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JUNE
2018



Photo courtesy Nathaniel Cross

www.fiat500enthusiasts.co.uk

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EDITORIAL

SHOP

We have changed the suppliers for our club regalia. (see following page)
We will no longer be selling the more generic items such as car cleaners etc. as these can easily be bought elsewhere, online or in store. Instead we will be concentrating mainly on items bearing the club logo.

In addition, on application there will be a wider range of colours to choose from and a range of polo shirts specifically for ladies.

The proprietors Steven and Kerry are very friendly and approachable, you will be able to discuss your requirements with them either by email or phone.

Any constructive feedback will be welcome, to myself or the shop. This will enable us to increase the range of items on sale, make improvements and iron out any other concerns.

ARTICLES

A big thanks as ever to all those who contribute to the magazine. At the moment I am trying to collate a series of articles on 'My other car' I KNOW some of you have some really interesting cars out there Fiat X1/9s; 3 wheel Piaggios;

AC Cobras; Lancia Flamminias to name a few. PLEASE consider writing a short (or long) piece about your car plus a few photos.

GDPR

The law regarding the use of your data has changed which means that we can only continue to contact you if you provide us with your consent.

Please rest assured that we take our responsibilities for looking after your data very seriously, We will only contact you about the working of the Club or issues connected to the Fiat 500 and we won't ever pass on your personal data to other organisations without your consent.

In a recent email the club asked that if you wish us to continue to contact you in this way, to send us your Membership No. (if possible) and Name confirming your consent. We'd love to keep you updated, but only a third of you with email addresses have responded, so if you have not already done so, please may I urge you to email me on magazine@fiat500enthusiasts.co.uk so that we can continue to send you the bi-monthly newsletter, event confirmation and dates, announcements or news etc. My thanks to those of you who have already been in touch.

JS



FIAT 500

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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.

PRIMING YOUR ENGINE

If your 500 is left for longish periods without use, you may find, as I did, that you are flogging your battery and starter motor to death just to get the fuel pumped from the tank to the carburettor.

I fixed this by fitting an outboard engine hand primer bulb on to the fuel line just where it leaves the tank. About three quid on eBay and just a knife needed to install. A few squeezes to prime and you're off. Much better than the engine hand primer.

Happy Fiating about.
Dennis Rolfe.

TECHNICAL TEAM REPORT AND UPDATE

Hi All members, The Technical Team has "hit the ground running" and although a few loose strings still remain at our end, I am pleased to report that several Members have benefited already.

A reminder that your Membership Number is welcomed when contacting the team, (there may well be more than one "John Smith" in the Club & as relevant a description of your car and problem as possible will help us all.

Not all exchanges of info will be forwarded to the Magazine, but new / interesting items certainly will. You may be identified by forename only, (your "simple question" may be of great benefit to others), but please make it clear is this is not acceptable.

GILLIAN"S GIARDI"

PROBLEM Hard to start, lacking real power (relative). My past advice, (months ago), Full service, fit Electronic distributor, use "super unleaded "fuel where possible.

Gillian has some mechanical knowledge and a willingness to learn, but relies on an excellent modern professional mechanic who has only worked on this Particular 500 .

Problem remained, so she contacted me again, I advised a "compression check" if it was low then it would indicate either bore wear/ broken piston

rings or compression escaping through the valves.

The result was low compression identified , I remembered a previous occasion where tight valve clearances, (Tappets) were the issue and recommended that as a first check, these be reset, its only a very small clearance and unlike most other classics which open up with wear, on the 500 they seem to close.

A result! Much more power and easier starting! which I witnessed when following Gillian on the A3 South for 10 miles returning from Brooklands Italia at a constant 50 to 55 MPH.

Message, Generally ignore tappet settings on a modern car, they are usually hydraulically adjusted, but not on a Fiat 500.!

Tech Team

MYSTERY CAR



Following my request in the February magazine, three people got in touch identifying the car as a Goggomobile.

My thanks to John Jenkins who states it is an early T250, Peter Barnes who believes it may be a Goggomobile 400 and last but not least Peter Bennion who went the whole mile and identified the mystery car as a pre 1957 Goggomobil T250 built by Glas in Bavaria. He also stated that production started in 1955 and the single wiper was changed to twin wipers and the sliding windows to wind-up in '57, hence the dating. Definitely worth a brownie point. Thank you Peter.



Coincidentally, Peter Bennion says his own car had been mistaken for a Goggomobile and even a Trabant. This prompted the notice in the rear window of Peter's car which reads: -

*'What am I? I am not a
Goggomobile nor am I a Trabant.
I am a 1967 Autobianchi Bianchina
Berlina Sedan 499.5cc'*

MY 1936 TOPOLINO A

I acquired the car in 2004. Topi came as a relatively good body/chassis with the engine in a box.



Dismantling

The intention had been to restore her straight away, but despite our best intentions and due to health issues for Ray, she was left to wait for attention under a shelter in the garden.

Six years ago, she got her first MOT, but then Ray's health took a serious turn for the worse and Topi had to sit and wait again.



After 1st sandblasting

Two years ago, a good friend took over the challenge and got to work on her.

Having sat under a lean-to for so long, she had to be completely dismantled, sandblasted and welded, especially on the underside, and after re-assembly she got a new

coat of paint and a new roof. The engine was refurbished and all mechanical parts checked and repaired/replaced where necessary.

Last year she finally got back on the road.

She's attended a few small local shows since July last year, this year's Brookland's Italian Day was the one furthest away from home.

Two days later, she made "Best in Show" at the Yateley Lion's May Fayre.

There are still a few issues to be sorted, but she's getting more reliable all the time.

Ursula Brand



After 2nd sandblasting



Back from the paint shop



Together again

YESTER YEAR

Below, Martin Bates has kindly sent in some lovely archival material.

Me and mum resting in some French parking spot with my Fiat 600D and Dad's 850 sport coupe. Note the home comforts! C 1972.



How about 24 percent tax on your cheap Italian car? 1967 and 69 Fiat price lists. See the optional extras too!

	Model	Basic price £	Purchase tax £
500	Autobianchi Giardiniera	423	131.10.10
	Sunroof saloon	360	112. 5.10
	L (Deluxe)	393	122. 7. 6
600D	Saloon	414	128.15.10
850	Saloon	474	147. 2. 6
	Special	530	164. 4. 9
	Coupé	700	215. 3. 8
128	2 door saloon	603	186.10.10
	4 door saloon	630	194.15.10
124	Saloon	679	209.15. 4

CES	Model	Basic price	Purchase tax	Total
1967		£	£	£
	Bianchina van	380		380
500	Sunroof saloon	338	79. 3. 7	417. 3. 7
	Coupé	710	164. 8. 7	874. 8. 7
		1055	243. 9.10	1298. 9.10
125	Saloon	811	187.11. 6	998. 11. 6
1500L	Saloon	826	191. 0. 3	1017. 0. 3
1800B	Saloon	984	227. 4. 5	1211. 4. 5
	Station wagon	1134	261.11.11	1395. 11.11
2300	Saloon	1100	253.16. 1	1353. 16. 1
	Station wagon	1180	272. 2. 9	1452. 2. 9
	Coupé	2230	512.15. 3	2742. 15. 3
2300S	Coupé	2300	528.16. 1	2828. 16. 1
Dino	Coupé (L.H.D.)	2840	652.11. 1	3492. 11. 1
		Optional extras including p.t.		
	600D	Reclining front seats £4.18.4		
	850S	Reclining front seats £6.2.11		
	850S	Idroconvert £73.15.0		
	1100R	Reclining front seats £7.19.9		
	124	Reclining front seats £7.19.9		
	124 Saloon	Pirelli Cinturato tyres £6.0.6.		

Martin Bates



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BROOKLANDS AUTO ITALIA

Wonderful weather, wonderful venue, wonderful turnout - all in all a wonderful day.



I lost count of the number of 500s and others which joined us on the day, we were even joined by a delightful and beautifully presented Topolino. Ursula Brand's stunning Topolino featured on page 8/9 didn't manage to park up with us as she was snaffled by the organisers to take up prime position in



front of the club house. Ursula was surprised and delighted to find her car the object of much interest.

Chairs and picnic tables were much in evidence and at times we even retreated to the club Gazebo for a spot of shade. Conditions vastly different from the Horsham Piazza Italia!

The anniversary of the 10th year of the magazine was celebrated with a sponge cake decorated with the Italian flag and a 500 specially made by John's daughter who has started up in business. Going by the quality of the delicious cake she should do well in her new venture. Unfortunately we do not seem to have a picture of the cake, it was probably wolfed down before anyone had a chance or even thought about taking a photo.

Brooklands is always a favourite venue, the exhibits are always worth visiting. This year the new Bellman Hangar was opened, now housing the 'Aircraft Factory' harking back to the Hangar's original use as a manufacturing building, exploring the history of aircraft manufacture - from the pioneering early aircraft of wood and fabric, to the supersonic airliner and the technologies of the future. This hangar houses as it's centrepiece the 'Loch Ness Wellington' now shown to its best advantage. (I have a special interest in the Wellington as it was one of the aircraft my father flew during the war).



Away from our patch were a host of other lovely cars, including an Autobianchi Bianchina (becoming a bit of a theme in this issue of the magazine), and what I believe to be a lovely Fiat 750 Vignale.

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COLIN'S CAR

Way back in 2014 Colin got in touch with the club and sent this photo of a 500 he had purchased—bodywork and boxes of bits! He was asking for advice on how to begin the job of welding his car back together.

There followed a series of articles detailing the progress of resurrecting this little car.

Friends and family alike were pressed into helping with the project. Colin needed to turn the car over to work on the floor, inner



and outer seals and inner and outer wheel arches. A 'cradle' was constructed from an old fence post—the next challenge was to turn the car over. Colin had the bright idea of gathering friends (left from the pub to assist—he says it was surprisingly easy to do!

Colin's youngest son

Nathan was also heavily involved in the restoration, even to the extent of helping his Dad with the welding.

By June 2017 the car was finished and passed her MOT first time.

Practical Classics then decided to run an article on his car—

Colin continues the story...



...Practical Classic did an article on the restoration of my Fiat in October's issue last year, as part of that they then entered the car into the restoration of the year and I was lucky enough to get the top vote from the public.



The magazine team contacted me later to tell me I had won (but I wasn't allowed to tell anyone) they then send me a detailed pack asking for the car to be at the NEC on the Thursday and it had to stay there until 5:30 Sunday, the team couldn't have made it any easier for us, they booked us into a local hotel and supplied passes for me and my family. I drove the car there (95 miles) parked up on the stand and was really taken back with the display, and the big poster in the back ground they really had gone to town.

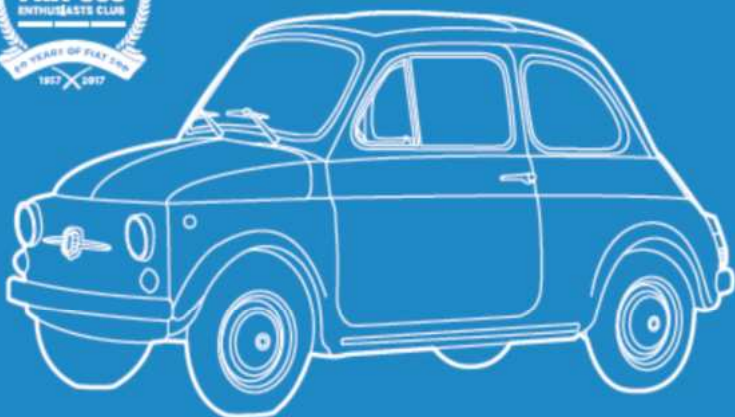


On the first day at about 11:30 I was presented the Gold Spanner award for the best restoration of the year by the wheeler dealer guys, it was great fun and they were really nice. The rest of the weekend was spent talking to the publish about the car and the restoration, and to top of a fantastic weekend I got to keep the big poster you can see behind my car.

I would like to thank everyone at Practical classic for a fantastic weekend and for making me and family feel so welcome, and of course for all those people that voted for my little car.

Colin Hitchcock

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CAVEAT EMPTOR

As most of the readers of this little magazine are well versed in the intricacies of Latin, they will know that the heading for this article translates to---“Buyer beware”, and how apt that has turned out to be!



In late 2012 I bought a 1972 500L, which turned out to have a 652cc 126 engine already installed in the rear as well as late 126 brakes on all 4 corners (with the later 98pcd hubs). For some obscure reason, a previous owner had then fitted an adaptor-plate to enable him to fit only early style wheels, which have the 190pcd wheel bolt pattern—very curious Alice! I was assured that the body was “very sound”, and as the rectification work that eventually had to be carried out (due to incredibly bad work previously carried out on the car) was from well before the people from whom I purchased the car got their hands on the beast, I will not embarrass them by divulging who they were.

The alloy wheels that came with the car didn’t do much to impress me, so when I got the opportunity to buy a set of ‘original---“made in Italy” Cromadora alloys, I jumped at the opportunity. To soften the blow of the cost of these wheels I managed to sell the wheels that came with the car to a friend who liked them—no accounting for taste. It was only when I was fitting the

Cromadoras (which were 13inch wheels as against the 'as supplied' wheels which were 12 inch) that it was noticed that the front transverse spring was slightly out of alignment—which gave me a longer wheel-base on 1 side vis-a-vis the other side. At this stage, the suspension was being left 'as standard', so with a bit of 'fettling', clearance was achieved between the wheel-arch extensions and tyres. The car was used in this condition until late in 2013, when I decided to lower the suspension. This time it took a lot more 'fettling' to get everything to fit—I eventually had to resort to fitting slightly different length top wish-bones (standard on 1 side and slightly shortened on the other side) so that the camber was the same both sides and for the tyres to clear the wheel-arch extensions, which also require more 'fettling' on the problem side in order that I could use the car—which I did on a regular basis. By the middle of 2014, 'er indoors had decided that we were going to move, had got a 'For Sale' sign up at the bottom of the front garden and by the time October had arrived we were in the throes of moving from Felixstowe up to North Wales, so it was quite important that the car was kept mobile.

Roll onto to the end of March 2016, by which time we were well settled just outside Chester (but INSIDE wales---by just 200 yds!), and I was beginning to find my way around all the various establishments with regard to the supply of services and parts, as well as using the car as often as possible---my car is no 'showroom queen'. At the end of March I took the car to an 'open day' at the local "Classic Friendly" garage---(John Woods, at that time in Mollington, on the edge of Chester) , where I met Greg Reeves. Greg, and his partner Dave, had both taught body repair skills at a local college (Greg, body-work and Dave, paint-work) and when the college had shut their unit down they went in to business together and had set up "Matchbox Restorations Ltd", which now concentrates on the body-work restoration of classic cars. The outcome of the conversation that Greg and I had was that as soon as Greg had got his jig set up in their workshop (December 2016) I delivered my car over to their body-shop to have the spring mis-alignment rectified. I stripped out the front of the car of its bumper, lights, battery, wheel-arch extensions and fuel-tank in the (as it turned out) mistaken belief that all we had to replace was going to be the under-body-section that had the spring-mounting studs in it----oh foolish boy!

One of the reasons that Greg wanted to work on my car was that when he and Dave set up their business they purchased a 500 in 'kit-form', with the intention of restoring the car as (a) a 'hospital' job to be done in their quiet



times and (b) a 'shop window' for their skills. Eventually as it turned out, they became so busy that they never had the time (or space) to re-build the Fiat, so sold it 'as was' with one of the 652cc '126' that came with it. I used to tease Greg that he was 'just practicing' on my car prior to doing their car!

It was only when Greg put my car onto the jig that we realised just how much out of alignment the front really was—over 10mm across AND 10mm fore-





and-aft. The really scary part of the situation was not just the condition that the various panels at the front of the car were in, but the way that they had been put together—pop-rivets, coach-screws and even the odd roofing bolt!

The only thing missing was some welding—of ANY sort!! By the time Greg had finished removing all the rubbish, there was very little left of the front of the car and no floors---they had holes in them about a foot square that had been repaired by the ‘sandwich’ method—piece of metal on top of the hole, piece of metal under

the hole, pop-rivet the whole lot together and then give it a good coating of under-seal.

To be continued..

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HORSHAM PIAZZA ITALIA



The weather was not kind!

Our club along with other 500 owners have been going to the Horsham event for a number of years now. It's a great event, the public have a chance to get close to all manner of beautiful Italian cars, old and new and the convoys of cars at the end of the day is very special. The 500s bring out the best in people, despite the weather on our convoy the public came to life and there was much cheering, smiling and waving—the 500s responding with their inimitable beep-beep -with one exception—who is responsible for the Klaxon! I well remember it from the Goodwood Revival last year but I haven't tracked down the perpetrator... Yet!

We have seen fair weather and foul, last year high velocity winds were an issue, this year it was pretty epic rain. But despite this around 10 Fiats braved the elements.

Usually we browse the





Italian food stalls and other Italian themed entertainments, but this year much time was spent in the shopping malls away from the rain, however we did enjoy a spot of opera sung under the pavilion. Despite the rain the singers' renditions of famous Italian Arias did managed to rouse the few onlookers to an appreciative clapping.

A group of members met up in the nearby Italian eatery Prezzo's and had a very enjoyable lunch away from the rain.

So not a disaster then, but we do hope for better weather next year—we deserve it.

JS

All photographs were kindly provided by member Stefan Graichen



THE ART OF ROBERTO CAPUTO

This story and these pictures were kindly supplied by Nathaniel Cross

In the June 2016 issue we showed some of Toto's Sicilian cart-style 500. Toto is a past member of our club now living in Sicily. Toto was responsible for the restoration of the vehicles shown here.



Hand painted by artist Robert Caputo his designs are eye catching depictions of traditional Sicilian folk art. This type of art depicting everyday events and often loosely based on Sicily's past includes ancient stories and legends.

Caputo has just painted a 500 and a Vespa in Neopolitan style for a Washington pizzeria who saw Toto's car and commissioned their own. In addition Caputo has started making miniatures of the 500 by repainting Burago models.



Bizarrely Caputo was commissioned by Dolce & Gabbana to paint fridges—
See: -

<http://www.smeguk.com/refrigerator-of-art-from-dolcegabbana-and-smeg/>



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CAR SPOTTING

Seen in Sicily by Martin Bates, a car park full of nice old Italian cars with a few foreigners in the group.



*Mercedes SL 250?
Citroen Traction 11BN?*



Lancia Aprilia



No introductions needed



Autobianchi Bianchina Cabriolet

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.

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 23 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. For this event you

will need to contact the organisers direct at

www.classicandsportscarshow.com or by calling 0871 231 0847

(calls cost 13p per minute plus network extras) quoting booking code: -

FLYA18500 THEN 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

Sunday 15 July 12.30—5.30

Farnham Motoring Festival

Member Gareth Jex is helping to run this show on behalf of 'The Hedgehogs' a local charity — you can check out the work they do by going to

www.the-hedgehogs.org.uk

The day starts with a Car Treasure Hunt and includes rare classics a display from Brooklands, live music free rides for children and Scaletic racing. The £40 ticket for adults - £20 for children includes a glass of bubbles and lunch.

Gareth will be taking his 595 Abarth 1971 and a couple of other 500's will be there. If he can get 10 500's from the club he can arrange an exclusive table.

Contact: Gareth on 07710 727001 or email the address above.

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 membership@fiat500enthusiasts.co.uk 07909 522141

25 – 26 August

Hellingly Festival of Transport

Festival of East Sussex. BN27 4DS

Now in its 43rd year, this is the largest collection of cars, commercial vehicles, vintage tractors and steam engines in the south of England.

We have entered on our own the last 2 years and have had a great time, so we wondered if any members would be interested in a

'holiday by the sea' on Bank Holiday weekend

(Saturday and/or Sunday.)

We have managed to secure a stand for the 500 club, with free entry for all cars displayed and passengers.

This is a fun event for all the family with plenty to see and do,

and it would also raise the profile of the 500 club in the south east.

I thought we could have a club convey along Eastbourne seafront on Saturday evening for 'Fuscardis' ice cream and a pub meal, and Grandad's 'bacon sandwiches' will be on offer Sunday morning.

There is free camping on site or a Travelodge 1 mile away.

If anyone is interested for Saturday or Sunday or both, I would be happy to sort out all the paperwork.

Please contact me David Harris email; lynette.harris@btinternet.com to express your interest and if you have any queries.

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



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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.

MEMBERS WANTED AND FOR SALE

Please note that the 500 Fiat Enthusiasts Club only offers free advertising in this column to private individuals who are paid up members and not to businesses or commercial enterprises. The Fiat 500 Enthusiasts Club advises those placing or responding to adverts to take reasonable care as the club cannot endorse or accept responsibility for any items listed for sale or for any subsequent transactions.

WANTED

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

Peter Barnes 01420 88275

or Peterb@aosmith.co.uk



FIAT
500L



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FOR SALE

Late 1973 500 Fiat - £4250



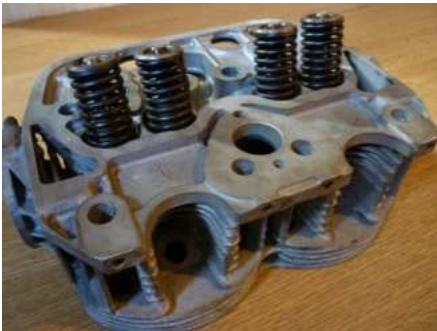
RHD Rust free. Re-sprayed white last year. All major bodywork completed. Some work still required to pass MOT.

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



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

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

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

NEW MEMBERS

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

David Williams	Surrey	
Bill Lee	Middlesex	
Julian Newiss	Gloucestershire	1964 Fiat 500D
Simon Freemantle	Surrey	1971 Fiat 500L
Andy Bell	Buckinghamshire	1971 Fiat Berlina 500L

COPY FOR THE AUGUST 2018 MAGAZINE SHOULD
 BE WITH THE EDITOR NO LATER THAN
 MONDAY 16 JULY 2018
 email magazine@fiat500enthusiasts.co.uk

TEL: 07749 499785

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