses all seem to have garages below them which are used for old and new cars. We went past one yard which had two old Minis and six other cars. Enthusiasts should have fun peering over walls. We visited in the low season when the buses are really full in town so I'm not sure what happens in summer! We were near the Pembroke park and ride



though.

We visited the excellent car museum in Bargiba in the north of the island. They had a nice pair of 500 and 600 s in bright red and a plastic bodied 500 spider. A pink 500 with it's topless roof found great favour with my wife so I suppose my 600d will have a shorter stay.

Motor bikes are included with a Triumph Tiger cub among them. The last bike I rode when dad trapped my finger with the clutch. Nice Jags and several 1950s assortments. Ask the bus driver which stop to get off.





On another subject, I was reading a classic car magazine which brought up the subject of what happens to your beloved classic Fiat if you go the Great Car Park in the sky?

You should make arrangements to get a proper disposal of your car and perhaps tools and spares. Donations to the appropriate club or a good cause if your spouse can bear to part with your car. We don't want to see more treasured cars going to the crusher!

Martin Bates



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EVENTS 2018

If you are thinking of attending any of the shows or events, PLEASE register your interest with the Club contact/organiser. Some events may require registering with the show well in advance—the organiser can advise you. There is no obligation but it will give the organiser some ideas of numbers - who can then decide whether to run or attend the event with a club presence.

Dates and details of events may change - please contact the event organiser for latest information.

Saturday 28 April

Pizza and Drinks on the Terrace

We have been invited to the annual opening of a local pub's Pizza area. The Milk House pub is situated in Sissinghurst, a former 16th century hall house, with timber beams and a Tudor fireplace, offering cask ales from Kentish breweries and a wide selection of wines. The pub will provide food and some drink vouchers. www.themilkhouse.co.uk

Contact: Sheridan Bowie, membership@fiat500enthusiasts.co.uk 07909 522141

Saturday 5 May

Auto Italia Car Day at Brooklands

One of the biggest events of the year at Brooklands. This will be Auto Italia's 33rd Spring Gathering - the UK's first and finest all-Italian car event. Contact:

Nathaniel Cross, web@fiat500enthusiasts.co.uk 07802 410896

Sat 2 June

London to Brighton Classic Car Run

Details can be found on WWW. CLASSICMOTOREVENTS.CO.UK

Other members have 10am - 10:30am time slots

Contact David on david@classiccarcompany.eu

Sat/Sun 16 - 17 June

Bath Festival of Motoring

Parades, exhibitions, demonstrations, car rides, & family activities

Contact: John Jenkins, chairman@fiat500enthusiasts.co.uk 07773 132645

Sat/Sun 23 - 24 June

Classic and Sports Car Show

in Association with Flywheel at Bicester Heritage Centre

Combining a dazzling array of action in the air and on the ground

Contact: Jenny Squillaci, magazine@fiat500enthusiasts.co.uk 07749 499785

Sunday 1 July

10 am—3 pm Classics at the Clubhouse (sponsored by Autoglym)
Sandford Springs Hotel and Golf Club Kingsclere

Live Music, Awards and Prizes, BBQ, Bar, & other Food Stalls, Shops & Retail
Stands, Games & a Bouncy Castle & free goodie bag for every guest.

Contact: Jenny Squillaci, magazine@fiat500enthusiasts.co.uk 07749 499785

Sat 21 July

Silverstone Classic

Spectacular historic motor racing on the world famous circuit with qualifying
for all grids on Friday & racing on Sat and Sun. Tickets until 31st May £78.

Contact: Jenny Squillaci, magazine@fiat500enthusiasts.co.uk 07749 499785 &

let me know you are coming, THEN Book direct with Silverstone

www.silverstoneclassic.com/clubs & quote club's booking code 18120CCD

Sun 29 July

Audlum Festival of Transport Cheshire

A 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 19 August

Festival Italia Brands Hatch

Festival Italia gives you the chance to embrace Italian culture, music, food and
wine while surrounded by the finest Ferrari, Maserati, Fiat, Ducati, Lancia,
Abarth, Lamborghini, Alfa Romeo, Aprilia and more have to offer.

Contact: Sheridan Bowie, membership@fiat500enthusiasts.co.uk 07909 522141

25 – 27 August

Hellingly Festival of Transport

Buses, Classic cars, Commercial Vehicles, Military, Miniature steam,
Stationary Engines, Steam and Vintage Rallies

Contact: Jenny Squillaci, magazine@fiat500enthusiasts.co.uk 07749 499785

9 - 11 November

NEC Classic Car and Motorcycle Show

The Lancaster Insurance Classic Motor Show, with Discovery. The Biggest &
Best Classic Motor Show in the UK! Last year was a great success and we are
applying for a club stand again this year to promote the club & show our cars.

Contact: Nathaniel Cross, web@fiat500enthusiasts.co.uk 07802 410896

MEMBERS WANTED AND FOR SALE

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FOR SALE

Late 1973 500 Fiat - £4250



RHD Rust free. Re-sprayed white last year. All major bodywork completed. Some work still required to pass MOT.

Present owner has owned the car for 10 years. 308 chassis. Spare gearbox included. Garaged. New owner will need to trailer the car away.

ALSO Many 500 spares for sale. Located Bridgewater Somerset.
Tel. Rod Bryant 07817 666459/ 01392679376

FOR SALE

Fiat 500 engine & Gearbox, - Offers

Genuine 20,500 miles only Engine Serial # 3112941, manufactured 1971 Engine (499cc) & Gearbox taken out of my 1971 Fiat in late 2016 and is inhibited and currently in dry storage, engine turned over manually

On regular basis. Located Surrey.

Keith, T: 01372 469109, M: 07778 383552

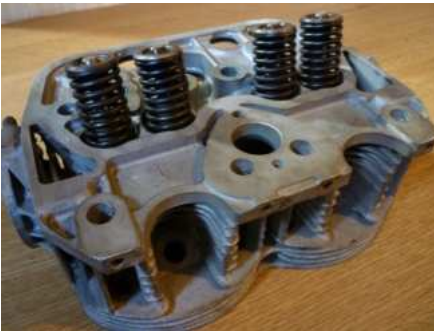
FOR SALE Fiat 500 1960N



It is with regret that I have decided to sell my 500. Anyone wishing to find out more about this rare and beautiful 500N contact Chris on:

07507519783 or walkerch@sky.com

FOR SALE



Early 500N/D Cylinder head

Completely rebuilt - machined, ported, polished & fitted with reground valves & larger valve springs. Now quite rare - open to sensible offers.

Tel: Roger 07775 853456 or webbyrog@btinternet.com.

FOR SALE 1971 Fiat 500 L



Lovely dark blue with contrasting red interior. Restored approx. 2 years ago.

Work included respray, new chrome bumpers etc, door handles, all glass rubbers, tyres, seat recovered and new carpets. New exhaust, new front panel, brakes, suspension bushes etc. Under sealed.



Has the original hood in good condition, Starts and drives very well. Looks amazing attracts attention... offers around £7,995.

Call **Ciro** on 07956 182455 or email cirogtv@hotmail.com for more info.

FOR SALE

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

Contact Colin 077719 77933

WANTED

Pocher-Rivarossi 1/13 scale FIAT 500 & 600 models in any condition

**Peter Barnes 01420 88275
or Peterb@aosmith.co.uk**

NON MEMBER SALE

1967 Fiat 500



The car has been totally renovated. Features include period Grundig radio converted to FM and iPod, MP3 input. LHD with only 77675 km genuine on the clock. MOT to 7th June 2018, no advisories. Can re-MOT if needed but not legally required. Registered as 'Historic vehicle' £0.00 Road tax.

Price £10,500.. Reason for sale; New project beckons.

Contact Bob: Office [0044 1787 274 440](tel:00441787274440) Mobile [0044 7545 085 567](tel:00447545085567) bob@bstm.eu



Genuine Weber 26IMB and 28IMB Carburettors now back in stock



Webcon are delighted to announce that the genuine Weber 26IMB and 28IMB carburetors are being produced again in the Spanish Weber factory, and that stock is now available in the UK.

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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

Greg Boyes	Berks	Fiat 500 D
John Bitten	Suffolk	Fiat 500 R
Bruce Jennings	Essex	Fiat 500 L

**COPY FOR THE JUNE 2018 MAGAZINE SHOULD
BE WITH THE EDITOR NO LATER THAN
MONDAY 21ST MAY 2018**

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