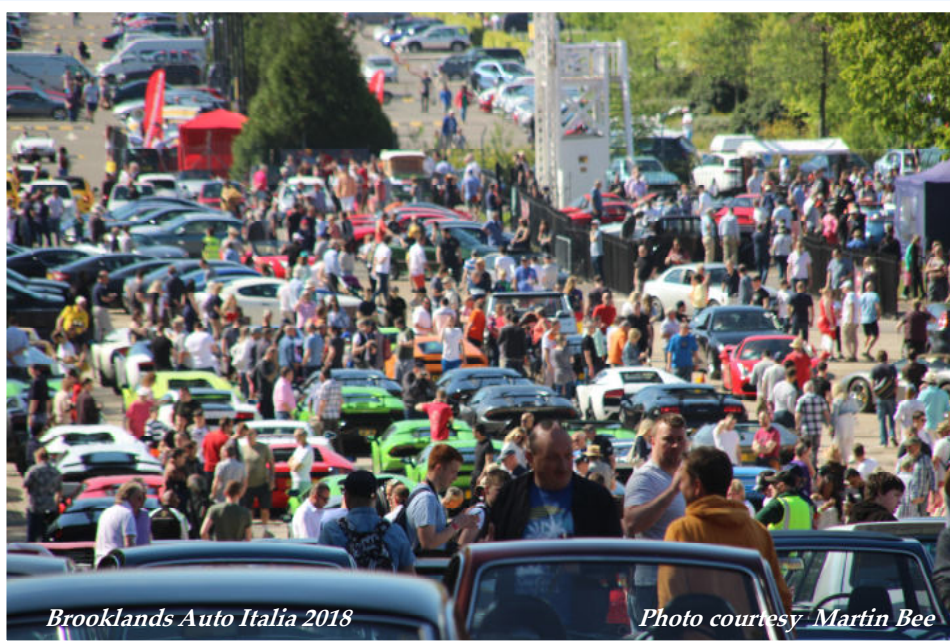


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AUGUST  
2018



*Brooklands Auto Italia 2018*

*Photo courtesy Martin Bee*

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

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## EDITORIAL

### GDPR

If some of you are wondering why you didn't receive your newsletter, this may be because you have not responded to our request to give your permission for us to contact you in this way.

We take 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.

If you wish us to continue to contact you in this way, please send us your Membership No. (if possible) and Name confirming your consent to [magazine@fiat500enthusiasts.co.uk](mailto: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.

### SHOP

Our new shop has got off to a brilliant start with good reports of both the quality and the service received, one of which is reproduced overleaf. We will be increasing our range of items for sale, meanwhile if there is anything you would like to see stocked, let me know and I will pass on your ideas.

### THE CAKE

My grateful thanks to all who responded to my request for a picture of the cake celebrating 10 years of the magazine, and which made a brief appearance at the Brooklands Auto Italia.

One of the photos is reproduced below, please forgive me for not including them all.





# FIAT 500

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# CLUB REGALIA

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## CLUB REGALIA - A GOOD SUPPLIER

In 2015 I was invited to Senegalia, on the Adriatic coast of Italy, to attend the "Technical Pit-stop" that was taking place there for the "Mille Miglia". From that first meeting, a firm friendship developed between myself and Joseph. He and his family have stayed with us in North Wales, and Ann and I were scheduled to go to Italy in September for a holiday, and a drive in his 500.

A few weeks ago I suddenly received an e-mail from Joseph suggesting that we went over for a week that had the weekend of September 15th/16th in the middle - there was going to be a 3 day "Raduno" at Misano with about 400 'Cinquecentos' in attendance.

When I looked on the site's website I found that there was a prize for the club that had travelled the furthest distance to the show. Now, as the chances of there being many people attending who had travelled more than 1,300 miles to the event being slim, I decided (if only for a giggle) to go for the 'furthest travelled' award. Having been given permission by the Club committee to officially represent the club, I decided that I had better be wearing the club regalia at the "Raduno".

The club has recently authorised a new company to supply clothing with the club regalia on it - F.D.R. Promotions. On their advert in the club magazine they mention that colours other than the normal (white, grey, blue and black) could be available. A quick phone conversation with Steve Lee, the boss of the company, confirmed that they could indeed supply me with clothing in a 'non-standard' colour i.e. burgundy, to match the colour of my car, and so they have. The service that I have received from F.D.R. Promotions has been 1st class; the Polo shirt looks good and fits well, could not have been better. In my own personal opinion, the club committee made a wise choice in choosing them.

Topo Peloso

---

### **'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.*

#### FUEL ADDITIVES?

Joanne has contacted me regarding advice on the use of fuel additives. These of course are the after market additives that we are told (by the manufacturers) will help prevent valve wear and burn out, from the lack of lead which was previously contained in petrol and is now not added,

ie unleaded fuel. The assumption was and remains with some people, that lead protected the valve seats from the impact of an exhaust valve (inlet valve less so) closing against the valve seat with eventual wear and failure to seal in the exhaust gases.. With many other classic cars it is but a matter of time before there is a need to renew the valve seats with inserts of a harder steel material, and this is a common upgrade to those cars, although expensive and requires the cylinder head to be removed.

My initial reply was that personally I had never used any with my 500 and covered 10,000 miles without a problem, but one person not having a problem was not useful evidence. However, it was a very good subject for the 'Techi Team' with their wide ranging experience. I subsequently forwarded the request to them with excellent replies, copied below.

I feel however that we should also be making use of the collected experience of the Membership, so if you HAVE suffered a genuine valve failure and NOT used additives please let me know, only a 100% lack of valve problems can realistically taken as indication that in the 500's case a valve protection additive is not necessary. However other benefits ,ie increased power may still be found when using some of them, if only imaginary, and with the 500 even 'imagined power' can be useful.

John

My understanding is that the 500 has an aluminium cylinder head, which means it must have hardened valve seats, making the need for lead unnecessary. Accordingly, regular unleaded is fine and additives aren't required. However, if you leave your car for some time, like from October to March, it doesn't seem to like old fuel - is that the ethanol evaporating? So I add a can of fresh before the first start!

Ian

I have experimented with this and I can't say I notice any discernible difference when using additives. A little additive certainly won't do any harm, however I just use high octane unleaded.

David

I don't use any additive - I ask myself "why would you use it?". People use it as being concerned if they don't they will damage the valve seats. No



additive is going to guarantee your valve seats won't get damaged, if they could they would charge a lot more for it than they do. Better to listen to your engine and get to know when it's not sounding right. Make sure valve clearances are set correctly as this will lead to valve seat damage if they are not. Rather than additives, use as David suggested, Super unleaded with 98 RON rather than normal 95 RON. Less ethanol and a better burn.

Damian

I have always been led to believe that the valve-seats in the 500s alloy head are 'hard' [*see Ian's comments*]. I do know that in my own engine (a tuned 652cc '126' engine) I do not seem to suffer loosening tappets. I checked them a couple of weeks ago, prior to taking part in the Ipswich/Felixstowe run, and although I hadn't touched them for over a year (about 2,500 miles) they didn't really need any adjustment at all. As far as I can see, the 500/126 engine doesn't require the addition of fuel additives to protect the valve seats--but when it comes to the fuel now available, the situation is somewhat different. Modern fuel has a high Ethanol content, anything up to 10% in 95 octane fuel. However, 98 octane fuel has, I have been advised, only a 5% Ethanol content. The problem with Ethanol is it's lousy appetite for the fuel lines, seal and gaskets on 'classic' cars. The problem is worse if the fuel is left for a period of time (over the winter, for example) in the fuel lines. For this reason if for no other, I DO recommend that a "fuel protection" additive is used in the fuel system if 'normal' 95 octane fuel is regularly used. If one has a tuned engine, and regularly uses 97 or 98 octane fuel, the use of a "fuel-protection" may not be necessary. However, running some through the fuel system prior to storing the car for the winter might be a wise precaution.

Tom

Over the years we looked into the benefit of additives, especially when decent fuel became harder to find, but to be honest found that for a Fiat 500 they are a waste of time.

Tuning the engine is much more important, correct tappet adjustment and perhaps retarding the timing if pinking is occurring is how to get the optimum performance out of any engine.

Jimmy

## ENGINE NOT 'TICKING OVER' CORRECTLY WHEN HOT?

*In 2014 member Alun Hoskins wrote to the magazine asking for help on problems with his 500 refusing to 'tick over' when the engine became hot after 30 miles or so. Nick Parrott kindly responded with some advice. I have reproduced his response below as it appears to be a fairly common issue and may be of interest to our new members.*

I had a problem with my 500, standard engine, in that when hot it stopped and would not start, and you could see the fuel boil in the clear fuel lines I had fitted to see if this was the problem, as I had lived with the engine dying after a sustained speed, say for 3 or 4 miles, and it would not start unless I released the fuel line and got rid of the pressure build up. In essence there was no fuel reaching the carburettor. I tried new fuel pumps, and old ones, but to no avail. This is apparently the problem with the current fuels as there is an increased quantity of ethanol in them.

It was the same with supermarket fuels as they have always put increased ethanol in their fuels thereby paying less fuel duty and being able to sell it cheaply to the unsuspecting public. This last from a motoring engineer 10 years ago.

As a result of a chance comment from Franco (Ricambio, may the sun ever shine on their enterprise) at Brooklands I fitted an electric fuel pump; push type fitted in the front compartment, using the existing lines and needing an on/off relay as the only extra part, together the need to make up a blanking plate to cover the hole where the fuel pump fitted. NB remove the actuating rod.

Problem solved cost about £90 all in as I recall, but beats sitting on various Sussex verges waiting for a car to cool why the world goes by with a smug look. Additional bonus - it runs much better and I can achieve a higher maximum speed than with the mechanical pump, better delivery I suspect. I hope that this answers the problem.

If not I suggest looking at the engine in the dark and watching for a spark tracking across the rubber insulators between the plug and the engine casing, or across the terminal castles on the coil, all problems that I have encountered with problem tick-over. The coil was a brand new Inter motor coil bought to solve a starting problem, and it sparked across the plastic "castles". I hope that this helps.

Nick Parrott



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## SAD LITTLE TOPOLINO



In edition 31 (March 2014) of this illustrious little magazine, there was an article, complete with photographs, of a very sad and neglected Topolino 500A.

The article for a variety of promised (to the owner) reasons had to be written without any location being mentioned. I can now reveal that the car was in a barn at 'Snape Maltings', in Suffolk. I am delighted to say that there has been a very successful outcome to the story.

I put 4 people through to the owner of the car--3 of them potentially serious would-be buyers. However, despite my advice to the owner (verbally and in writing) as to what the probable value of the car was, he insisted that as "the car has been kept in a barn" he was going to insist on a price that was about 3 times what it was worth. Among the reasons for my price estimation was (a) yes, it had been kept in a barn--for in excess of 40 years! And (b) its condition was going to demand a FULL, down to every nut-and-bolt, restoration. Twice I was allowed (under staff supervision!) to inspect the car and confirm that it was complete (although sometime in the last few years somebody had put a scaffold pole through the windscreen), but my 2nd inspection had confirmed my worst fears, the car's condition had deteriorated. The owners of 'Snape Maltings' (a most beautiful music centre if you live in the area--look at their 'Summer Proms') sold the whole site to the music trust and de-camped to Australia, but the relative left with instructions to get rid of the car still insisted on the far too high a price.

Roll onto this years 'Ipswich/Felixstowe Classic Vehicle Run'. As I was

walking along the sea-front, I stopped to chat with a gentleman who owned a very nice 'Frog-eye' Sprite. On the 'boot' of the Sprite was a collection of photos of a 500A Topolino--the top right-hand photo stopped me in my tracks ---it was the 'Snake' 500--as I knew it! The rest of the photos showed the car as it is now--fully restored, and back up and running. The gent had done a superb job, and confirmed what I had told the previous owner; it HAD needed a full down the bare bones, full nut and bolt strip and re-build. Even more surprising was the fact that he had managed to purchase the car at only just above my original estimation of its value.

To discover that the car I had known for so many years (about 25) and worked so hard to find somebody who would restore her had at last been rescued just about made my day. What was even more amazing was that I was later told that the gent who had the Topolino on the run, and as a result of the run, had been contacted by a person who also had a Topolino--and its number plate was only 1 number out from his---they were probably bought from the same dealer in Essex and the fact that they both still survive, and both in running condition and being used, was just amazing---they are staying in contact with each other.

Topo Peloso



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## LONDON TO BRIGHTON CLASSIC CAR RUN (and back) 2018



As new 500 owners and virgins to this sort of event you can imagine the excitement in our household as the day approached.

We loaded our 500 L “Coleman” into our Mercedes sprinter van and headed to our daughter/ son in law at Wandsworth. We unloaded him and spent the next 3 hours polishing for all our worth. Both Coleman and David’s 575 cc Abarth “Lilly” looked the business, we were travelling in tandem.

That evening we were treated to a surprise “close your eyes mum and dad” duly obeying we were presented with smart new company overalls. Then followed the “can you just” sew on the fiat, abarth, shell, and mobile badges for all 4 overalls !! At midnight, with sore fingers the mission was accomplished.

The next morning we headed to Greenwich Park, the hottest day of the year, no air, huge traffic jams, longest journey either car had attempted and sporting our heavy duty overalls what could possibly go wrong ?? We arrived , had bacon sarnies (priority) and collected our badges, maps and queued for the start.

The sight of 400 hundred classics was amazing, but you had to feel for the owner of the oldest car, 1923 Stoneleigh chummy who despite all the prep,

mechanics and a tool box to die for refused to start and had to be towed home.

Italian and English flags flying.. we were off...heading towards Penshurst Place. Lynette was clutching her 15 page tulip route map, provided by the organisers, " zero the trip metre " was the first instructions, what trip metre?...try guessing in mileage 0.8 of a mile when you are stuck in a traffic jam, it takes ages or turning right in 0.1 mile when you are doing 40 miles per hours, you meet other classics coming in the other direction with driver and navigation making helicopter arm waving shouting "turn round " . More arguing so we turned round.

Two hours in and the sun is beating down, passing numerous conked out



motors, thinking " good old Coleman " however the gear stick is now too hot to hold and I am sweating, decided to stop at garden centre to cool down.

A bit reluctant to restart but we are soon on our way again finishing at Penshurst Place and found trees to park under and joined the Thorpe Park style queue for refreshments.

A good cool off for car and overalls and as good as they looked I have just seen a French onion seller and two ABBA girls, goodbye Fancy Dress prize. Off towards Brighton, bombing along far to confident, miss a turning, had argument, then off we go again.



Can see the Downs now, hills, heat here we come. Ditchling Beacon comes next, hill after hill, unfortunately there are lots of cyclists slowing the cars to a crawl which were by this time getting hotter and hotter, at the top we had to stop and cool the engine. Down, finally coasting down to the seafront and the finish. It took 4 hours but we made it.

Stopped 2 red hot engines and went for an ice cream, walked to the sea, still in overalls and as everybody else was sunbathing, felt very over dressed.

After 1 hour of cooling down we set off back to London ( the direct route) stopping at Horsham for food and finally home.

It was a 14 hour day but we made it. Good old 500's, Little hero's.  
Summing up I suppose the questions are: -

1. would I do it again. ??.....( already booked for next year)
2. Would I wear overalls ? .....( Of course)
3. Would I use the same navigator?.( Er....it's Lynette's turn to drive next year.

David Harris



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## CLASSIC AND SPORTS CAR SHOW BICESTER HERITAGE CENTRE 23rd JUNE



I attended the Bicester show without my little Fiat and was pleased to meet up with Jenny and Vittorio who, being braver than me, had made the journey in their lovely 500. The sole representative of our club in the Club Section of the Car Park.

It was a beautiful day and whilst 500's were scarce in the Car Park there were two in an Auction (held on Sunday 24 June) - a 500D and a 500F.

I also came across a Topolino tucked away in a corner. The owner explained that it was assembled in the UK under licence as it is right hand drive.



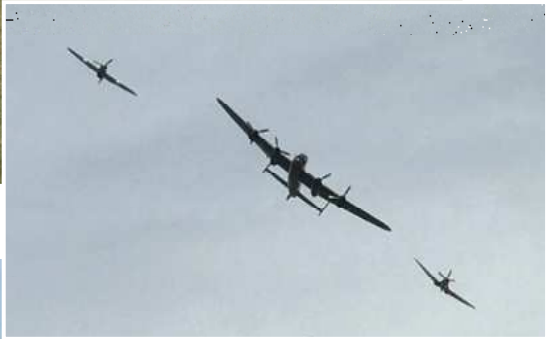
In addition to the Fiats there was so much to see ..... from Sports Cars and Motorcycles to Military Vehicles, an Air Display featuring the Royal Air Force Battle of Britain Memorial Flight and even a Home Guard Display. A thoroughly enjoyable day at a fantastic venue.

In the spirit of the Home Guard I must learn not 'to panic' at the thought of a 100 plus mile round trip and return next year in my 500. It would be great for Vittorio and Jenny's Car to have some company and based on 2018, I am more

than happy to recommend this show as one to look out for in 2019 ...

PS neither of the Fiat 500s in the Auction sold - have just checked the Brightwells website - I guess neither reached their reserve price?

Phil Swallow



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## COMPETITION

This is just a small portion of Martin's collection of model Fiats.

How many can you identify correctly?

### THE PRIZE?

Choice of two mugs or cap (colours as available) featured in the PG 4 advert



Answers should be given from top to bottom—left to right and sent to the Editor (letter or email) The first correct answer out of the hat is the winner.

The Editor's decision (with the help of Martin)) is final.





## THINKING OF VISITING THE 'LAST OF THE SUMMER WINE' VILLAGE OF HOLMFIRTH WEST YORKSHIRE?

(Then read on...)

### HIGHLY RECOMMENDED

To most people, mention the name "Holmfirth" and the first thing that springs to their mind are the adventures of a group of mature (well, age wise) folk



enjoying themselves irresponsibly in their senior years - "Last of the Summer Wine". However, to the confirmed 'petrol-head' Holmfirth has another attraction - "The Oil Can Cafe"

Now well established in its new home, "The Carding Shed" (HD9 2RD), this 'garage themed' establishment is more than just a (very good) café - it is an experience to be enjoyed. However, be warned, it is a VERY popular establishment, and although it doesn't open until 10.00am on a Sunday ( and every other day in the week, bar Monday when it is closed), by the time Ann and I got there at 11.00am, the place was buzzing and we had to queue for a table. As it happened, as we only were having a coffee and a (first class) scone, we were allowed to use the settee - beats waiting for a table!

As well as the cafe, there is a 'nostalgia' shop and a small collection of classic cars to view. The second business in "The Carding Shed" is "IK Classics", a car servicing, race car preparation and restoration business. They have a much larger collection of cars (including, in the corner of their workshop, a Fiat 500F), and they occasionally organise viewing of their collection, the places on these fill up very quickly.



The day Ann and I visited (on our way back from Sheffield visiting our daughter) was a beautiful, clear day and as we were travelling back to Chester we decided to go home from the cafe through Holmfirth and back to the A628 on the A6024, "The Woodhead Road". The views from this road (and there are some viewing points) are spectacular and well worth any hold-ups from slower traffic, most of whom are looking at the views as they drive along!

Tom Montagu

(The pictures in this article have been used with kind permission of 'The Carding Shed, Holmfirth).



## PROJECT LEGO FIAT 500

I've received an intriguing email & couldn't resist including it in the magazine.



*I'm Gabriele Zannotti from Italy and I'm a 25 years old "Cinquacentista" (my dad and me own a 1968 500 F) and we are part of the big family of Fiat 500 Club Italia.*

*I'm trying to contact every local and international 500 club president to show a project I'm working on: maybe you have already seen it on the web or in a "4PiccoleRuote" article some months ago.*

*Two of my great passions are Fiat 500 and Lego bricks. I asked myself: why you can build iconic cars like Mini Cooper, VW Beetle or VW T2 but nobody, but nobody has yet thought about the most iconic Italian car, our dear "Cinquino"?! So I decided, with the help of my Austrian friend Felix (alias Saabfan) a really talented builder, to honour the Fiat 500 and show the project to Lego.*

*How to make this project come true?*

*To ensure that this project can arrive on the table of the famous Danish company we have started a campaign a dedicated website called Lego Ideas: we need 10,000 supporters! Fortunately since the launch of the project (August 2016) we have collected almost 8,800 votes, but now time to reach the goal is about to expire! The Deadline is October 2018, so we have to collect the missing signatures (about 1,200), so we need every 500 fan's help!  
G Zannotti*

**NB** While this all seems like a lot of fun, I feel I should point out that if the project is accepted by Lego then royalties are payable to the designer. This





may or may not make a difference to whether you decide to support the project - either way, I thought the models are enchanting and worth including as interesting little works of art.

If you would like to support the project, go to [ideas.lego.com](https://ideas.lego.com) and under 'Project Ideas' click 'Most Supported' (entering a world I never knew existed!) Find the Fiat 500 F and click the 'Support' button. You will then have to answer 3 questions—and that's it - another vote.

JS



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## HASLEMERE CLASSIC CAR SHOW AND TOUR 27th MAY

We were at the Haslemere show on the weekend: Over 200 pre-1978 classic cars were pre-booked but the numbers probably exceeded this as many were parked in the adjacent field. It was a big show and a great selection of types.

The weather was very kind to us all and there was a good assortment of food stalls and a Jazz band.

A couple of Fiats caught my eye, the first is very familiar to everybody but the second was a Topolino, built 1938, an original UK RHD car that was in a collection for 27 years and had only been re-commissioned this year.

Keith Berner



*The day had started with 90 entrants taking breakfast before setting off on a tour, heading South of the town to Midhurst and then through Selham, Graffham and Fittleworth for a stop at the Stag Inn, Balls Cross.*

*After coffee and biscuits they continued via Wisborough Green, Alford and Shillinglee back to Lion Green.*

*One for next year's calendar?*



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**CLASSICS AT THE CLUBHOUSE  
SANDFORD SPRINGS HOTEL AND GOLF CLUB KINGSCLERE  
Sunday 1st July**



This was a new venue for us and we were not disappointed. As you can see, the setting was stunning as was the weather.

Four members of our club attended and all seemed impressed by the venue and the variety of cars on display.

All manner of vehicles were there, from the sublime (as deemed by the editor) such as a 1969 Jaguar E-type series 2 and a gaggle of old VW beetles to

the frankly ridiculous (but intriguing) 'push-me pull-you'. The owner lives in Wales and takes the car to shows all over the country. He built the car for fun and it's based on a Rover 150 (2 x Rover 75's). It has one engine, the rear is just the sub frame without an engine and steers from the front



*The 'push me pull you' Photo courtesy Peter Barnes*

only. The rear 'headlights' are fitted with red stop and tail lights. Seats are 2 x front facing and 2 x rear facing. The owner said that being stopped by the police was a regular hazard - not surprising really.

We particularly liked this old Citroen van—the interior looked absolutely original with minimal comforts and tubular steel seats .

Refreshments were on tap which included a burger stall. I believe the club-house was also open for food, but we only learned this later.

We were also treated to music from a rock group playing and whilst they were pretty good, for us it didn't chime with the peaceful and bucolic surroundings. Me and my other half would have preferred something a bit less 'in your face' but that could well be because we are old, boring and fuddy duddy!



I hope that we can include this show for next year's events and that more of you will be able to attend.

JS



## 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.*

### 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](mailto:membership@fiat500enthusiasts.co.uk) 07909 522141

### 25 – 26 August

#### Hellingly Festival of Transport

*See next page...*

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](mailto:lynette.harris@btinternet.com) to express your interest and if you have any queries.



VEHICLE SPECTACULAR

**FESTIVAL**  
of  
**TRANSPORT**

Supporting Local Charities

**AUGUST**  
**BANK HOLIDAY**  
**SAT 25 • SUN 26 • MON 27**

**BROAD FARM, HELLINGLY, EAST SUSSEX, BN27 4DS**  
1 mile north of A22 Boship roundabout on A267 (10 miles north of Eastbourne) Dogs welcome on lead.

**OVER 1500 EXHIBITS - A FAMILY DAY OUT!**

**FREE CAR PARK - 10am to 5pm ALL 3 DAYS**

**ADULTS £10 • CHILDREN £2 • SENIOR CITIZENS £7**

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**COMMERCIAL & MILITARY • STATIONARY ENGINES**  
**MOTOR CYCLES • CARS, BUSES & TRACTORS**  
**MODELS & BYGONES**

**TRADE STANDS AUTOJUMBLE**

**Harris Bros. Vintage Fair • Arena Displays • Childrens Attractions**

**Beer / Catering Tent** (With lunch entertainment Sat, Sun, Mon)

**Entry Forms and General Information from: Mr. David Esmond**  
**Tel: 01323 479200 Web: [www.ehvc.biz](http://www.ehvc.biz)**

*Organised by Eastbourne Historic Vehicle Club Ltd*



**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 pleased to announce that we have been successful in applying for a stand this year to promote our club and show our cars.**

**If you are interested in going or helping out on our stand, please contact Nathaniel.**

**Nathaniel Cross, [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk) 07802 410896**

**SPOTTED IN CENTRAL LONDON - PERFECT FOR THE SUMMER**



**Photos kindly sent in by member Steven. SMEG is an Italian manufacturer of upmarket domestic appliances. Vittorio Bertazzoni founded the company in 1948. Following on from the fridges mentioned in June's magazine, SMEG certainly continues to embrace wholeheartedly its Italian heritage.**

**JS**

*Please note 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.*

<p style="text-align: center;"><b>Fiat 500L, 499cc 21000KPH, 1970 Italian Import (Left hand drive)</b></p> <p><b>Contact: Ollie Berkley (7467) 147668 email: ollieberkley@procam.co.uk</b></p>	 <p style="text-align: center;"><b>FOR SALE</b> <b>£6,995</b></p> <p style="font-size: small;">New installation. All new suspension. Imported June 2015 123 Electronic Distributor. Owned from September 2015. All receipts and service history available.</p>
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### FOR SALE 1967 FIAT 500

The car has been totally renovated. Features include period Grundig radio converted to FM & iPod, MP3 input LHD with only 77675 km genuine on the clock. MOT to 7<sup>th</sup> 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) Mob [0044 7545 085 567](tel:00447545085567) [bob@bstm.eu](mailto:bob@bstm.eu)





## **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.*

### **FOR SALE**

#### **1960 FIAT 500D**

Total ground-up restored RHD Fiat 500D. This has been a 'labour of love' for the owner/restorer over a period of five years with every component on the car stripped and renovated to achieve one of the highest standards attainable for these little cars.

Restored to factory specification with later discreet improvements for modern usage whilst retaining original appearance.

The restoration as diarised in this magazine, Editions 30, 31, 34 & 37 (Feb 2014 to April 2015) and the car as seen at Goodwood Revival 2017.



**All enquiries – please contact Roger on either:  
07775853456 or [webbyrog@btinternet.com](mailto:webbyrog@btinternet.com)**

**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**

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**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**

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**WANTED**

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

**Peter Barnes 01420 88275  
or [Peterb@aosmith.co.uk](mailto:Peterb@aosmith.co.uk)**

## 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

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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

Kathryn Platts	Leics	Fiat 500
Stuart Hankin	Lancs	
Dan Gill	East Kilbride	Fiat 500
Wendy Bistacchi	Cheshire	Fiat 500F
Olivia Masi	Cheshire	Fiat 500 L
Peter Siddall	Surrey	Fiat 500 F
Chris Langham	Cheshire	Fiat 500 F
Kate Passingham	W. Sussex	Fiat 500 L
Ryan Meaghan	Hampshire	Fiat 500

**COPY FOR THE OCTOBER 2018 MAGAZINE SHOULD  
BE WITH THE EDITOR NO LATER THAN  
MONDAY 10 SEPTEMBER 2018**

email [magazine@fiat500enthusiasts.co.uk](mailto:magazine@fiat500enthusiasts.co.uk)

TEL: 07749 499785



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