



59



DEC
2018

*'Un Felice Natale a tutti i nostri
Membri del Club'*

'A Merry Christmas to all our Members'



Photo: Courtesy Matthew Doyle

www.fiat500enthusiasts.co.uk

ORGANISING TEAM

Chairman	John Jenkins	chairman@fiat500enthusiasts.co.uk 02380 730765
Treasurer	Chris Gardener	treasurer@fiat500enthusiasts.co.uk OR renewals@fiat500enthusiasts.co.uk
Website	Nathaniel Cross	web@fiat500enthusiasts.co.uk
Club car dating service	Sheridan Bowie	sheridanbowie@btinternet.com
Press Coordinator	Colin Hitchcock	press@fiat500enthusiasts.co.uk 07801337675
Membership	Phil Swallow	membership@fiat500enthusiasts.co.uk
Editor	Jenny Squillaci	magazine@fiat500enthusiasts.co.uk 07749 499785 'Nee Soon' Winchester Street, Overton, Basingstoke, Hants RG25 3NB
Technical Assistance	Technical Team	technicalteam@fiat500enthusiasts.co.uk
Tutto Fare (Chief Cook & Bottle washer)	Vittorio Squillaci	01256 771105
Committee	David Peters Ian Hunter	

Disclaimer:

Advertisements appearing in The Fiat 500 Enthusiasts Club magazine or on its website whether commercial or otherwise are accepted in good faith, but 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 . Likewise, the club accepts no responsibility for any advice or help offered as a result of articles or advertisements appearing in the magazine, or on its website.

FROM THE EDITOR

Dear Member, may I wish everyone a very Happy Christmas and New Year..

I also wish to thank all those who have sent in copy to the magazine over the last year..and beyond. It is member's contributions that make the magazine worth reading. To all those who have not yet written in, make it a New Year's resolution to do just that. Everyone must have a tale worth telling about their car, be it why they chose to buy a 500 or derivative, where they bought it and how they finally bought it home, be it from the next county or from further afield. If you haven't yet bought a car but plan to do so, you too could write in and let us know why you wish to purchase a classic Fiat. Pictures too are welcome especially with a sentence or two of explanation. To all those who have decided to work on their cars, be it a small improvement or total restoration—please tell us about it, we are always looking for material for our 'Tech Talk' section.

In short, I think you get the message I WANT TO HEAR FROM YOU!

NEC This year we have covered ourselves with glory in relation to this prestigious show. Following a great deal of support from Classic Car, Proietti, Committee and club members we've won an award! A full report of the show is included on pages ??? -???

JS

SUBSCRIPTION RENEWALS

Dear Members, as we head towards a new year its time to think about renewing your club subscription. The renewal date is 15th February 2019. The annual membership fee has been held at £20 once again.

Can I politely request you consider setting up a standing order to renew as this saves many hours of chasing and verifying payments. Alternatively a bank transfer or cheque can be sent using the details below. Please make a note of your name and particularly membership number on any bank transfers or cheques as this helps me to process the renewals quickly.

The club bank details for transfers/ standing orders are: sort code: 40-21-05 account number: 71640496. The address for cheques is: Fiat 500 Enthusiasts Club, c/o 59 Wallingford Road, Goring, Oxon RG8 0HL. For any questions or queries (eg what's my membership number) then please email :-

renewals@fiat500enthusiasts.co.uk

Thank you for your continued support

Chris

NEWS.... COMING AND GOING ... BUT ALL GOOD

I have the greatest pleasure in announcing that there will be some changes within the Organising Team. (Possibly already implemented).

Some (actually too many!) months ago, Sheridan Bowie asked that a replacement for his role as Membership Secretary be sought. His ever increasing work load and success within his business life was consuming so much time, along with multiple other classic car related commitments.

As I already knew his "normal " daily routine, which starts at around 5.30 am, and is the "way of life", with farming/country life style living, I was not surprised.

He was thankfully willing to continue to "hold the fort" in the meantime though, and we will be ever grateful for his loyalty, as my several possible replacements found themselves unavailable when asked !. Such is the issue with all Clubs, I have learned over the years.

Sheridan is thankfully prepared to continue as our D.V.L.A. recognised person to act on behalf of the Club in matters of Vehicle Age related enquiries.

So with gratitude we offer the biggest and most sincere "Thank You" to Sheridan for all his hard work and dedication over many years.

Now, to introduce his successor, Phil Swallow.

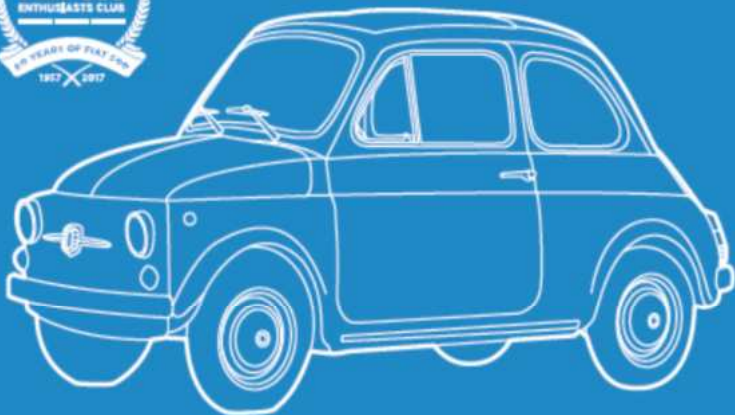
Phil first showed his abilities at the N.E.C. Classic Car Show 2017 on the Club stand, "selling" Membership (and Calendars) and claiming to know little of the 500's mechanical workings, but willing to learn, A great attribute. He is currently part of the "Technical team".

He was invited to attend a Committee Meeting as a guest , and subsequently stood in as a truly excellent Temporary Secretary, where his skills in "Taking and publishing the Minutes " put my efforts in that field to shame. He exhibited his car at Revival this year and I am very pleased to welcome him to the Membership Secretary Role.

He will have done "his bit" at the N.E.C. again by the time that this is read, and settled into the Membership role, so a big thank you to Phil .

John Jenkins
Chairman

Fiat 500 Insurance



Benefits available can include:

- Agreed Value
- FREE Legal Cover
- Limited Mileage Discounts
- Breakdown Cover
- Laid Up Cover
- Modifications Cover
- Club Member Discounts

Cheaper Car Insurance

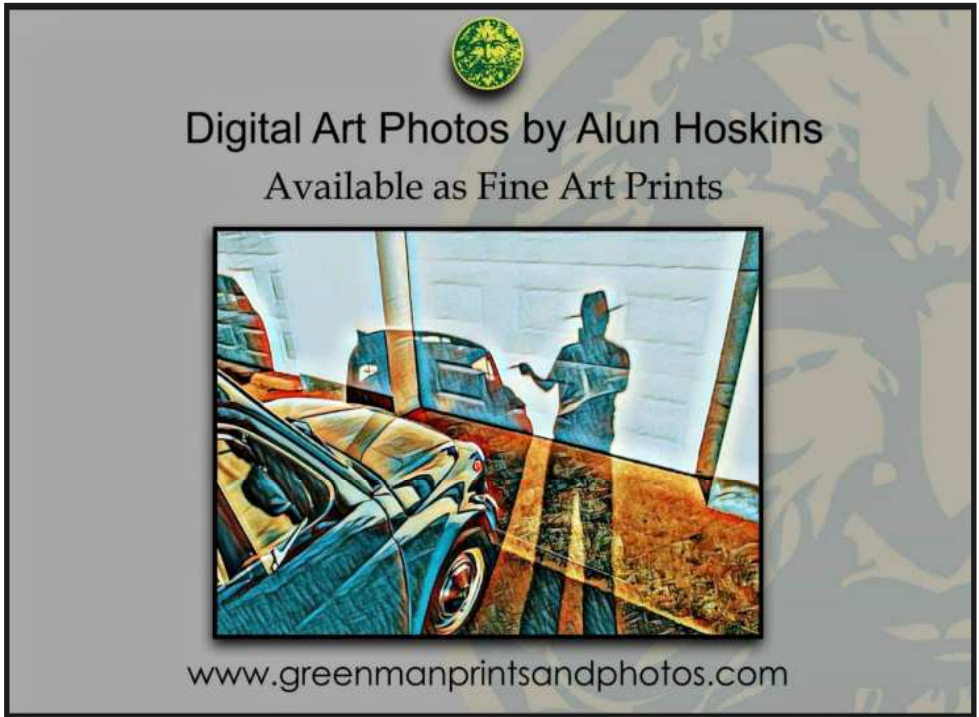
Adrian Flux know how much you love your Fiat 500, that's why we are dedicated to finding you the best possible deal, tailor-made to your requirements and driving history. Call us today for a free, no obligation quote.

0800 916 1288
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority



ADVERTORIAL



Digital Art Photos by Alun Hoskins
Available as Fine Art Prints

www.greenmanprintsandphotos.com

I live in Ireland, with my wife Julie, on the border between County Tipperary and County Clare. We moved over here from Horsham in Sussex 10 years ago, Julie originally being from Galway. Having retired from my U.K. 'day job', there was a lengthy list of things to do.

One of these was to find a Classic 500 and in 2014 we rehomed a beautiful, turquoise, left hand drive, 1970 L. Julie christened her Bella and of course, we joined this great club! Bella had made her way from Palermo to England where we found her. Money changed hands and Bella moved to Ireland. She quickly became a local celebrity and, as all 500 drivers will appreciate, a much discussed and photographed car.

Shortly after arriving in Ireland I'd turned a hobby, picture framing, into a home based business that I called 'Green Man Picture Framing' (long story) I had also taken some photographs of the local area: some I edited using Digital Photo

Manipulation, a growing art form producing a very different appearance.

I had them printed by a local Fine Art printer and once framed I was fortunate to be able to offer them for sale on the walls of our local (very helpful) cafe's. They proved popular. Bella's inclusion in some of the photos always received favourable comment.

So, enter... 'Green Man - Prints and Photographs'. The 'café walls' have moved online! Fine Art photographic prints, many of the FIAT 500

It's fair to say, this tiny piece of 4 wheeled Italian art has made quite an impression in the world, not least on this particular Green Man.

www.greenmanprintsandphotos.com

Alun is a long term member of our club and some of you may remember a stunning piece of work by him featured on the frontispiece of our 2018 calendar.

JS



WE SPECIALISE IN PARTS FOR ALL TYPES OF CLASSIC ITALIAN CAR MODELS, INCLUDING THE FIAT TOPOLINO, THE FIAT 600 AND FIAT 500.



Based in Atlanta
we deliver to the UK.
See our website or contact us at:

www.mrfiat.com 1-877-9MRFIAT



CLUB REGALIA

Further colours may be available on request
Please call 01252 676716 for more details

Ladies Polo Shirts £13.95 Each

+ postage @ £3.75



Ladies Sizes: S=6/8, M=8/10, L=12, XL=14, XXL=16

Polo Shirts £13.95 Each

+ postage @ £3.75



Sizes: S=34/36", M=38/40", L=42/44", XL=46", XXL=48" inch chest

Beanie Hats £11.00 Each

+ postage @ £2.95



One Size

Zipped Hoody's £19.95 Each

+ postage @ £3.75



Sizes: S=34/36", M=38/40", L=42/44", XL=46/48", XXL=50/52" inch chest

Bags £11.75 Each

+ postage @ £3.75



Mugs £4.95 Each

+ postage @ £3.75



For ordering

email: fiat500enthusiastsclub@gmail.com or call on 01252 676716
(office hours: 9am-5pm Mon-Fri)

most credit and debit cards accepted or pay by PayPal.

"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.

Martin is carrying out a restoration of his Fiat 600 see his article in October's issue.

The story continues with the gearbox removal and it's tool to remove said item.

The box is heavy and as I'm working alone I jacked up the car, built a box with spare 4x2 pieces screwed and glued together with ply as shown.



The dolly allows it to be slid out after removing all the cables and joints. Great care needs taking when raising the car as there is only one of me.

The shafts were tied in with wire to stop bits falling out.



After I've cleaned the box all I have to do is clean the fifty years of filth from underneath.

I was amazed that the bolts holding the box came out so easily very good after 52 years. My first 600 a 1955 model was shot with rust and solid nuts and bolts...perhaps Fiat improved the model over eleven years.



Martin Bates

A GRAND DAY OUT

To those club members who know their "Wallace and Gromit", this title originally referred to Wallace's rocket building, and the subsequent trip Wallace and Gromit made to the moon. Although my "Grand Day Out" didn't take me to the moon, for all the differences that I experienced between a UK car show and an Italian Raduno (round-up, gathering), I could well have been on another planet - I was "Gromit" to my friend Joseph's "Wallace"

The adventure started in early April when I received an e-mail from my friend Joseph Nova, who lives with his wife Romina and son Diego in Brugnetto, which is just outside Senigallia in the Marche region of Italy. The e-mail was to advise me that there was going to be a 3-day, 400 car, Fiat Cinquecento Raduno at Misano over the weekend 15th/16th September, would we like to make that weekend the middle of our (planned) holiday with him and his family. I received the e-mail on a Friday, we chatted on the phone on the Saturday and Ann and I bought the airline tickets on the Tuesday - we were going to Italy! The 'cunning plan' was that I returned late on Monday 10th September from the Goodwood Revival and we flew out to Italy on Wednesday the 12th. Ann commented (!) that we were running it a bit close.

We left Saltney at a 'stupid early' time on a cold wet morning, and by contrast, arrived at Ancona on a beautiful warm Italian afternoon. It was at this point that Joseph, somewhat embarrassingly, advised me that it would seem that the "planned to go to" Raduno didn't exist. The web-site for the event was still up and running with all the apparently relevant information but the event had 'just disappeared'. Despite the best efforts of Joseph and Romina, nobody seemed to be able to come up with a sensible explanation as to the situation. Some people thought that the organisers had moved the event to tie-in with a "Superbike" event as Misano, other people voiced the opinion that it had all been a bit of a fraud! However, a chance conversation with Ivaldo Bacchiocchi, a friend of Joseph, who lived just down the road, and runs a VERY noisy 500 (with a 800cc engine in the back), elicited the information that although it hadn't appeared on any web-site, there was going to be a Raduno at Norcia, in Umbria, on the Sunday (16th. Sept).

The plan, organised by Vincenzo Romagnoli, was for a number of 500s to meet at 7.30am on the Sunday at Apiro, and then all travel together to Norcia. The only 'fly in the ointment' was the distance, Apiro was 57km away and Norcia a further 106km. A total of just over 160km - each way! Joseph and I had a brief think about this, and decided "what the heck - let's go for it" and so we did. And what a day we had! The alarm went at 6.00am and we were on the road by

6.30am, collected Ivaldo in his car, on the way and arrived at Apiro at just on 7.30am, to be met with 2 other 500s. Now we were 4. About 10km down the road from Apiro, the convoy pulled up at a small roadside cafe and we all had breakfast, cappuccino and pastry, all very civilised.



The drive through to Norcia was remarkable only for the beauty of the countryside, Joseph's 'wee beastie' (a 'Contro vento', 1963 500D) just bumbled along, and we were joined by 2 other 500s that tagged on to the convoy, now we were 6.

Upon our arrival at Norcia, we all drove into the town square, the Piazza, where

there were already about 30 more Cinquecentos as well as a similar number of 'other makes' - Alfa, Ferrari, Lancia, other Fiats (1100, Barchetta and Topolinos) as well as the occasional 'odd-ball'. In all, I reckon that eventually over 120 vehicles were



crammed into the main Piazza, including over 60 cinquecentos.





The 500s came in a multitude of variations, from standard 500Ds right through to replica (and very quick) Abarths and Gianninis. It would seem that the Giannini marque is almost as popular as Abarth (look at my article "The other Fiat Tuner" in edition 40, Oct 2015, of this magazine).



The main Piazza of Norcia still bears many scars from the earthquake of October 2016 the front facade of the church is still standing, but the rest of the church has collapsed in. This building, along with many others, are surrounded by scaffolding as the buildings are slowly restored. After we had all 'signed in' and handed over our E25, we received our meal ticket; the information to be filled in on the 'sign-in' form included our home towns and distance travelled to the Raduno, my information raised a few eyebrows!

After about an hour or so I noticed that people were beginning to climb into their cars and getting ready to drive out, but where to? The answer was Castelluccio, about 30km deeper into Umbria. The resultant convoy of about 120 cars must have stretched for close to a mile and as well as taking us to just short of 1500 metres above sea-level (with outstanding views of the Umbrian countryside), it took us through the Nera valley, famous in the middle of the year for the flowering of the lentils that are grown there.



Due to serious earthquake damage, very few people now live in Castelluccio, but that did not prevent a 'late-morning snack' (aperitivo?) being put on, a plate of nibbles, a choice of 3 rice dishes and a small bottle of chilled water for everybody.

Suitably revived, the whole convoy then re-grouped and wound its way back to Norcia, where one of the local restaurants (on this occasion, the "Hotel Ristorante Europa") had lunch all laid out for us, hence the need for a meal

ticket. Over 250 people sat down to a 3 hour, 4 course 'waiter-service' meal.



Initially everybody had a plate of beautiful sliced meats and Pecorino cheese waiting for them, followed by a pasta plate, a meat plate and a sweet, not forgetting the copious supply of wine, all delicious, and very

civilised!! At the end of the meal, after all the 'thank-yous' had been said and the large selection of raffle prizes had been handed out, a (very) large cheque for nearly E3,000 was handed to the restoration-fund for Norcia. Thinking that was the end, I was mighty surprised to be called out to the 'top table' where, in my club shirt, I was introduced to the whole gathering and publicly thanked for travelling all that distance to attend the Raduno. My walk back to my table (at the far end of the restaurant!) was accompanied by masses of 'thank yous' and hand-shakes, can you imagine anything like that occurring at a UK car meet?



FIAT
500L



Motobambino Ltd

For all your Classic small Fiat needs.

Restoration, Servicing, Parts
Friendly service, competitive prices

www.motobambino.com - +44 (0)1524 730937



Eventually we left the Restaurant and 5 of the 6 cars that had arrived together gathered for the return trip--and most of us required fuel. That problem would be easily sorted by visiting the garage just outside Norcia where, like most Italian garages, there was a 24hr, self-service facility. And here, our first problem arose, the self-service facility was not working, which meant that being it was a Sunday, no fuel. "No problem" somebody said, "there is another garage just down the road". Luckily, the vast majority of the road to the next 'just down the road' garage was down hill, because it was 33km away, in Visso! and it was beginning to rain - hard. Five Cinquecentos spread all over the road outside the 1st garage (also not working) in Visso tended to leave the local Carabinieri less than amused, but out of the waving of arms came directions to the next garage, luckily, just round the corner, and it was working! Joseph reckoned that he had never put so much petrol into his tank as he did on that occasion. His estimate was that there was just 1 litre of fuel left in the tank - phew!! This was not however, the end of our problems as Ivaldo (with the very noisy, yellow and blue 500) announced that he had no front lights, not even side lights. Luckily, Vincenzo (Romagnoli), in the shelter given by the garage was, over the next 45 minutes, able to rig up an emergency electrical feed to the lights (straight off the battery—just don't ask!) and the convoy, now down to just 4, set off back to Apiro. It was at this point that Joseph realised that his ignition light was dimly glowing all the time, we were running purely on the battery, and the day-light was rapidly fading, but luckily the rain had stopped and it was turning into a lovely warm evening. Just to make it more 'testing' we were at the back of our little convoy, following Ivaldo, and this was when we realised just how much his "work in progress" engine was smoking, our windscreen was slowly getting lightly covered with an oily film, and due to the lack of electricity, we didn't dare use the wipers. About midway between Visso and Apiro another car left the convoy, now we were down to just 3. Slowly the lights on our 500 got dimmer and dimmer until at about 8km from Apiro, the car died - totally. This is when I discovered one of the advantages of motoring in Italy in the summer, it is still "short-sleeve" warm at 8.30 at night. Ivaldo and Vincenzo had noted that we were no longer behind them, so had turned round and come back to find us. Whilst Vincenzo went back to Apiro (where he lives) to obtain another battery, Ivaldo stayed with us, and by the light of slowly dimming phone 'torches' we got the battery disconnected and out prior to Vincenzo's return. Luckily, my phone is 'just a phone' (an old Nokia) so I was able to keep in contact with Ann (back in Brugnetto) to keep her advised of the situation. Vincenzo's return with a fully charged battery (and a torch) enabled us to get the car started and continue onto a garage at Apiro where Vincenzo works. We decided to leave Joseph's car there as Ivaldo, who only

lives a couple of streets away from Joseph, had offered to give us a lift home, rather than risk the new battery going flat en-route. Now the problem with giving us a lift back was that Joseph is well over 6ft tall and the front of Ivaldo's car was full of 'bits'. We decided therefore that the best thing to do was for Joseph to spread himself across the rear seat whilst I squeezed into the front seat, and yes, although the darn machine was damn near as noisy INSIDE as it had been from the outside, it was a lot less stressful than us 'tossing a coin' as to who would phone Romina asking her to come and rescue us! Now before you get the wrong impression, Romina is a lovely, lovely lady, but by this time it was gone 9.30pm. and if Romina had come out to rescue us, it was going to be a good hours drive for her each way to Apiro. As it was, it was just about 10.30pm when Ivaldo eventually dropped off at Brugnetto.

Next morning Romina ran Joseph and me out to Apiro to collect the Fiat and drive it back to Brugnetto---with only the ignition draining the fresh battery we were confident that we would have no problems, as so it turned out. By the time we returned to Brugnetto, we had covered over 390km--and the engine never missed a beat. As Ann was travelling with Romina for the rescue of the Fiat, Joseph and Romina decided to go a bit off the beaten track on the way back from Apiro and show us the "Eremo dei frati bianchi", (the Hermitage of the white friars). Beautiful as that place is, it is however, another story.

As a final 'treat', Ivaldo insisted that on our way to the airport (for our return home flight), we stopped at 'Bar Baldini', the local cafe, so he could buy us a coffee and say 'arrivederci' properly---Italians can be some of the warmest people you will ever meet.

Would I go back again? Well put it this way, 2020 is already 'ringed' for a return.



Joseph and Ivaldo are trying hard to talk me into (somehow) getting my own car out to Italy for a Raduno, if anybody has a bright idea as to how this can be (economically) achieved, please let me know.

Auto Rossa International

Italian car specialists



Auto Rossa specialise in Italian cars. We provide servicing and repairs - new or used parts and restorations for all models. Club Discount given to Club Members

With over 36 years experience Auto Rossa has a proven track record of customer satisfaction. As an independent family run business, we offer a personal service and reliability

For assistance with our services or for general enquiries, please call us directly on (01425) 478648 or email us at info@autorossa.com

Visit our Website: www.autorossa.com

**Auto Rossa (International) 3 Hightown Industrial Estate
Crow Arch Lane, Ringwood, Hampshire BH24 1ND**

9 - 11 NOVEMBER NEC CLASSIC CAR AND MOTORCYCLE SHOW



OUR LITTLE CLUB STEALS THE SHOW AT THE NEC!

Well, if any classic car fan or owner hadn't heard of The Fiat 500 Enthusiasts Club before, they will have now! Anyone who attended the show, read one of the motoring magazines, or looked at social media cannot fail to have been amazed by the feat achieved this year on our stand! But, just in case you did manage to miss all the news, we built a 500 from scratch, live, over the three days of the show.

Naturally the focus of attention was on the three show days, but in truth the hard work began back in July when committee member David Peters of The Classic Car Company first came up with the idea. After approval from the full committee, the planning began. Stef, Bruno and Paolo, of R Proietti Ltd, were brought aboard to execute the build. David Harris took charge of the stand design and build. Matthew Doyle of Matthew Doyle Photography was brought in to ensure the build was captured. Nathaniel Cross led negotiations with the NEC organisers, and brought together a group of members to support on the show days. R Proietti Ltd began the huge task of stripping the donor car, carrying out all the bodywork required, and then proceeded to restore or order new every single component part required to build a Fiat 500. A genuine 'full nut and bolt' restoration.

David Harris, built the stand so that it was fit for the specific show dimensions, and designed accordingly. Finally, the day before the show, one fully loaded LWB van, two fully loaded 4x4s, 2 loaded trailers, two Fiat 500s and 6 nervous men made the journey from London to Birmingham!

The stand was built masterfully within a few hours, and decorated. The cars placed in position. And finally every single part laid out on the floor. Even at this stage we were starting to get attention.



Day 1

Started with the press, VIP guests, and motor traders having a short preview. All giving rave reviews, and the later even hinting at a touch of jealousy! For a small club we were certainly attracting notice, and it became clear that if we had simply left all the parts laid out for the three days we would probably receive more than enough interest and attention.



With formalities over and done with, the team began the build and settled into their routine like a well oiled machine. Members and guests were greeted

FREE FIAT 500.cc



Italian Car Specialists - London
Established in 1965, R.Proietti Ltd is a family run
business specialising in restoration, repair and
maintenance of the original Fiat 500 range.



R . P R O I E T T I I I 020 7607 0798

and questions answered. In general the public were completely in awe of what was happening, with most reappearing numerous times throughout the day to watch our progress. Stef began to fit the new wiring loom, whilst Bruno and Paolo built all the suspension and brakes. And this was where we ended on day 1.



Day 2

And it was all hands on deck to keep the build on time.



Stef was left to rebuild the engine.



Bruno, Paolo and David then fitted the new suspension, wheel hubs and brakes. The gearbox was re-built and fitted too. And finally Paolo and David began to build up the interior, starting with all the door furniture.



Towards the end of the day, show organisers came round inviting the team to a presentation evening at a local hotel, and informing us that we had been shortlisted for an award. We continued at full pace with the engine build

requiring 30 mins after the show closed and the lights were turned off!



With the engine built, a thirsty team moved over to the Hilton hotel, where we were well fed and watered by Classic & Sports Car Magazine, who proceeded to award us with the much coveted award of Best Small Club Stand! This was both a huge surprise and achievement!



Day 3

and the final push to the finishing line.

Paolo and David re-trimmed the seats, and then fitted the interior. Stef and Bruno fitted the engine. And the whole team then fitted all the remaining trim, lights etc. With large crowds watching, fuel in, and after a few last minute complications caused by a faulty fuse, the ignition lever was pulled, and to large applause, the engine started! We held a silent auction for the first ride in aid of a charity, so the car was taken to a designated area and to a clapping crowd the Fiat 500 was driven out of the show!



As the car drove out, a collective sigh of relief could be heard! Wow - we did it! So huge was our achievement, Bruno even pulled out his wallet and bought the team a round of beers! For such a small club to have achieved such an impressive display is incredible, it was such a great team effort across the three days! The only negative coming out of the show is how on earth we are going to follow this next year!

My thanks to all those who helped compile this article including David Harris, David Peters, Vittorio and the teams.

In recognition of all the hard work and effort that was put in to making this event such a success, the names of the build and welcoming teams are mentioned below.

THE BUILD TEAM

- Stef Proietti
- Bruno Proietti
- Paolo Sartori
- David Peters
- David Harris

- Photography by
Matthew Doyle

THE WELCOMING TEAM

- Nathaniel Cross
- John Jenkins
- Peter Barnes
- Don Paesano
- Vittorio Squillaci
- Ian Hunter
- David Peters
- Phil Swallow
- Tom Montagu
- Marcus Galea
- Kath O'Reilly
- Brian Lloyd



WELL DONE EVERYONE!

A GREAT DAY

What a great day I had at the NEC Classic Motor Show. Having only been the owner of the 1969 500L and a member of the club for a year (I joined at the last year's show) I was a bit nervous about volunteering to help on the stand, but I would recommend it to any members.



Photo: Courtesy Kathleen O'Reilly

Whilst I don't have much technical knowledge that wasn't a problem as most of the people I spoke to throughout the day, and that was a lot, were full of stories about when they owned their beloved 500, those who would love to own one and others who were fascinated by the challenge of building a 500 in 3 days. I was overwhelmed by the love, enthusiasm and fascination that people have for the little 500.

The stand was eye catching with the build taking place, the images of the different 500 models across the back and a car for everyone to look at. It was so good that it won the award for Best Small Club Stand, an excellent achievement for all involved in coming up with the concept and the design. My only regret was that I couldn't get to the show on Sunday to help out again and see the car completed. It was really nice meeting everyone who worked on and manned the stand on Saturday.

I'm looking forward to next year now so everyone get your thinking caps on as the club now has to come up with another award winning concept for next year. Any ideas anyone.....

Kathleen O'Reilly

THE NEC SHOW FROM A MEMBERSHIP PERSPECTIVE

One of the best things about the NEC Show is the opportunity to meet up with existing members and to welcome new ones. There is always a lot to catch up on and it is great to chat with potential new members - especially when they decide to commit to join the happy band of Fiat 500 owners! It is pleasing to note that as a result of the NEC Show, our membership has increased by 40. A total of 13 people joined on the Friday, a staggering 21 on the Saturday and 6 on the Sunday. Most of the new members already own a Classic Fiat 500 but several joined ahead of becoming owners. There were numerous conversations with people who said that they were looking to purchase a Classic 500 and would join at some future date. Our view is that it should be helpful to join prior to ownership as membership gives you access to technical assistance, potential discount on insurance cover and an inside track on cars that are for sale.

The Club would not exist without its members and it is important for us to both retain our existing members and to attract new ones. As our numbers increase we would hope to generate more interest in Club Events and through this, increase the number and variety that we are able to support. We are heading in to a quiet period for events but come the Spring and Summer there will be opportunities to meet up with your fellow Club Members. It was great to see so many people at the NEC and as the sun sets on another year in the Fiat 500 Calendar, we look forward to seeing our increased membership out in force come 2019.

Phil Swallow
Membership Secretary



Photo: Courtesy Vittorio Squillaci

UP TO 25% DISCOUNT
FOR CAR CLUB MEMBERS

Headline sponsors



[f /lancasterins](https://www.facebook.com/lancasterins) [@lancaster_ins](https://twitter.com/lancaster_ins)

LIS.F500E.ASP2016

0800 988 7079
www.lancasterinsurance.co.uk



Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.
Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority (No. 306164).
For mutual security, calls are recorded and may be monitored for training purposes.

THREE DAYS IN SEPTEMBER

Due to lack of space and the Editor's incompetence this article is being reproduced some time after the event. I apologise to 'Signore Peloso' and the readers, but I have no doubt that officianados of historic car racing will find this an interesting and informative read

JS

Once again I had been talked into organising a visit to the Goodwood Revival, so the evening of Thursday the 6th September found my friend David and me, despite all the problems ensuing from a blocked tunnel on the A3, wending our way down to West Sussex.

In 2018, unlike some years that I have attended, we were blessed with 3 dry days---not always warm (the Saturday was definitely on the 'parky' side), but it is more important that Goodwood is dry. This time I was accompanied by my friend David, my 'transatlantic' crewmate Dietmar and his lady, Emma. Accommodation-wise, we stayed with a lady who runs a B+B from her house in South Harting, which is only about 10 miles from the circuit. This was the 3rd time that I have stayed with this lady, and with a pub about a 10mins walk down at the end of the road, it is almost the perfect place to stay (and if any members wants the ladies details, please contact me through the editor). Another bonus of this establishment is that the lady produces a superb 'eat-for-the-day' breakfast!

For me, Friday (unless one is a complete 'petrol-head'), is "walkabout" day---looking over the 'Over the road' stands, the 100 shop 'shopping village', the aircraft display, the paddock, (where one can look closely at a multitude of



'exotica' and look forward to the possibility to catch up with racing friends). and as many of the other displays/events as possible.



Saturday and Sunday both demanded fairly early starts in order that we could be in the carpark for 8.30 to watch the flying display---3 Spitfires and a Hurricane. Sadly, as a result of the new rules now in force (since the tragic accident at Shoreham), these historic planes were only allowed to demonstrate for about 20 mins, 1st thing in the morning (although light planes and 'choppers' were flying in and out all day?!). The other 'plus' to getting in early, is that where we were parked meant that we had to walk through the "pre-1970" car park to get to the track---ain't life tough! I had heard from our esteemed Editor that the club had, at the last moment, been asked to supply a number of Cinquecentos for display. The 'fly in the ointment' was that these cars were in the GRRC Marquee, which 'technically' meant that they were out of bounds to the likes of David and myself. However, one does not get to my age without accumulating some 'blagging' skills: and so, David and I managed to get in and take the photos we wanted. As much as I love the racing, in many ways, the Friday spent in the paddock is the best time of the weekend.

The racing on both Saturday and Sunday was well up to the normal high standard. This year, as per all my previous visits, we watched the racing from the comfort (!?) of the Start/Finish-line stand. All the races produced superb racing, most of them involving close racing, with little 'local' scraps all the way down the grid. One of the highlights was probably the "Barry Sheene Memorial Trophy"---a Le-mans-start, 2-rider pair of races. To watch Troy Corser (on the 'works' supercharged 1929 R57 BMW) slap John

McGuinness (riding a Manx Norton) on the bum as he passed him in front of the pits, both most probably at close to 100mph, brought a roar of laughter from everybody who watched it. One of the other 'highlight' races was the "Tourist Trophy" race on the Sunday. This was won by a young Dutch lad Olivier Hart who was racing his dad's AC Cobra, (with his dad as the 2nd driver). Despite dad getting a time penalty in his stint, Olivier drove the socks off the Cobra to a very well deserved win. The same young Dutch lad also had us on the edge of our seats as he had his Alfa Romeo GTA punching well



above its weight in the 2nd of the "St Mary's Trophy" races---he won the race, finishing ahead of some big heavy-weight American muscle. Notwithstanding

these observations, the 'drive of the Revival' must surely go to young Phil Keen in the "Sussex Trophy". Placed on pole position, the engine in his

'Knobbly' Lister-Jag. developed a glitch, which required it to be pushed off the grid and into the end of the pit-lane. The

problem was quickly resolved, but it meant that he had to start the race from the pit-lane--and last. His drive



through the complete field to a 1-½ sec win was inspired. One of the advantages of watching from the start/finish stand is that one can see all the

excitement of the driver change-overs in the '2 driver/rider' races and the starts---watching, hearing and smelling a full grid of Can-Am or historic F1 cars blast away is something that stays with you for some time.



As per tradition, we all dressed 'period' on the Saturday and the Sunday--- David and Dietmar as "English gentlemen", Emma as a well dressed lady of about 1950 (and looked absolutely stunning) and me in a pair of (fairly accurate) "Abarth" mechanics overalls.

Looking around at the capacity crowd, most of the ladies looked amazing, with among them, a fair percentage of the American and UK 'forces' in attendance!

The "Revival" is one of the events that ALL petrol-heads should have on their "bucket list", but I advise people that if you want to attend, do so as soon as possible. The race speeds are getting to very close to the track's limit; imagine the carnage if the "Can-Am" cars (large, very powerful sports-racing cars) got into a high-speed tangle! Will I be going again? Sadly, it is unlikely; the cost is getting ever higher, and after 5 visits, I think enough is enough---time to watch the racing "on-line". However, don't let the cost put you off. The event is withoutparallel, the racing and the atmosphere are unique and just isn't reproduced anywhere else in the world. In the words of a colleague of mine who came with me a few years ago "not only do people put the cloths of the period on, they also seem to put the manners of the time on". And that readers, would seem to sum up the whole ethos of the "Goodwood Revival"

Topo Peloso

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

1937 TOPOLINO

1937 Fiat Topolino as per club calendar Nov page. (opposite) Purchased 3 - 4 years ago from club member in Wales.

Body sandblasted and in grey primer, complete new floor, inner and outer sills sitting on 4 wheel trolley. Chassis sandblasted and

powder coated. Engine restored and assembled, new master cylinder, semaphore arms etc. Four brand new tyres and tubes—not fitted, 2 axles, frame to turn body upside down etc. All papers and English factory workshop manual.

Someone with a lot of time needs to assemble it. Not a cheap project but will look good when finished. I have no time. Would like to get back £5000.00 the cost minus labour.

Make me an offer - Phone Jeff 07768 830943 or 01487 773367 (Surrey)

WANTED

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

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

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 1966 500 Nuovo



Full, bare metal restoration a few years ago, no expense spared on mechanical parts etc. Comes with photos of the work carried out and a massive heap of receipts. A first rate, rust free ,dry stored car in excellent condition. Toolkit and Italian made outdoor cover included.

Offers to stevehadfield1959@icloud.com

FOR SALE 1975 500R LHD



One of the last to be made, 594cc and synchro gearbox.

Completely rebuilt in Italy with new engine etc and only 350 miles since.

Looks fantastic in metallic silver and a joy to drive.

Paying for storage as I've lost my garaging

so make me an offer!

07961 182294 charles@charleshobbs.co.uk (Winchester area)



FIAT 500 AND 126 SPECIALIST IN SURREY

For all:
 Mechanical Repairs
 Servicing
 MOT + MOT Failures
 Welding and Bodywork

L & C MOTORS

Over 40 years experience

For a competitive quote
 Tel: 01932 866732

NEW MEMBERS

The Fiat 500 Enthusiasts Club extends a warm welcome to the

Nicky Brooks	Devon	Fiat 500 L
Clive Bailey	Derbyshire	Fiat 500 L
Brian Lloyd	Surrey	Autobianchi Giardiniera
Lisani Porodron	Enfield	Fiat 500 F
Jock Westwater	Edinburgh	Fiat 500 Giardiniera
Greg Moore	Essex	
Stephen English	Kent	Fiat 500 L

COPY FOR THE FEBRUARY 2018 MAGAZINE SHOULD
 BE WITH THE EDITOR NO LATER THAN
 MONDAY 21 JANUARY 2019

email magazine@fiat500enthusiasts.co.uk TEL: 07749 499785



RICAMBIO

INTERNATIONAL LTD

ITALIAN CAR PARTS SPECIALISTS
EST 1969

Specialists in the Fiat 500 for over
49 years.....



w: ricambio.co.uk | e: enquiries@ricambio.co.uk | t: 020 8669 3800

10% Discount to Club Members (phone orders only)