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2019



Techno Essen

Photo: courtesy I Hunter

www.fiat500enthusiasts.co.uk

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FBHVC NEWS ON MOT EXEMPTIONS

Following on from the article in the magazine - edition 61 (wrongly labelled March instead of April!) where the Federation of British Historic Vehicle Clubs FBHVC cite an example of a driver of a historic vehicle receiving a Notice of Prosecution. The FBHVC have now received clarification from the Police as follows. -

FBHVC PRESS RELEASE

Police Clarify Their Stance on Historic Vehicle MOT Exemptions

Following a recent incident where the driver of an historic vehicle was erroneously given notice of intended prosecution by a police officer, The Federation of British Historic Vehicle Clubs (The Federation) has made efforts to avoid similar incidents by contacting the parties responsible seeking clarifications.

We have already made available to our members through the website (www.fbhvc.co.uk) a letter from the Department for Transport clarifying the position on exemptions, but it was still the case that enforcing officers had no access to a database of declarations by owners of VHIs as this data when supplied by owners is not recorded.

We therefore have sought and have just received assurances from Chief Constable Anthony Bangham, Lead on Roads Policing of the National Police Chiefs' Council that they are in agreement with the Department for Transport's letter of 11 January, which we shared with you earlier and now repeat.*

Chief Constable Bangham has confirmed that police recognise that there is a presumption that where a vehicle meets the criteria as laid out by the Department of Transport (DfT) it does not require an MOT Certificate and any person using such a vehicle cannot commit an offence. Officers will not rely on declarations made at relicensing times to police this matter.

Our advice for anyone who remains concerned is simply to print a copy of the Department for Transport letter of 11 January and carry it with your other documents.

If any member does not have internet access, but would like to have a copy of the letter mentioned previously, please send a SAE to the editor and I will post you a copy. (My contact details are inside the front page). Please note that as the club is affiliated to the FBHVC all members can access the Members' Area on the website. Here you will find up to date information on many aspects of classic car ownership. See below: -

'Any member of your Club can access our 'Members Area'. They will need to set up a username and password by visiting <https://fbhvc.co.uk/register>.'

CLUB NEWS

Membership Cards

A few Members have asked about 'Membership Cards' and we would like to take this opportunity to clarify the position on these. In the past we have re-issued a Membership Card every year but these add to our costs and the only real purpose they serve is to remind people of their Membership Number. We are working on something that will make it easier for Members to check their details, including membership numbers, and hope to explain more about this towards the end of the year. In the meantime though, please do not hesitate to contact me on membership@fiat500enthusiasts.co.uk if you wish to be reminded of your number.

As you probably know, a number of Insurance Companies and Part Suppliers offer a discount to Club Members. It is our understanding that all you need to do to obtain the discount is confirm your name and membership number. Most of these transactions will be carried out on-line or over the telephone and the absence of a Membership Card should not be an issue. However, if anyone has experienced problems, please let us know.

Phil Swallow
Membership Secretary

Professor Gordon Murray receives CBE

Our congratulations go to Gordon Murray who was recently awarded the CBE in the Queen's New Year Honours List for over 50 years of work in in the automotive and motorsport business. Some members may remember an article written by Tom Montagu in the October 2016 magazine featuring Gordon Murray, owner of two 500 Fiats; engineer and designer of numerous successful f1 cars and the McLaren F1 GT.

Magazine Back Copies

I have a number of back issues of the magazine, going back to 2010. If any member would like to receive a hard copy, (magazines can be viewed on our website) please send me an A5 SAE (contact me to check availability first), and I will post it to you. Should you require multiple copies please contact me to discuss postage costs.

Events

We would love to see more of you at events and encourage you to try to join us at least once during the year. We do realise that we are centred in the SE,

but we have, past and present, pushed our boundaries to shows and events in Wiltshire, Somerset, Kent, Gloucester, Oxfordshire, Cheshire, (and even Germany!) but the uptake has often been disappointing.

One meeting coming up with strong member involvement is the FESTIVAL OF TRANSPORT Sat/Sun 24th & 25th August at Broad Farm Hellingly East Sussex. BN27 4DS. This did draw quite a few members last year and was exceptional in that David & Lynnette, local club members, made the day special by providing a comfortable base, great company and day long refreshments. See their invitation below:-

JS



“Come and join the Fiat 500 club for a great day out. See steam tractors, engines, classic cars, military vehicles, motor cycles, buses, models and craft displays AND fair organs. Join us for Grandad’s bacon sandwiches in the mornings and refreshments throughout the day.

Saturday evening we will drive to Fuscardi’s for Italian ice cream by the sea side.

If you are interested in coming please email us lynetteharris11@gmail.com so we can sort out all the paper work for you, or if you have any queries.

Lynnette and David.”



TECHNO ESSEN 2019



What a trip! We assembled at David's house in London at the pre-appointed hour – 10.15 am on Wednesday and introduced ourselves to one another – Ian, Vittorio, Richard, David and Luke. We were soon loaded into David's Discovery, Sat Nav was set and we set off for Folkestone destined to catch a certain train.

The first thing we needed to do was to fill up with diesel so we did that. En route, we started to feel a bit peckish, so just before Folkestone, we pulled off the Motorway into the Services, parked up and went in search of breakfast. Suitably refreshed, we attempted to get back on the Motorway to find the slip road closed, so we headed back up the Motorway towards London to the next exit, turned around and came back down again.

We arrived at the Channel Tunnel before our train was due to depart but after the last check-in time, so we were told the next train we could board was three hours later. David got the raving hump and went inside to complain, but in spite of the train being empty, he was told we had to wait or pay £220 extra to get on the next train. Not a happy bear. He asked to see the Manager to discover he was already arguing with the Manager, so that didn't help, so he came back to the car extremely cross. We decided that, rather than wait, we

would just join the queue anyway and try and blag our way on instead. So we just followed the road towards embarkation to find no queue at all, rather, a really helpful, sympathetic and charming man in a very small hut. He suggested we hid our boarding pass and just get on the train, so we did. What a difference – why isn't he the Manager?

We put all this behind us, pleased we were now back on schedule and arrived in France 30 minutes later. We put our watches on an hour, reset the Sat Nav and set off. Traffic was really busy and there seemed to be lots of road works, so progress was intermittent. After a couple of hours, we stopped for lunch at a Lunch Garden service station, by all accounts highly recommended and we nearly enjoyed a hot meal.

On the road again and we soon started to negotiate Eindhoven's version of the M25. Like the M25 it wasn't difficult to make a mistake, so we did and realised we taken the wrong exit, so we took the next exit, tried to turn around and go back the way we had just come, but we couldn't. Our decisions weren't helped by the fact the car's Sat Nav showed us travelling north all the time, whereas our phone's Sat Nav pointed in the direction you were actually travelling. So we had three phones and the car all trying to tell us which way to go and they all seemed to be different. We then realised there was another Essen in Belgium and we were headed west towards that rather than east towards Germany – we had been travelling the wrong way for at least half an hour. After a few laps of Eindhoven, we were finally on the right road and at last, six hours after we landed in France, we arrived at the hotel.

We were greeted by the news that the restaurant shut in 20 minutes, so we rushed to our rooms to dump our stuff and come straight back down again. Then we discovered we were all in double rooms and not the twin rooms we had asked for. By all accounts the hotel had no twin rooms, how we had not found this out before remains a mystery, but fortunately they found some rooms where the king size bed frame had two mattresses on it rather than just one, so we were re-roomed accordingly. The restaurant menu was extremely limited and not that attractive, but beggars can't be choosers, so we ate what there was, enjoyed a quick nightcap and went to bed.

Bright and early the following morning, we were up and breakfasted in good time and ventured into the heavy traffic towards the Show. To be fair, the parking was well organised and inexpensive and it wasn't long before we were inside – glad we had pre-booked tickets as the queue would otherwise have been quite long.



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Auction Hall

Once inside we were presented with the most immaculate array of cars you have ever seen. The quality of the presentation of everything was quite stunning, regardless of the age of it.

David and Richard decided to start by looking at the Auction, Vittorio and Ian started by avoiding the Auction and Luke went off on his own.



There are 10 Halls and 2 outside areas in addition to the Auction, hundreds of cars – a strong presence of German cars (surprise, surprise), Mercedes of every age and type – I thought Gull Wings were rare, there must have been 20 of them at £1 million each! There some pre-war cars, huge and opulent plus

every model post war. BMWs, VWs (fewer Audis) A good showing from Italy – Ferraris, Maserati, Lancia, Fiat and Alfa Romeo were all there in models I had never seen before – some weird, some stunningly beautiful. By Jove Italians can design cars!



For £2,000, you could buy a kit of parts that would transform your Fiat 500 from 17 horsepower to 27 horsepower in an instant. What a bargain! Then I realised

I would need bigger brakes to stop it and bigger wheels and tyres to control it, so it wouldn't be a bargain after all!



There were British cars, East German cars, French cars a few American cars and plenty of stands selling parts for all the above, both new ones and second hand ones. There were stands selling pictures, books, clothes, memorabilia, tools –

everything you could possibly want.

In most Halls, there was a bar or a coffee point plus a fine array of food and not a burger to be found! Much more inventive – pasta, sausages, sandwiches, schnitzels, spicy pork - a real variety! What we didn't discover straight away was the £2 deposit on your beer glass – they charged it but didn't happen to mention it!



Vittorio managed to discover that a lot of the catering stands were hosted by Italians and instantly struck up what looked like a life-long friendship with what were in fact complete strangers. One visitor to the Show was proudly sporting a Tee Shirt with a Fiat 500 on it, so Vittorio immediately pounced on him to discover he was Italian too, as was his very attractive wife. Vittorio found out that this guy had about 12 Fiats in various states of disrepair and his very attractive wife had gorgeous brown eyes, so she must be from the south of Italy, which she was! What a charmer!

Those of us who didn't visit the auction managed to get around 6 of the Halls, leaving us something to look forward to the following day. Those that had visited the auction had bought a BMW - a rare Alpina Turbo - what you and I would call a 5 Series, but what experts call a B7 W125 E37.5 D or something.

He didn't mean to buy it, he just found his hand in the air at the wrong moment and had a formal "I am a bidder and have registered as such" badge on. He already had one of these unique cars, well almost the same. He spent the rest of the Show wondering whether it was a good buy or not and what his wife would say when he got home. It all meant lots of jolly good banter.

At the end of the first day at the Show, we agreed that a good Steak would be the order of the evening, so we googled Steak Houses near the Hotel and off we set to the Restaurant Posthorn, a holder of 4.5 Trip Adviser Stars. This was going to be good. The restaurant we found was a Steak House, but wasn't the Posthorn, so we turned around, thinking that the one we had found would be OK if the Posthorn wasn't. And it wasn't. So we turned around again and went back to enjoy a Hot Stone steak that we cooked ourselves, The wine was great, the atmosphere fine, if not smoky and the food was beautifully cooked,

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so we complemented the chefs accordingly. We returned to the Hotel for a nightcap and review of the day before turning in. After many miles of walking during the day and a few glasses of refreshment at the end of it, we all slept very well.

The following morning, we breakfasted early again and made our way back the Show. For some reason the traffic was lighter, so we made good time. We decided we would all do our own thing and perhaps meet up for lunch. I headed off towards the Halls I hadn't visited yesterday, but as I walked through the Halls, I found cars I hadn't remembered seeing the day before. Such was the vastness, it wasn't difficult to miss a stand or two. One of the stands I missed had two Shelby Cobra Daytona Coupes on it - brand new aluminium bodied beauties, highly authentic and with the blessing apparently of the original designer Peter Brock. They were very, very good.



For a cool £400,000 they would build you one. For a cool £400,000 I would build you four - and only the very eagle eyed could tell them apart!

I enjoyed the other Halls and the cars on display - every one

in stunning condition, polished to within an inch of their lives, newer than new, more perfect than concours - amazing. Cars I had never seen before, manufacturers I had never heard of before and models I never knew existed. I could have bought a brand new rolling aluminium body shell for a Ferrari 250 GTO - goodness only knows how much that was!





There were stands selling spare parts both new and reconditioned for just about anything, there were stands for tyres, shock absorbers, cleaning materials, clothes, artwork – you name it.

One stand caught my eye was a lone man hand-painting T shirts with a car of your choice. He had a book full of drawings of the various cars he could

do, so I had a look to see if I could find a Cobra in there and there was one. He saw me looking and asked if I had found what I liked. I said that I had so he then asked me what colour I would like. I showed him a picture of my car and yes, he could do that. In fact for a little extra he could place my number plate on the car and remove the bumpers (my car has pit lifters instead).



So I could have a T shirt essentially with my own car on it. I was very tempted. I said I would think about it and walked away. I found I couldn't stop thinking about it, as extravagant as it was. Then I thought that I wouldn't be able to wash it, so I am not spending that much for something I could only wear once. I then struggled to find the stand again to ask about washing his T shirts, this Show was so huge. But I found him and to my surprise these T shirts were not only

machine washable, but ironable too. Completely out of excuses, I ordered one! It should arrive in June.

Our group reassembled at the end of the day and we decided that Italian food would be the best bet, so, again with Google's help we found an Italian restaurant, went in, found it completely devoid of customers, so walked straight back out again. The next restaurant looked more promising, in fact so much so it was heaving and there was no room for us at all! Vittorio pleaded, using all his charm, but no, they couldn't cope with us and couldn't even promise that there would be any room later in the evening.

So eventually, we found ourselves in a modern Pizza chain restaurant – but it looked OK. We were impressed with the mix of starters we shared, that was for sure. Then the pizzas arrived – they were over a foot in diameter, absolutely huge – but very nice, although none of us managed to eat it all! Vittorio chose a very nice wine and the evening was a great success. We returned to the Hotel for a nightcap and review of the day before turning in.

The following day, it is was time to drive back and this time the traffic was lighter, our directions were more accurate and we made the Eurotunnel in time.



It didn't seem long before we were back in London and then on the M3 and heading home, tired but happy.

We all vowed we would do this trip again, maybe we could even find a venue in Italy (Padua?) or France (Paris?) and then alternate them?

I am so pleased we went, great event, great company, great food and great wine – what more could you ask for?

THE JOY OF DRIVING A CLASSIC CAR

Over the many years that I have been motoring I have, like most people with classic cars, had or been told about, many adventures involving classic cars. Below are 3 such adventures

LIGHTING ISSUES

The lead-light is a very useful tool in the workshop, almost mandatory one could argue. However, it has the habit of occasionally being the butt of a good cursing. Imagine the scene - you need to work under the car, so you put it up on stands (always!), get the lead light plugged in and checked. You put the light under the car and wriggle yourself under the car into the most convenient position for carrying out the job in hand. You also need to position the light so that it throws illumination onto where the job is, but it won't quite reach - by an infuriatingly small amount. Easy, one thinks, just give it a light tug to use up the slack that is bound to be in the cable. It is at this point that you realise that there is NO slack in the system and the 'loud crash', followed by a 'gentle crash' is that large tub full of washers that you meant to move away from the lead, which is now on the floor and the multitude of washers that were in it are now spread all over the workshop floor - oh, and the light has gone out because you have also managed to pull the plug out of the socket. 'B....r' Still, look on the bright side; Father's day is but a short time away; maybe instead of giving you a number of 'silly' (and what the family think are funny) presents, the family could club together and give you a really good 'head-lamp'

A DRIVE BY CANDLELIGHT

The standard headlamps on the Fiat 500 are not renowned for their 'brightness'. However, compared to cars of an even earlier age, they are quite good. The headlamps on pre-war MG cars had an output that could be challenged by a 'candle in a jam-jar', or if you are of a certain age, a 'Toc-H' lamp.* I was visited by a friend who decided to travel in his pre-war MG, with aforesaid 'candle in a jam-jar' lights. Came the time to leave, and my friend realised that the headlights of the MG were not really up to the task of illuminating the road. Easy, we both decided, the moon is very bright, so just drive towards the moon. This situation was fine for the first few miles (the car's lights were turned on - to assist other road users to have some faint idea as to where he was and, sort of, comply with the law) until a 'point of no return' was reached, whereupon the moon decided to hide behind the clouds - permanently. Trying to drive in the pitch black is not to be recommended, so

the only thing my friend could do was pull onto the side of the road, pull out the blanket (standard equipment in cars of a certain era), and try to sleep until the sun came up and he could continue his journey in safety - oh the joys of classic-car motoring!

*



(An expression my father often used! Toc H is the name of an International Christian charity deriving from WW1 days, originating in Talbot House, Belgium. In those days a different phonetic alphabet was used - T was 'Toc' and H was 'Aitch'. Hence Toc H. The lamp in question was a dimly lit 'Aladdin' style lamp featuring the cross of Lorraine, residing in the chapel at Talbot House. Originally referring to a person who was a little slow witted it is now also used to describe an inadequate light source, as above. JS)

A RED FACE

In this modern age of cars, where they are generally speaking, jump in/start/drive reliable, it is often not realised that driving long distances, in what is now a 'classic' but in our 'yooof' was all we could afford, was the norm. During a visit to a car show with an MG "TD" my friend and I were approached by an elderly lady who, as well as admiring the car, confided that she had many happy memories in an identical model MG. After a few enjoyable minutes of chatting, the lady wandered off, only to return just as the show was packing up with a present - a genuine, original flying helmet. The present was handed over with the words "Nobody with a car this beautiful should be without one of these". Move forward a few months; my job had been transferred to Germany and the MG had been taken over so that it could still be enjoyed. A meeting had to be attended, which was some distance away from the Company's headquarters, but being that it was a beautiful warm day and with time in hand it was decided to go in the MG. So with the sun shining, the hood down and flying helmet on, the trip to the hotel where the meeting was being held was made with no problems at all. Upon arriving at the hotel, the helmet was removed, jacket put on and tie straightened. The commissioner was all smiles as he offered to park the MG, as were the receptionist, the lift-attendant and the bellboy. Prior to going down to the meeting it was decided that a shower would be sensible, if only to freshen-up and get the road-dust off. Looking in the mirror after the shower revealed the cause of all the smiles - a bright red face in the shape of the flying helmet!

Don Stewart



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A BRIEF HISTORY OF CARLO ABARTH

Part 2

As well as the GT cars, the modified saloons and the exhaust systems, Abarth also produced a vast range of SP types (Sportivo Prototipo) - all open cars with again, engine sizes ranging from 1,000cc up to, and including, 2,000cc. All these cars were very successful, but constant problems with the gearboxes in the 2,000cc versions continually blighted them. For reasons known only to himself, Abarth insisted on most of his 'non-factory-based' cars being of the 'outboard' style (or, as the Italians would say, Fuoribordo) where the engine hangs out of the rear of the car. A couple of proper 'mid-engined' prototypes were built, but they experienced no great success. Abarth continued to produce a bewildering number of these open Spider/SP models right up to the end of the company's existence.

On the continent, the big hill-climbs were just as important as the circuit races, but whereas in the UK the hill-climbs rarely exceed 1,200yds, on the continent hill-climbs were normally of the 8km to 10km range (5 to 6 miles) - the Abarth cars, of all types, were regular winners in this category.

A lot of the later twin-cam engines, the 1,000cc/1,300cc and 2,000cc were developed from Simca 5-bearing crank engines, as against the Fiat based engines which had only 3-bearing crank-shafts. Abarth also designed and built a lot of their own engines, but due to poor record keeping, it often difficult to ascertain the original source of some of their engines. As well as a plethora of 4 cylinder engines (and not forgetting the 2-cylinder air-cooled engines for the 500 derivatives), Abarth did occasionally build "out of the normal box" - a 'straight-6' 2-litre engine (with I am led to believe, some input from the British company 'Holbay'), a 2-litre V8, later expanded to 3 litres, and a massive 6-litre V12 which was designed for a big sports-racing car. Sadly, almost immediately after 1967 Le-Mans, the FIA, without any consultation or 're-development' time reduced the maximum capacity allowed down to 3-litre. The engine had been built and the body/chassis 'plug' prepared for the building of the car, but the rule change had made the complete project obsolete. Carlo Abarth was NOT amused!

When it came to single-seater (international formula) racing cars, Abarth were conspicuous by their LACK of success! They built many single seater cars that set world records, but when they entered the international races where strict 'formula' rules existed, they were unable to compete successfully. They did build a number of single seater 'Italian formula' cars which enabled a number of rising Italian driving stars to show their abilities.

Building record-breaking cars was an on-going project for the Abarth factory -

from ultra-streamlined 500cc cars up to modified 2,300cc sports cars; from ¼ mile to 25,000km. Overall, he and/or his cars set 113 international records and gained a lot of publicity for Corso Marche (and financial bonuses from Fiat) between the years 1956 and 1966. He drove quite a number of the cars for their record attempts himself.

The last 'production' based car that Carlo Abarth had control over was the 'Autobianchi A112' - Autobianchi was part owned by Fiat and used to produce, among other things, 'small-run' models (the 500 estate and van) and the early front-wheel drive cars - the Primula being such an example. Abarth produced a prototype racing Autobianchi A112 (a sort of Italian 'mini-cooperS'), with a slightly detuned 'Radiale' engine (982cc and 108bhp), but Fiat vetoed the model, so Abarth was only allowed to produce 'warmed-up' (58 and 70bhp) versions of the car.

Sadly the termination of Abarth as an independent company was somewhat messy. In 1969 Fiat informed Carlo that it intended to end the 1958 agreement it had with Abarth &C. Carlo, by writing directly to Umberto Agnelli managed to get the agreement extended to 1971. On the 13th August 1971, Carlo walked into his office to find a brief 6 line letter from Giovanni Agnelli advising him that ABARTH & C. had been absorbed into the giant Fiat organisation. Carlo Scagliarini, Managing Director and son of Armando Scagliarini (the person who had put up the money initially for the foundation of ABARTH & C.) had signed the company over to Fiat. Giovanni Sguazzini, an engineer with Fiat who had been slowly building up a team of technicians to go rallying (and ended up as boss of the rallying workshop) had suggested that instead of paying Abarth a sum of money every time a Fiat-Abarth car won a race (part of the 1958 agreement which had grown to be a large amount of money every year) it would be more sensible if Fiat bought the company! The whole ethos of the company changed. Abarth had to abandon its circuit racing operations and concentrate on producing world-class rally cars, based on production Fiat models - which it did with the 124 spyder and the 131 saloon. Abarth effectively became the "Competition Department" for the Fiat group. It is not widely known that the design, development and building of the very successful Lancia rally cars (Stratos and Integrale, to name just 2) was all achieved by Abarth - who were also the first company to develop engines with both a supercharger (for low engine speed grunt) and a turbo-charger (for high engine speed power). They also developed a rally version of the Fiat X1-9, which turned out to be so quick (quicker than a Stratos) that Fiat, not wanting two so similar cars from the same parent company competing against

each other, canned the project and directed Abarth to develop the 131 saloon as a rally car, which it did to such an effect that they won the world rally championship in 1977,1978 and 1980.

All the sports racing cars ended up in Enzo Osella's workshop. Enzo Osella had, in 1963 wanted to open an Abarth workshop. Carlo gave him permission on the understanding that he first worked at the Abarth factory for 2 years. In 1965 at the end of the 2 years, Carlo not only let him open his Abarth workshop but sent him customers as well. Enzo Osella eventually became the 'customer' workshop for the non-works (i.e.customer) Abarth sports racers, to the point that he was prepared to guarantee that the cars coming out of his workshop were to the same specifications as the 'works' cars. He eventually took over the complete Abarth 'sports prototype' program - cars, parts and archives. Carlo Abarth effectively gave it all to him, with Enzo eventually paying Carlo back over time.

Although Fiat had Carlo Abarth down as 'A Consultant' in their press release of October 1971, it was believed to be a bit of a 'protocol after-thought' - he was not consulted very often! Carlo's visits to his old factory got to be less and less. His last visit was in the spring of 1979 when, very emaciated by the effects of stomach cancer, he had his last look round 'his' old factory. Carlo Abarth died on the 23rd October 1979 and the company ceased to exist on 30thSeptember 1981 when the company was fully incorporated into Fiat Auto S.p.A.

Carlo Abarth was a difficult man to work with; demanding the same work ethic and dedication from his staff that he himself put into the company. His management style was very 'old Austrian' - very severe, very strict, very serious - but very honest. As a result, he struggled to understand all the problems being brought into the Italian motor industry by the rise of the power of the Communist led unions. His 'end of day' routine was to have all his managers and senior engineers lined up (in their white coats) in his office and one by one de-brief them on what they had achieved during that day. Woe betide any one who hadn't done what was expected of him. Carlo always spoke Italian with a heavy German accent; and he only ever spoke in German to his secretary, which didn't always go down too well with his managers. He could however be very generous to staff who he thought had worked over and above what was required by him. One driver, Ed Swart, drove the whole 20 laps of the 1965 Nurburgring 500Kms race, solo, in a 850 saloon and won his class - Carlo Abarth rummaged in his coat pocket, pulled out an apple, and gave it to Ed with the words - "Oh, you did a good drive -ummm, have this" - that was Carlo Abarth.

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“TECH TORQUE”

technicalteam@fiat500enthusiasts.co.uk (or contact the editor)

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.

First printed in the April edition of the magazine...

Q. ONE FOR THE TECH TEAM

David, a member from Bristol is having problems with his oil pressure gauge. The warning light comes on in a random and erratic fashion. Following an oil change for a recommended mineral oil and changing the sensor switch there was a slight improvement. However the warning light still comes on periodically. Any suggestions?

A. Replacing the oil sender switch as a first move was the correct thing, replacing the oil would also have made a small improvement as new oil is inevitably thicker. Assuming that the engine has no irregular noise from the main and big end bearings, (a regular knocking which varies in relation to engine speed.) and runs perfectly otherwise, there is a small chance of the oil pump being worn out.

It is also a possibility that the engine oil is getting overly hot due to a problem in the cooling system, slack fan drive belt, or that the flap on the right hand casing which controls engine temperature is not opening.

Another member had a similar problem which was caused by the float / needle valve in the carburettor leaking excess petrol into the engine giving a VERY rich mixture, which went past the pistons and into the oil thereby thinning it out and causing this problem. If the engine starts easily from Cold without the "choke" this might indicate this the possible cause. Does the oil in the engine smell of petrol? A poor electrical connection should not be ruled out also.

We have heard from David that everything has been checked except the flap on the right hand casing. Hopefully this may be the answer. David would also like to share a recent incident he had in his car: -

‘I was driving the car in city traffic a few days ago and I put my foot on the clutch pedal to change gear and found that it had sheared clean away from it's mounting and was lying on the floor of the car! Just wondered if anyone

else has experienced this or has this happened on a brake pedal? That would be even more worrying. The car had to be recovered by the RAC, as it was un-drivable.....and slightly too far to push home! It's in the local garage now waiting to be repaired.. hopefully they'll be able to repair it easily.'

David

REQUEST TO MEMBERS FOR TECHNICAL ADVICE

Peter Harrison has been working on his car 'The Flying Banana' (Lucia) with a view to improvement and an upcoming trip to her Italian homeland .

Peter would very much like to correspond with other members who have experience in the repair and maintenance of their vehicles, and has given me permission to include his email address. pejayatch@gmail.com

Please also see Peter's article on page 29 and his entry under the 'Members for Sale and Wanted' section on pages 33– 37.

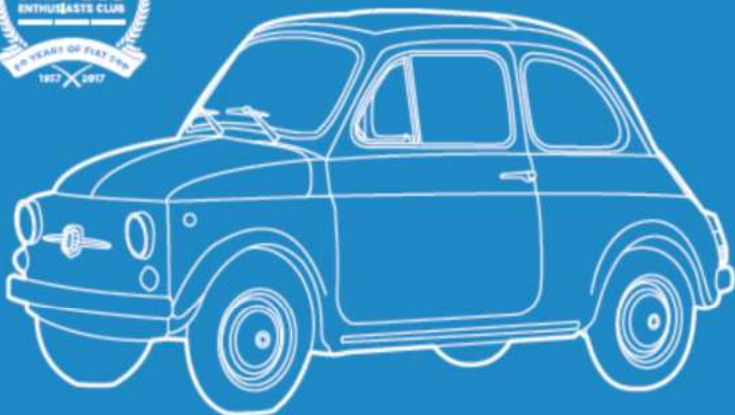
PHOTO TAKEN IN A LOCAL SAINSBURY'S CAR PARK

My Fiat 500 alongside 'gold plated' Hummer. George Berger



George says (not wholly tongue in cheek) that it looks as if the Fiat could be picked up and popped into the Hummer's boot!

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HORSHAM PIAZZA ITALIA



In complete contrast to last year, the day was sunny and boiling hot. This brought visitors out in droves and at times made it quite difficult to move around freely.

Unlike previous years, we did not set off from our assembly point until just after midday. As we had be ready to leave in the parade out of the town at 3.15, this left us a bit short of time to see all the other cars and visit the Italian food stalls, much less find somewhere to eat.

As ever there was a good turn out of 500s around 14 attended receiving much appreciation from the visitors. On the parade out of the town I understand that the 500s received some of the loudest cheers and longest waves of all the cars attending.

Unfortunately the day was not without incident, one little 'Giardie' decide to be difficult and had to be manually wheeled into place and missed the parade out. John in the following article, explains how he, Peter and others eventually sorted the problem. Peter, the owner arrived resplendent in a Carabinieri outfit, but on the following page you can see he has ditched half of it while trying to fix the car, the uniform not conducive to scrabbling under 500s. (If anyone has a photo of Peter in his uniform, please send it in. I was so impressed by his outfit I forgot to take a photo!). John too had his moments, arriving uncharacteristically late because of timing issues!

Horsham Piazza Italia Good Friday Bank Holiday

I set off early a.m. and immediately passed over the M27 (That's the South Coast Highway !) just where its joined by the M3, 3 lanes of traffic each way all stationary. But hey! I don't do 'M' ways in the 500 so not my problem, I smiled!

I realised that my 500's steering felt a bit stiff in the straight ahead position, then remembered that I had recently replaced all 6 of the ball joints and due to the rain had not taken it for a test drive. It'll free with a bit of use I thought, and carried on, although a bit like a formula 1 car with slightly exaggerated steering inputs, similar to when they allegedly warm up the tyres!

Half way there, and glanced at the SatNav which said that I was due to arrive about an hour later than I had calculated. (Estimated time of arrival). Doh!! panic over as I realised that the unit had not been altered at the last clock spring forward, or possibly backward. So finally arrived to be greeted by lots of 500 owners, some of whom (unnamed) chastised me gently for failing to be the first to arrive as I normally do.

The escorted convoy into town went well until the last 50 metres (nearly said yards) its an age thing (mine)! but then Peter's Giardi' stopped a bit short of position and needed manual assistance. On asking which car was the traffic offender, I was told that it was the guy in the uniform! so finally found Peter looking splendid in what I believe was an Italian traffic officers outfit, (waiting for correction on this issue!)

The rest of afternoon was spent with others seeking to restart the Giardi' which we EVENTUALLY found had low fuel pressure and also a weak spark. Two problems, none of which were complete failures, which are always easier to solve than intermittent ones. But the 'techi Team' and assistants were eventually victorious and Peter gave it a boot full of revs to celebrate.

Those remaining had unfortunately missed the convoy exit, but at least we did not have to call out the A.A.

I headed for home and tried to keep straight as possible which became easier with every mile. Life is never too predictable .I am pleased to say!!

Horsham ?? I was there, but didn't really see it, but I have been before!

John





CLUB REGALIA

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Polo Shirts... £13.95 each

Sweat Shirts... £15.95 each

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Zippered Hoody's... £19.95 each

Zippered Fleeces... £24.95 each

Beanie Hats or Caps... £11.00 each

Postage is £3.75 for the first item then £1.75 per extra item when ordered together.



For ordering...

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Please allow up to 20 working days for delivery, all orders are dependent on stock availability.

'LUCIA' aka 'THE FLYING BANANA'



Continued from February issue 2019..

Work on Lucia is progressing well. Steering box removed, refurbished and refitted. As a technical aside, I noticed that the sealed and greased for life ball joints were not as free and flexible as they should be, but after 49 years of sealed for life, an injection of mixed gear oil and moly grease made the steering

considerably lighter. Also re adjusted the brakes the auto adjusters are good in theory, but the spring holding the shoes together is too strong and pulls the shoes back with a resulting long brake pedal travel. Some gentle, or perhaps firmer than gentle stretching has cured the problem!

Lucia is fit and well, ready to go and see her home town, but family issues have dictated a postponement. However, work has progressed and Lucia now has an electric fuel pump for use on startup, a crafty electric screen wash (original push pump remains in situ for looks only) and wiring for DRLs which are yet to be sourced and fitted. Speedometer and odometer have decided on a joint suicide mission that started with a sound that convinced me that the front nearside wheel was loose and ended with the speedo fluctuating from zero to end stop at 5mph. New bits on the way! Meanwhile, speedo app on the phone keeps things legal.

Exploring the fitment of new headlight units with LED dip and main. 5.75 units for UK vehicles available, legal and looking exactly right for the 500, and LED dipping bulbs as fitted to Japanese motorcycles will give brighter, safer and less power demanding illumination for those brave enough to venture forth after dark. Bulb fitting is as standard on the 500 so if, in the interests of originality you wish to blunder in darkness, the original bulbs should plug straight back in but meanwhile, I am hoping that the replacement units will provide a relatively inexpensive replacement for tired/corroded, LHD headlamps.

Peter Harrison

EVENTS 2019

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

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.

Raising funds for local causes

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

Sunday 7 July 9.00 am

Classic car breakfast meet

British Iron Centre, Oswestry, SY11 4JH

Tom Montagu who has penned many interesting articles for the magazine will be attending and would like to meet up with club members at the event. The British Iron Centre is situated on the A5, just outside Oswestry and starts at 9.00am Free entry - so simply a case of 'turn up and enjoy'

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, Car Boot & 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

Sun 18th August

'Italian' day at Brands Hatch'

In honour of 70th anniversary of the founding of the Abarth marque there should be a large display of Classic Abarths. Not a club event but club member Tom Montagu will be displaying his 'Wee Beastie' at the show.

Information <https://www.festivalitalia.com/>

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. Contact: Jenny Squillaci, [maga-](mailto:maga-zine@fiat500enthusiasts.co.uk)

[zine@fiat500enthusiasts.co.uk](mailto:maga-zine@fiat500enthusiasts.co.uk) 07749 499785

Sat/Sun 24th & 25th August

FESTIVAL OF TRANSPORT

BROAD FARM, HELLINGLY East Sussex. BN27 4DS

Contact: Lynette and David Harris lynetteharris111@gmail.com

See pg 5

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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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 £6800.00

07570 616570 Email: julian67@mail.com



FOR SALE

FIAT 500 1969 RHD £8750 ono

Due to ill health, I am forced to sell the car that I brought in 1997 and completely restored. It has been seen regularly at Fiat 500 Enthusiasts Club events and has always been maintained to the highest standard, recently having had a full service.

The car was professionally converted by the Fiat 500 specialists, Italcorsa, with a Fiat 126 Bis powertrain, 704cc, 30HP, high lift camshaft (40-80-80-40). The gearbox is synchro on 2nd/3rd/4th gears. Electric fuel pump. The engine is water-cooled (using Fiat Paraflu coolant) with a front radiator. Right hand drive with rack and pinion steering. Extended wheel arches accommodate SUPERLITE 5x12 inch wheels, 165/60/12 tyres to the rear and 145/70/12 tyres at front, with front brake discs.

The interior is carpeted with Fiat 126 cloth covered front seats. The dashboard is fitted with Rev Counter/ Speedo/ Petrol/Oil pressure Giannini gauges.

The car is currently in Italy where it has been registered with ASI papers, but transportation to the UK can be arranged. Fully UK registered it is on SORN. Assorted spare parts and service items will be supplied with the car.

As I am no longer able to actively work on cars, I also am having to sell all my garage equipment, list of items and price available to any serious buyer,

Please contact: James Di Carlo. Email: italcorsa@googlemail.com

Phone: 0039 3342513360 (Italy)



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 gearbox. 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



FOR SALE AND EXCHANGE

A 500 gearbox, stripped and ready for refurb (noisy fourth gear) in exchange for some reasonable condition headlights to be used for research and development or even a complete exhaust for a 126.

Also a 126 steering box ... perfectly good, same fitting and steering arm as a 500 ... will swap for anything really that is interesting.

email Peter on pejayaitch@gmail.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)****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

FOR SALE**WORKSHOP MANUALS**

Haynes Fiat 500 Owners Workshop Manual. Used but in excellent condition. £25

Autobook Fiat 126 Owners Workshop Manual. As new. £25

For both contact Keith on 07778 383552 or 01372 469240 or keith@avico.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

WANTED - SCALE MODELS

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

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

NON-MEMBER SALE

1972 FIAT 500 FOR RESTORATION

Complete and in original condition as unfortunately never got round to starting this project. Log book present with 4 keepers - last being from 1988.

Please email
matthewbellis@hotmail.com
or 07753806606
(Wrexham area)



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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

Francesco Checchia	Wilts	500F
George Berger	Hants	500L
Kate Berry	Surrey	500
Carl and Sandra Powell	Cornwall	500F
Marc Fisher	Herts	500L
Colin Hinchliffe	W Sussex	500L
Irv Bartlett	W Sussex	Francis Lombardi 'My car' *
Philip and Caroline Agg	Gloucester	500D
Neil Stockley	Kent	500L
Simon Welch	Oxfordshire	

**Francis (real name Francesco) Lombardi was born in Italy 1897 and died 1983. He founded his coachbuilding company in 1947 using mainly Fiat based models. His luxurious version of the 500, the 'My Car' was built by him in Vercelli, Italy between 1968 to 1971*

JS

**COPY FOR THE AUGUST 2019 MAGAZINE SHOULD
BE WITH THE EDITOR NO LATER THAN
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