

60



FEB
2019



Photo: Courtesy Graham Farley

www.fiat500enthusiasts.co.uk

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CLUB NOTICES

2019 RENEWAL SUBSCRIPTIONS

The renewal date for your subscription is NOW - 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 Chris on:

renewals@fiat500enthusiasts.co.uk

HORSHAM PIAZZA ITALIA 'SHOWCASE TOUR' 24th MARCH

A 500 Fiat has been chosen to represent the 'Piazza Italia' event at the 'Showcase Tour' taking place on Sunday 24th March to highlight the 5 main motor based events in Horsham. Following a notice in the Jan Newsletter, a member has responded to this request, but we need a 'back up car' just in case. The organisers have requested a reasonably original 500, preferably one of the earlier models and in their own words '*...would like an owner that will 'ham it up' to the max with flags, horns and suchlike*'. If you are prepared to be the back-up car and can attend at the last minute if necessary, please contact the editor magazine@fiat500enthusiasts.co.uk and I will forward your details to the organisers as the reserve car. There will be up to 8 of the best vehicles from the 5 motor based events. The vehicles will set off from Christ's Hospital School following a private driver's breakfast, and tour the district stopping on the way at Billingshurst; Pulborough; Storrington; Steyning and Henfield. The tour will finish at Leonardslee Gardens, where there will be an afternoon tea for the drivers.

E-NEWSLETTER

If you are not receiving the Newsletter it may be that you have not given permission for us to send you emails on club matters. If you would like to receive the newsletter etc., please contact magazine@fiat500enthusiasts.co.uk stating we have permission to send you emails on club issues and if possible include your membership number.

CLUB SHOP

Why not start the new season with colour coordinated club wear to go with your car? A wide range of colours are available , so contact Steve on fiat500enthusiastsclub@gmail.com or telephone 01252 676716 and let him know what you have in mind. See page 16.

TECH TALK & TECHNICAL ASSISTANCE

We are always grateful for tips and hints on car maintenance and repairs etc., so if you have something you would like to share, please get in touch with the editor. ALSO we have a very experienced team of classic Fiat owners who are very happy to help out with any queries you may have about your car. To mine their expertise email technicalteam@fiat500enthusiasts.co.uk

EVENTS

Following some suggestions from our members and invitations from venue providers, we have proposed extra events for 2019. HOWEVER, If no interest is shown in any particular event we may decide not to attend, so we do urge you to get in touch with the club organiser of your chosen event to express your interest. With this in mind, there may be alterations, additions and removal of some events so please check with the organiser and/or look out for the Magazine and Newsletter for any updates.



Taken through the car window by member Peter, you can just make out a selection of classic Fiats piled on the lorry.



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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.

A BALANCED OUTLOOK

I have seen quite a number of ‘enlarged’ Fiat 500/126 engines, that the owners seem to be very happy with, but are shaking themselves to bits and trying to throw themselves off their mounts. Not only does this lead to damaged mountings, but the engine is expending a fair chunk of the (expensively) gained power increasing the rate of internal engine wear.

When questioned, the owners invariably admit that , no, they didn’t have the moving parts balanced prior to building it up. Not ALL ‘not balanced’ engines are unbalanced, but if you are spending a fair but of time, and I know (from personal experience), a fair bit of money, on building up a bigger, more powerful engine, it does seem rash to not have the crankshaft assembly, rods and pistons balanced.

To ‘weight’ balance the con-rods and the pistons is not a difficult job, and can be done at home, particularly if ‘er indoors is a keen cook and has a set of electronic scales that can read in grams. A word of warning---clear this usage of her scales with the ‘mem-sahib’ first, and/or make sure she is out of the house! To balance the crank assembly however, is a TOTALLY different kettle of fish, and needs the skill, and expertise, of a specialist. For a long time, the acknowledged experts for balancing the Fiat 500/126 crank assembly (crank-shaft, flywheel, clutch and oil-filter pulley and cover) was “OSELLI ENGINEERING”. I then heard a very reliable rumour that this company had ceased balancing the Fiat 500/126 engines (2-cylinder crank-shafts), and sure enough, their web-site only listed 4-6-8 and 12 cylinder crank-shafts (and pistons and rods if required). However, I have great pleasure in telling you that the rumour is (to use modern parlance) ‘false news’. I helped man the club stand at the NEC, but managed to get away for a short time to go to some of the stands that I particularly wanted to visit.

One such stand was the one manned by ‘Oselli Engineering’ staff. After a brief conversation with one of the companies engineers, I was introduced to

David Eales---the owner of the company, who was courteous enough to give me a few minutes of his time and explain the situation. The situation is that although 'Oselli' do not now do the crank balancing themselves, they utilise the services of a ex-member of staff who took over their old premises when they moved to Great Horwood. I have been assured by Mr Eales that they can still organise to have your Fiat 500/126crank-shaft assembly balanced, by an engineer who is an expert in the subject. I will concede that there are a number of companies who are prepared to 'have a go' at balancing the Fiat 500/126 crank-shaft, but, because of its configuration, it is not an easy task and personally, even if it costs a bit more, I would rather put my faith in somebody who HAS done it rather than somebody who THINKS that he can do it.

Topo Peloso

A RECOMMENDATION



I have just received and erected this portable or fixed car cover. I bought this as it was a problem for me to continue working on the restoration of my current 500 due to weather and the fact I have a Lamborghini Kit car in the garage. This car cover is a perfect size for a Fiat 500 whether for additional storage or for an under cover work area. Size 2.0mts high x 2.0mts wide x 3.0 m long with



a velcro fastening flap at the front. I have fitted casters to my cover which can be pushed back over the car or left with enough room to work on if under cover. Cost was £185.00 with £35.00 postage as it comes from Denmark in a few days.



The canvas appears to be very strong and waterproof up to now. If any members are interested get in touch with Dancover.com or myself on 07919404631 or petesiddall6@gmail.com I recommend it as it works well for me.

Peter Siddall

Members may be interested to read these 1961 price lists and specifications. ⁹

Courtesy of FIAT UK

Unfortunately the reproduction of these documents may make small print difficult to read

MAY 1961

FIAT (ENGLAND) LTD.

WATER ROAD, WEMBLEY, MIDDLESEX.

Telephone: PERivale 5651

PRICE LIST

MODEL		BASIC PRICE	PURCHASE TAX	TOTAL
		£ s. d.	£ s. d.	£ s. d.
500	Convertible Saloon	340 0 0	142 15 10	482 15 10
500	Sun-roof Saloon	352 0 0	147 15 10	499 15 10
500D	Sun-roof Saloon	370 0 0	155 5 10	525 5 10
500	GIARDINIERA Station Wagon	412 10 0	173 0 0	585 10 0 +
600	Saloon	375 10 0	157 11 8	533 1 8 **
600	Convertible Saloon	395 0 0	165 14 2	560 14 2 **
600D	Saloon	438 0 0	183 12 6	621 12 6 **
600D	Convertible Saloon	458 0 0	191 19 2	649 19 2 **
600	MULTIPLA 4/5 Str.	532 0 0	222 15 10	754 15 10 *
600	MULTIPLA 6 str.	540 0 0	226 2 6	766 2 6 *
1100	Standard Saloon	563 0 0	235 14 3	798 14 3 ***
1100	De Luxe Saloon	615 0 0	257 7 0	872 7 0 ****†
1100F	Station Wagon	750 0 0	313 12 0	1063 12 0 ***
1200	Full-light Saloon	798 10 0	333 16 0	1132 6 0 ****†
1200	Cabriolet (L.H. Drive)	950 0 0	396 19 2	1346 19 2 ****H
1500	Cabriolet (L.H. Drive) Disc Brakes... ..	1234 0 0	515 5 11	1749 5 11 ****H
1800	6 cyl. 5/6 str. Saloon	950 0 0	396 19 2	1346 19 2 ****●
1800	6 cyl. Station Wagon	1056 0 0	441 2 6	1497 2 6 ****●
2100	6 cyl. 5/6 str. Saloon	987 0 0	412 7 6	1399 7 6 *****●
2100	6 cyl. 5/6 str. Special Saloon	1198 0 0	500 5 10	1698 5 10 *****★
2100	6 cyl. Station Wagon	1093 0 0	456 10 10	1549 10 10 ****

THE STANDARD EQUIPMENT OF ALL MODELS INCLUDES:—

Heater and screen demister, bumpers, dual self-parking screenwipers, dual sun-visors, self-cancelling wipers, head-lamp flashers, driving mirror light and under-body protection.

- + Windscreen washers included.
- * Over-riders included.
- ** Over-riders and windscreen washers included.
- *** Over-riders, windscreen washers and armrests included.
- **** Over-riders, windscreen washers, armrests and individual aircraft type front seat backrests included.
- ***** Over-riders, windscreen washers, armrests, individual aircraft type front seat backrests and rear window demister included.

EXTRAS † Collapsible rear seats at £21 5s. 0d. including purchase tax.

● Sliding metal sun-roof at £99 3s. 4d. including purchase tax.

★ Leather upholstery at £99 3s. 4d. including purchase tax.

H Metal Hardtop at £120 8s. 5d. including purchase tax.

SAXOMAT 2 pedal control for all three 2100 models at £46 11s. 8d. including purchase tax.

JUL 12 1961

THE FLYING BANANA!



Lucia in whom I had intended to drive to Italy and back, was sold when I had the opportunity to buy a giardiniera. Sadly the sale of Lucia and the availability of the estate car were mistimed and I missed the deal. Desperate and alone without Lucia, I rashly purchased Lucia 2, known locally as the 'flying banana'.

The car came with sparking upholstery and a sports exhaust. First job was to muffle the exhaust somewhat after starting home from the Chinese takeaway half a mile in town to find that my wife had heard me coming and put the plates to warm. Fiat 500s should not sound like a Harley with open pipes!

No history with the car other than it was restored in Italy 4 years ago. In non-standard colour the brightest yellow you ever saw, means I can find it in the supermarket car park. Further investigation after finding myself travelling at 95kph with space still under the pedal indicates a 595 engine. Italy here we come in June next year!

Italians have style, like to lavish style and attention to their loved ones and if

this means the odd variation from standard (after all every lady is entitled to a choice of handbags) then so be it. Lucia is slightly lower than standard with fetching alloys, a Luisi steering wheel, non standard gear knob and smart yellow and black upholstery.



Certainly I have noticed more lavishly adorned

500s in Italy but there is a relaxed attitude to conformance to exact originality. The new fuel tank is adorned by the names of the original restorer couple, Eduardo and Leticia and a printed blessing from a saint. The blessing was most useful when the brakes went suddenly soft!

Engineering wise, the body is good, the car has been used by Italians, so driven like it was stolen and parked as though anyone was quite welcome to steal it, so not totally unblemished. The gearbox was sound but fourth gear

screamed like a mother-in-law on steroids. I have replaced the gearbox and noise levels have reduced to 'Fiat Just Bearable.'

I have fitted a larger sump to help with cooling and am just contemplating an



auxiliary battery powered pump to overcome vapour lock when starting from hot after a coffee break.

She looks like a proper 500 and I claim that the bright yellow paint is a safety aid allowing other drivers to see you clearly and get out of the way. Otherwise I am keeping her as original as possible so the usb charging sockets for phone/satnav are discreetly out of sight. As is the switch for the hazard lights (In some parts of Europe you are obliged to have them unless driving to or from a specific old timer event.)

I do intend fitting some form of discreet daylight running lights and a bright LED brake light under the cooling grill. (again safety, drivers of modern cars expect to be given bright warnings high up of impending braking and the 500 is short enough without the need for impact modifications)

Peter Harrison

NEWS FROM THE FBHVC
(Federation of British Historic Vehicle Clubs)

MOT EXEMPTION As you know, the Federation has argued that the DVLA process for enabling declaration of a vehicle as not being significantly changed at the time of re-licensing only was one which could put drivers at risk of bureaucratic misunderstanding and leave them at risk from ill-briefed policemen.

Well, we became aware that a real example had arisen and that the driver of a historic vehicle had received a Notice of Prosecution. The Federation urgently sought clarification of the position from the Department for Transport. We are glad to confirm that they responded promptly and positively and have provided us with the statement we copy here, [text of letter overleaf] which we think sets out the position clearly and succinctly and will be of real use to our members. It may be that members who have concerns about this will wish to carry a copy of the DfT Statement in the vehicle.

We are still unhappy that the Vehicle Enquiry Service cannot show an accurate MOT status even after the registered keeper has filled in a Form V112 or checked the declaration page during online licensing. Currently it simply says, if the vehicle does not have an MOT, that no MOT information is available.

Bob Owen

“Dear Mr Owen,

Re: Vehicle of Historic Interest MOT Exemption

The following is a statement of the effect of recent legal changes to requirements for MOT testing of vehicles at least 40 years old.

On 20 May 2018 the Motor Vehicle (Tests) (Amendment) Regulations 2017 came into force. Regulation 7 sets out that any car, van (under 3.5t) or motorcycle which is being used on a public road is to be considered a vehicle of historic interest and therefore no longer required to hold a valid MOT certificate if it:

- a) was manufactured or registered for the first time at least 40 years previously*
- b) is of a type no longer in production, and*
- c) has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components.*

This amended the previous exemption from MOT testing for cars, light vans or motorcycles manufactured in 1960 or before. The arrangements for the testing of old larger vehicles are different.

Please find enclosed a copy of this Statutory instrument and a copy of the Explanatory Memorandum should you wish to refer to these.

There is no requirement either intended or implied, that at the point a vehicle becomes 40 years old and providing the vehicle has not been substantially changed, for the owner to make a declaration to any statutory body, declaring that the vehicle is a vehicle of historic interest and is therefore no longer required to have a valid MOT certificate.

The Department and DVLA have set up an administrative process (via DVLA form V112 and the equivalent process on line) which requires at the time of the annual re-licensing of vehicles a declaration that the vehicle is a vehicle of historic interest -in that it has not been substantially modified. The process is in place to help owners of old vehicles that have been substantially modified do not by mistake run them without a valid MOT. The Department has published information about what constitutes a substantial modification in this context and encourages owners who do not know to seek advice.

Yours sincerely,

Duncan Price

Divisional Manager, freight, Operator Licensing and Roadworthiness”

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<http://www.fbhvc.co.uk/members-pages/newsletter-archive>

RETROMOBILE PARIS

6 -10 th February 2019

The show was a bit thin on our theme this year, with the Citroen and mini anniversary's showcased.



However, on the Heritage stand www.fcaheritage.com the very first 500 tuned by Abarth. (above) This 26 HP@ 5000 rpm car could reach 118 km/hr and was used at Monza for 168 consecutive hours to win 6 international records. Fully restored it looked very impressive.



Also seen this rather nice Vespa 400 on the stand of a car shipper and half a mini part of an all model display. Peter Barnes

The Notice to the right of the Abarth states: - FIAT NUOVA 500 ELABORAZIONE ABARTH 'RECORD'. 1957. 479 CC. 26 HP AT 5000 rpm.



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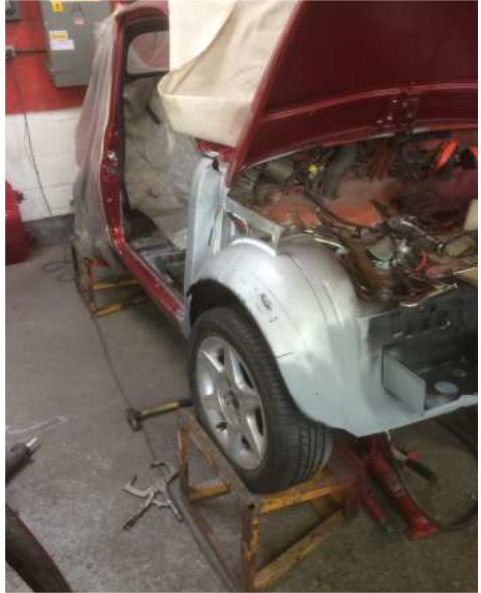
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CAVEAT EMPTOR - THE FINAL EPISODE

At last, we seem to be seeing daylight at the end of what at times had looked like an endless tunnel.

The car, now off the jig and sitting on its own suspension on 4 high stands, was 'squarer' than it has been for a long time, with the doors actually fitting, and shutting, properly without them having to be slammed! After such a long time looking sad and forlorn, it was it was a real boost to see it looking like a car again. Greg carried on fitting the remaining new panels and welded the



inner and outer wing panels together to give the wings rigidity after he had cut them back to allow for the fitment of the wheel-arch extensions.

It was at this point that I noticed that the front camber angles were wildly different side to side. One side had excessive negative camber and the other side had a shade of positive camber--where had it all gone wrong? After a bit of clambering under the car and a fair



amount of head scratching and drinking of tea (not to mention the custard doughnuts), it was decided to put the car back onto the jig and recheck all the chassis alignment points.

When done, this proved that the car was absolutely spot-on, and therefore the problem must lie elsewhere - and it was.

The under-car scrambling had led me to believe that, possibly, the (lowered) front spring was at fault; and so it proved to be.

Greg and I put the car back

onto the stands, so that I could remove the front spring, which when measured, proved that the centre bolt of the spring to be a fair bit off-centre.

It was essential that this was rectified, which in the end turned out to be more of a tedious-chore rather than a problem. I won't bore the reader with the details of rectifying this small(!) problem; just look at my article "Sloightly on th' huh" in the Oct. mag (edition number 58) - it explains it all.

By the time I had rectified the spring and taken it back for fitment, Greg had just about finished all the panel work and the front of the car had its first coat of primer on - it is amazing the difference it makes to see something in one,





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uniform, colour - even primer. With the spring back on, and the front suspension angles looking a heck of a lot better, we were able, at last, to get the car standing on its own 4 wheels again.

At this point Greg was able to push the car to David's end of the workshop with the words "it's all yours now mate" (or words to that effect!). David, the painter of the pair, got tucked into all the preparation work required before any paint job.



Preparation is the secret to a first-class paint finish, which in this case ended up better than I dared hope for and has drawn a great number of flattering comments. It is impossible to see where HE painted and where the previous paint job was, so good was David's blending in.

Although Greg had carefully measured the old wings vis-a-vie the fitment of the wheel-arch extensions, and where to locate the riv-nuts that held the extensions on, when I came to bolt the extensions on, due to the fact that the car was now the correct shape, their location was not quite correct! The only way to sort this out was to wait until the car was back in my workshop and then re-shape the extensions (they are glass-fibre) to get them to fit correctly. What seemed like a simple job (if you said it quick enough) turned out to be a complete pain-in-the-bum job; slow, tedious and very dusty. However, all good things have to come to an end, so after about 3 weeks of work, I was able to trailer the car back to the body-shop where Greg rectified the incorrect holes, fitted riv-nuts in the correct locations and Dave re-painted the front wings, again to a very high standard.

My son, Simon, is much better with electronics than I ever will be, so he came over one afternoon and we sorted out the wiring to the front of the car. Part of the problem was that the young lad who had stripped the front of the car had left to go to University, and a lot of the labels on the wires had fallen off. It



didn't help matters that the 500L wiring is quite a bit different to that of the 500D and 500F, and I was struggling to get a 'L' wiring diagram. Eventually we found the wiring diagram we required, printed it off and laminated it. To make things simpler in the future we decided to make small, independent wiring looms for the lights (1 small loom per side). Each little loom fed into a multiplug on the main loom, with a common earth (1 for each side) bolting onto the inner wing/outer wing bracing to ensure that the lights always had a good earth. To date, it has worked perfectly.

As the final part of the whole rectification, I had a word with Tony Castle-Miller regarding steering geometry angles. A few hours of work to get the angles exactly as per his words of wisdom has really paid off, my car now handles well and feels really well 'planted'.

Finally, I would like to say thank you to Greg and David of "Sefton Classics" (0151-345-6278), without their skills, input and patience this whole project would have, to put it bluntly, fallen flat on its bum. Yes, the bill was bigger than I expected/planned for (and that doesn't include all the custard doughnuts), but the end result has made it all worthwhile - thank you Gentlemen, for everything.

Tom Montagu

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EVENTS 2019

If you are thinking of attending any of the shows or events, PLEASE register your interest with the Club contact/organiser.

Studio 434 Visit

TBA

The studio hosts Rodger Dudding's car collection of over 420 vehicles.

The collection began around 50 years ago and comprises cars, motorcycles and auto memorabilia. Hopefully we should have more news shortly. Meanwhile if this appeal to you, please register your interest.

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

Good Friday 19 April 2019

Horsham Piazza Italia.

Horsham Town Centre, Horsham, Sussex RH12 1HN

Italian classic cars are displayed in the town centre and draw a large crowd whilst there's a wide variety of Italian foods to try in the market.

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

Saturday 4 May 2019

Auto Italia Car Day at Brooklands

8:30a.m. - 5:00p.m.

One of the biggest events of the year at Brooklands. The UK's first and finest all-Italian car event.

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

Sunday 5 and Bank Holiday Monday 6th May 2019

Stratford Festival of Motoring

For one weekend only, Stratford-upon-Avon's streets play host to fantastic cars and activities for all the family. The 2019 Festival of Motoring features everything from classic cars to modern-day motors.

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

1st May, 1st & 2nd June 2019

Stockton Park, Stockton, Wiltshire, BA12 -OSP

The event focuses and celebrates all that was great from before the turn of the century up to the 1980's. Vintage/classic cars, veteran cycles, automobilia, children's entertainment and more.

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

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



Sunday 2 June

London to Brighton Classic Car Run

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

Contact David on david@classiccarcompany.eu

Sat/Sun 15 - 16 June

Bath Festival of Motoring

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

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

Sunday 30 June

10 am—3 pm Classics at the Clubhouse

This year in aid of Cancer Research

Sandford Springs Hotel and Golf Club Kingsclere Live Music,
Awards and Prizes, BBQ, Bar, & other Food Stalls, Shops

Retail Stands, and Games.

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

Sunday 7 July 11am to 4pm

Broughton Pageant of Transport

Broughton Sports Field, Buckholt Road SO20 8DA
Displays of Classic & Curious Vehicles. Cars, Bikes,
Military, Agricultural, Commercial, Marine, Steam
Traction, Rocketry and much more.

Brilliant day out for the family with entertainment
and refreshments for all. Raising funds for local causes

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

Sunday 28 July 2019

Stroud Classic Car Show 11am - 5pm

The Playing Field, Bisley Old Rd, Stroud, Glos GL5 1NL

As well as a variety of interesting cars, also on
the day Hot Food and Drinks—Car Boot and Auto Jumble

Craft Stall Bric a brac—Raffle—Tombola

Children's Fun Fair—and more

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

Sun 28 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

Saturday August 24th 2019

Gloucester City - Classic & Retro Festival Classic & Historic Cars in the City.

Classic Cars, Military Transport, Buses Motorbikes etc themed with memories of times past. Live Music, Fashion, Army Personnel, Ladies & Gents in Period Fashions, TV Personalities, & VIPs also attending on the day. Kings Square will play host to Live Bands and Singers with a Dance Arena.

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

For our Northern Members*

Scottish Italian Car Day

Revived for 2019

26th May

Hopetoun House Edinburgh

Contact Keith Philpott on
dreammachinesit@btinternet.com

**There will not be a club presence as such at this show, but we thought members in the region may like to have a heads-up of the event.*

JS

2020

September 11-21, 2020

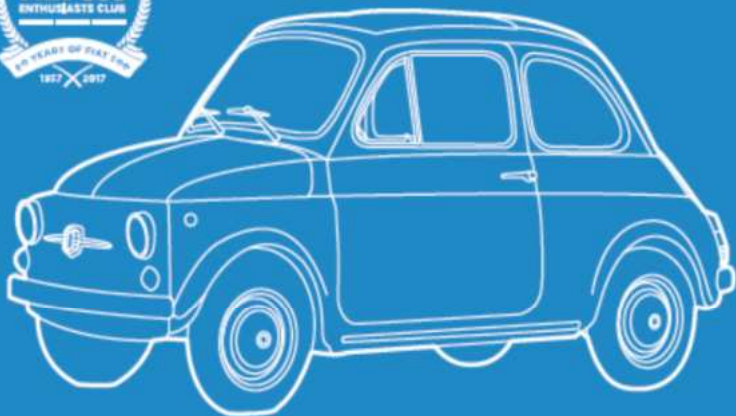
Micro Marathon to the Pyrenees and north-east Spain

Micro Marathon to the Pyrenees and NE Spain, for pre-war cars up to 1000cc, and microcars. Authentic Category sub-500cc pre-1959 (type) & sub-700cc pre-1969 (type, inc. all 2CVs & Fiat 500s)

Next year, committee member Sheridan Bowie has entered for this event. If you are interested, please get in touch with Sheridan on: -

sheridanbowie@btinternet.com

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COMPETITION

Peter Barnes is the worthy winner of the 'Identify the models' competition. Even including, in most instances, the scale size of the model. A Club Hat or Beany of his choice will soon be winging its way to him.

Our thanks to Martin Bates for allowing his models to be photographed for the competition. Martin describes the winner's entry as 'a fine effort.....a very knowledgeable winner' only one car incorrectly identified - the yellow Fiat on the 4th shelf is a Zastava 750 but you can only tell that from the front. Winning answers below:



JS

Top shelf L-R

1/16th scale Fiat 600 by Revell

1/77 scale Fiat 600 by Politoyo's
(marked SISTEMA PEP (Patented system

1/24 scale Fiat 600 CHINA from a series
of the magazine Quattroruote

Unknown scale Fiat 600 Kinder EGG toy,
(missing the chocolate egg)

2nd Shelf

1/43 scale Fiat Multipla grey

1/87 scale green Fiat 600 Multipla EKO Spain

1/43 scale blue Fiat 850 van Campari

1/87 scale white Fiat 600 EKO Spain

1/43 scale Green Fiat 600 early car 1957>
??? my guess it's a Fiat 600

1/87 scale red Fiat 600 by EKO Spain

1/43 scale Corgi Fiat 600 Jolly

1/87 scale grey Fiat 850 by EKO

1/87 scale red Fiat 850 by EKO

1/43 scale grey Fiat 600 1955 by Brumm Italy

3rd Shelf

1/24 ish Fiat Lombardi grand prix

1/24 ish Fiat 850 Abarth

1/42 Fiat 600 white Dinky toys UK

1/43 Fiat 850 silver Mercury Italy

4th Shelf

1/43 FIAT 600 RED

1/43 FIAT 600 YELLOW

1/43 Seat 600 Van Assistenza CHINA

1/43 FIAT 600 YELLOW

1/43 Seat 600 Formichetta China

1/43 Fiat 600 white Dinky Toys France
or De Agostini / Atlas

1/43 Fiat Red white Dinky Toys France
or De Agostini / Atlas (Difficult to

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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

1974 500 Giardiniera Navy/tan 85000 kms (original). New king pins
New steering gear, new rear wheel bearings, new starter / handbrake cable.
Complete brake overhaul. New bottom door panels (usual 500 problem)
Mechanically sound (no oil use!) Any garage test welcomed.

Car is in Cheltenham

£7500 (not painted) £10000 painted

07570 616570 Email: julian67@mail.com



FOR SALE
1937 TOPOLINO



1937 Fiat Topolino as per club calendar November page. 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)

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

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)****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

Late 1973 500 Fiat - £5750 ono

White, RHD Rust free - (garaged) Re-sprayed last year. All major body work completed. Since this car was last advertised it has had extensive electrical work done. Original tartan seat covers. I will include a spare gear-box. Present owner has owned the car for 10 years. 308 chassis.

ALSO Many 500 spares for sale.
 Located Bridgewater Somerset.
 Tel. Rod Bryant 07817 666459 or email
rodbryant123456@yahoo.co.uk



A KIND OFFER OF FREE SPARES

Malcolm has owned various 500s over the years and has a 126 engine and other bits and pieces, among them distributor and dynamo etc. that he would like to get rid of. He asks if anyone in the vicinity of Tavistock in Devon might be interested in this 'freebie'

If so please email Malcom on rose873@btinternet.com

NEW MEMBERS

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

Piers Fitzgerald	Gloucestershire	1974 Fiat 500 Giardiniera
Marco D'Alessandro	Herefordshire	1971 Fiat 500F
Jane and Gordon Symon	Scotland	500L
Jennifer Frearson	Warwickshire	Modern 500
Mark D'Apice	Yorkshire	500F
Pasquale Barbato	Surrey	
Colin and Jackie North	Hampshire	
Ross Sheldon	Shropshire	500R
Robin Green	Norfolk	Topolino
Mr Chris Lugg & Mr Jason Hoff	Bucks	
Captain Stephen Hunt	France	500L
Bruce Lepere	Surrey	500L
Paul Keens	Jersey	
Andy Tate	Nottinghamshire	500F
Tim Lovett	Surrey	500L
David Griffith	Hampshire	
Robert Anderson	United States	
Samuel Davies	Lancashire	
Mr Joseph and Mrs Vitalia Kearns	Ireland	500L
Mike Pickup	Suffolk	
Felim O'Brien	Kent	500L
Mr Wren and Ms Cath Goldstein	London	
Aaron Firth	Yorkshire	
Gareth Houghton	Lincolnshire	

Alajos Hegyaljai	South Yorkshire	1966 Fiat 500
James Causebrook	Lincolnshire	500F
Mrs Sharon and Mr Michael Gaffney	Hertfordshire	
Mr Paul Farmer and Ms Pamela Booth	West Midlands	500L
Sue Manners	Devon	
Natasha Maccallum	Hampshire	
Gary Winfield	Lancashire	500L
Leigh Naughton	Northamptonshire	500L
Mrs Charlotte and Mr Simon Bruce	Wiltshire	
Adam Quellin	West Midlands	600D
Philip Rosenbrier	North Yorkshire	Gamine
Mark Barnes	West Midlands	
Michael Carney	Kent	Classic 500
Mr David and Mrs Marie-Jose Sankey	Shropshire	500L
Robin Kundu	Kent	500F
Carl Warner	Derbyshire	Classic 500
Giuseppe Rampello	Bedfordshire	Abarth (1972)
Mr Alan Hodge and Mr Lewis Hodge	Cheshire	Abarth (2018)
Aaron Maxwell	Scotland	500D
Mr Peter and Mrs Kate Sawyer	Warwickshire	
Ben Eaves	Worcestershire	500F
Marco Chiavetta	Surrey	500L
Tarit Mitra	Berkshire	500L

**COPY FOR THE APRIL 2019 MAGAZINE SHOULD
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