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AUGUST
2019



'Hot Rod' Topolino at Wallingford Car Rally - Photo courtesy Chris Gardner

www.fiat500enthusiasts.co.uk

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OBITUARY

It is with great sadness that we report the recent death in Savona of Jimmy di Carlo, joint founder with Jan, his wife, of our club. Jimmy was an irreplaceable mentor, mechanic, restorer, and expert on all things to do with the 500 Fiat. His presence will be greatly missed.



Jan and Jimmy at the 2016 Brooklands Auto Italia

The Club committee would like to send Jan their deepest condolences and are sure that all those members who remember Jimmy will join with us in expressing their sympathy.

Jimmy and Jan founded the Fiat 500 Enthusiasts Club in 2008 and the first magazine printed by the new club was the May Newsletter 2008.

If you would like to add some words to the Tribute planned for Jimmy in the October issue of the magazine, please send them to the editor: - magazine@fiat500enthusiasts.co.uk

'SMILE PLEASE'

(A salutary tale)

Please regard the following in the spirit that it was written, more as a light hearted but self - deprecating tale and not praising or encouraging speeding !

Like most 500 owners, we get quite used to people's smiling , waving and taking pictures when we are out in our little car. BUT be careful.

The other Sunday morning it was sunny, so we decided to take Coleman out for a drive. Roof down, we were in our element, driving along the seafront, ice creams in hand (yes that one).



Once over the downs we decided to come back through the little, single lane, village of Alfriston. With its cobbled streets, and Elizabethan houses, it is picturesque enough, but with a little fiat as well it's irresistible !!!

We stopped to let traffic by, people were taking pictures, sounding their horns and clapping.

We duly smiled, waved and went on our way, at this point, with large hill approaching, we tried to keep the revs up, also at this point, I must make it clear that my wife (not allowed to print her name) was driving, not me !! We then made our way out of the village and round the corner, where a group of elderly people were sitting, pointing at us and taking pictures, we waved back!!!

Five days later I had a letter. 'What was this' I thought, no one uses my middle name. Oh yes they do...as I am the registered owner, the Chief Constable of Sussex is writing to inform me that his "extremely useful volunteers" have clocked Coleman at 34 mph, with their newly acquired, community speed gun. 'Whilst not this time enforced, my name and that of Coleman will remain on file for 12 months, with any further offence resulting in fines and points '. So all smiley people with cameras are not what they seem.

PS

- 1) The Fiat 500 Enthusiasts Club does not condone speeding in any motor.
- 2) The editor and chairman do not condone speeding in any motor.
- 3) The committee, whilst agreeing with freedom of speech, distance themselves completely from these two renegade pensioner members.

The perpetrators would like to put on record: -

- 1) my wife's apologies for speeding.
- 2) my apology for adding and abetting her, also for telling everyone about it.
- 3) our apologies to the Chief Constable, who I am sure, (albeit true) has heard much better excuses than saying that we were trying to get up the next hill.
- 3) our apologies to the community people who have to get up on a Sunday morning to quell renegade pensioners like us.
- 4) our apologies to all members for not setting a good example.

You can see I have had a restless night and I am sorry, speeding is not funny especially if you live there, and the article didn't attempt to apply it was.

I just thought it was ironical that between us we have 94 years accident and point free licenses. I drive a sprinter van, the typical white van man material, (3 pointers in the trade) and have covered 745,000 miles in the last 12 years, 226,000 in the present van alone. That we potentially fell foul of the law when out for a Sunday drive in the smallest horse power car on the road seemed funny.

Sorry!

A WEEKEND AT THE PARK



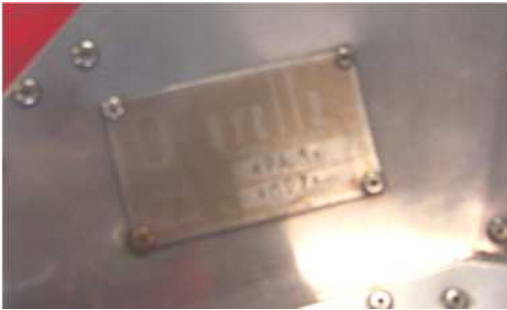
One of the advantages of moving to live just outside Chester is that I am now only about a 30 min drive from my favourite, and possibly the prettiest, racing car circuit in the UK - Oulton Park. I first went to Oulton Park whilst doing my apprenticeship, 'spannering' for my boss on his F3 1,000cc Merlyn. My next visit was last year, a gap of 52 years, when I was again 'spannering' on a 1,000cc single-seater; this time a F2 Lola from the middle of the 1960s.

Last year (2018), there was a good possibility that I would be again, assisting the gent with the Lola, but sadly, for a variety of reasons, that did not happen. However, "John Woods Motorcare", the little garage that I work at (part-time) invited me to have my replica Abarth on their company display on the embankment by Denton corner. Now, I really like watching motor-racing when it involves classic cars---but what I DON'T like is standing in the cold rain, watching cars go round and round a track, and on the Sunday of the 2018 "Gold Cup" meeting that is exactly what we had to do---it gently chucked it down practically the whole day. The standard of driving was however of a high standard, and just about everybody managed to keep their cars on 'the black stuff'.

My main interest lay in the 2 cars sharing one of the 'inside' pits -- Osella/Abarth P3s. I was very lucky in that Vic Nutter, the owner of the red version,



allowed me to take many pictures of his car, and patiently answered my myriad questions. Both of the cars were powered by 2-litre BMW engines, the engine in Vic's 1975 car producing just over 300bhp at 9,000rpm and maximum torque of about 190ft/lb at 7,500rpm. When they were both cranked into life, prior to going out for the Sunday race, they produced what I can only describe as a 'wall of sound' - bliss! When Fiat took over ownership of Abarth in 1971, they banned Abarth from racing under their own banner and directed them to concentrate on producing rally cars - something they did with great success. As a result of this directive, Carlo Abarth sold all the prototypes, complete with spares and archive material, to Enzo Osella. Enzo had worked for Abarth before he was allowed to open his own Abarth dealership, and had become the 'de facto' workshop for the customer versions of the Abarth prototype/sports racing cars. Initially on the PA1 cars, the original Abarth engines had been retained, but the gearboxes had been changed to the lighter, and stronger, Hewland gearboxes (in Vic's car, a FG400). As the supply of Abarth engines dried-up, Enzo Osella started using other power units, notably the 2litre BMW engines. By the time he had



arrived at the PA3 variants, there was more Osella and less Abarth in the make-up of the cars. Both cars did well on the Sunday race, finishing 3rd and 4th, behind a March (with a 7 litre engine!) and a very quick Chevron B26 with a Cosworth BDG engine pushing it along.

The weather forecast for the Monday was much more promising, and so it proved to be - sunshine and warmth. The Osella/abarths were again in action, but sadly both of the Abarths had to retire; the car of Vic Nutter with a broken drive-shaft. As well as a contrast in the weather between the 2 days, there was quite a bit of contrast in the racing - on a dry track, not only were the cars faster, but the drivers were a bit more adventurous, which sadly, resulted in a number of bent motor-cars, but such are the 'joys' of motor racing.

All in all, a most enjoyable weekend - good company, lots of flattering comments regarding my 'wee beastie' and TWO Abarth sports prototypes racing - could I ask for more?

Tom Montagu



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THE 'MOTHER SHIP'

Regarding George's photo (June 2019) of his fiat next to a Hummer. We thought that you might like to see our mother ship, a red Mercedes sprinter van, which we use to transport our fiat 500 (Coleman) to further away show.



With two sawn down scaffold planks, four 6" nails and four strategically drilled holes through the back bumper, we can easily

drive any fiat 500, including a giardiniera, into the back. But you do need a 'slimmish' person to get out of the fiat.



We have even collected a giardiniera from St Tropez for a friend, (it was a hard job, but someone had to do it !!) Since



purchasing our second fiat, Cherry, a 500 D transformable, and bringing it back from Spain, we now have a trailer and transport both faiths at once.

David and Lynette



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A MORNING OF 'SUMMER WINE'

Every now and again in life an unexpected pearl appears, or should I say in this case, a glass of sparkling 'Summer Wine'? In my article regarding the Oil-Can Cafe (edition 57, Aug 2018, of this magazine), I briefly mentioned the company that it shares the premises with - I. K. Classics. Ian Kellett, founder of the company, started it in 1998 at the Dobroyd Mills, also in Holmfirth. After an enforced search for alternative premises, both the Oil-Can Cafe (set up by Mrs Kellett), and I.K. Classics moved to Washpit Mills (still in Holmfirth) in May 2018. I also briefly mentioned in the article the fact that on a number of occasions, Mr Kellett gives guided tours around his classic car restoration business - about 10 per year. These tours are slightly different to the norm, in that they start with a full English breakfast in what is now called 'The Carding Shed', until recently called 'The Oil-Can Café' (the name has been changed for 'business simplifying' reasons). Not only is this a cracking good way to satisfy the inner man (or lady), but it also gives one the opportunity to meet one's fellow petrol-heads in a very convivial manner.



Just before 9.00am on the designated morning, close to 50 people were gathered outside the cafe doors awaiting breakfast (and what a breakfast it was) complete with black pudding - proper tucker! Just before 10.00, we were asked to finish our breakfasts and gather in the area just outside the 'High Society' shop, where we were met by Ian Kellett. After introducing himself, giving us a potted history of I.K. Classics, and a quick safety briefing, Ian then proceeded with the tour. Ian was able to give us a brief history of every car in the public display area, which was an eclectic collection, ranging from a small

single-seater racing car based entirely (including both the engine and gearbox) on a E93 Ford Popular/Prefect, up to a very good replica of the 'Dukes of Hazzard' "General Lee" (a 1969 Dodge Charger).



We were then taken through both of the workshops, one biased towards the body restoration side of the business, the other concentrating on the mechanical aspects of the business. Again, Ian knew the story behind every car in their care. At the time of my visit, there were 2 Fiat 500s, one with a 126 '650' engine fitted (and just about finished) and the second still to be evaluated. The range of cars in for work was also very eclectic, ranging from the 500s through to a Volvo estate and including a Mk1 Ford Escort 1300GT. On all of these cars the standard of work, and care, was noticeably high.

Whilst I had been enjoying the tour, the ladies of my life had been enjoying their breakfast in the cafe; normal opening time being 10.00, the 9.00 start was only for the people on the tour. The end of the tour just about coincided with them finishing their breakfast and looking around the High Society shop and cars on public display; a fact pointed out to me when a little hand slid into mine and I was advised "Grandad, it's time to go home". My little granddaughter, Atti, had been sent in by the ladies to extricate me, knowing that (strangely) I would listen to her!

I can think of few more enjoyable ways of spending a Sunday morning, and at £15.00p for the breakfast and tour experience, it is in my opinion, extremely good value, give it a try, I am sure that you will get as much pleasure from it as I did.

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ADVERTORIAL KLASSIC TOYZ

DINO Hi folks I 'm Gary Winfield and I would like to introduce my company to everyone along with Dino our Fiat 500.

Klassic Toyz are a classic vehicle restoration business based at Pilling in Lancashire, just a few miles from J33 of the M6. We specialise in the restoration and enhancements of all classic vehicles, all ages and values. However, what makes Klassic Toyz different from many is that we actively promote for our customers to keep their cars exteriors as original as possible by allowing us to correct and enhance the paintwork using detailing methods rather than physically painting the car. Obviously, this is not always possible as cars conditions vary and the customers vision is always the goal. The biggest problem we have is showing the customer what is possible as most vehicles in our workshop are either in pre or post condition.

Enter Dino – I have always had a love of Cinquecentos and every cheeky appeal of the baby Fiat. The 500 was perfect for the business with an idea I had in mind. So, during 2017 Christmas holidays I contacted an Italian friend and with tongue in cheek I said, “give your family a call and see who has an old Cinquecento locked away in a garage”.



A week later a photograph came through on my phone of this little 1971 Fiat 500L looking sad in a dusty dark garage. I instantly knew it was perfect, so the deal was done. Unfortunately, due to circumstances, we couldn't get out to Italy until June 2018 when we were attending our same friend's wedding. We met at his Aunt's house and in

typical Italian style was introduced to the entire family that had congregated to meet this Englishman who wanted to buy their late father's car. With 8 accompanying family members, all only speaking Italian, my wife and myself speaking English, our friend and his future wife were taken to the garage. The doors opened and the light rushed in and this little Fiat 500 came into view partially covered in a dusty old blanket and a thick layer of grime after 17 years. I knew it was perfect and rushed into the garage and stretched my

arms and gave it a loving hug. As I composed myself from my excitement the head of the family, a lovely lady, came over to me and hugged me and said in Italian "he's yours". I think she knew that he was going to be cared for. Due to the region he was still wearing a set of studded snow tyres that were perished, so the rims were sat on the floor. We managed to borrow an old set of wheels from a local garage whilst we found Dino a new set of original size tyres so we could move him.

We flew home a week later and arranged for the paperwork to be done and transport Dino from Mogliana, Italy to Lancashire, arriving home 4th August 2018. A couple of days later after inspecting him I realised he had been stored with half a tank of fuel, now a thick sludge, so a new fuel tank and sender were installed after flushing the fuel pipe. A new battery and a quick check on the points and within minutes Dino was running again.

After a careful inspection of the bodywork, I decided that I would only correct the OS of Dino, masking down the middle front to back and wrapping the NS in plastic. Starting with the process of de-contamination, deep cleaning and machining began, taking the process to half the roof, windows and bumpers.



This process took 3 days but the result was amazing and a few days later Dino was exhibiting at he Classic Car Show, Event City, Manchester. From that first show to now, it never fails to put a smile on my face when we take Dino to a show, normally parked alongside a fully restored or detailed customers car, it is Dino who is the star attraction receiving smiles and attention from both young and old, men and women. What a gem, what a smile maker.

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BROUGHTON PAGEANT OF TRANSPORT



The middle weekend of Wimbledon, with no tennis being played, saw four little Italian “girls” head to Broughton near Stockbridge, on the borders of Hampshire and Wiltshire, where they joined a plethora of cars from across the world, alongside tractors, steam engines, stationery hot air machines, model aircraft and a classic Agusta-Bell Sioux AH Mk1 helicopter, just like my (now adult) son's Action Man used to have, which had been flown from the Historic Aircraft Flight Trust based at AAC Middle Wallop.

After an early overcast sky (as forecast) the four “girls” took their places on the display field where the Italian and Fiat 500 Enthusiasts Club flags drew the public's attention to their presence. 11am and the sun came out, as did the Conegliano Prosecco and Italiamo Pizza Crackers, so we were set to enjoy the day with like minded club members and other classic enthusiasts.

‘Cherry’ - a lovely 1964 500D with the teeny weeny 479cc engine and suicide doors had been trailed down from Hailsham by David Harris while ‘Coleman’, the aptly name Positano Yellow 1970 500L of Lynette Harris had been piggy-backed to a nearby layby. Well Hailsham to Broughton is a 200+ mile return journey – too far in respect of the ‘old girls’ for a Sunday out! The younger Pasodoble Red 500, ‘Sicily’* had her first 40 mile return outing without Vittorio, who had opted for a further day at Goodwood's Festival of Speed, in the very capable hands of Jenny Squillaci. The foursome was made



'Bella Isabella'

The first having been at Stockton Park when he displayed both his Bianco 1977 Giardiniera "Arabella" on day one and "Isabella" on day two.

Club members may recall a previous report that Peter had a sign in "Isabella" saying "What am I? I am not a Goggomobil nor am I a Trabant".

Well, imagine his dismay when an East German Trabant 601 Limousine, of a similar colour to "Isabella", drove in and parked a few cars away! Both drivers soon became mates!!

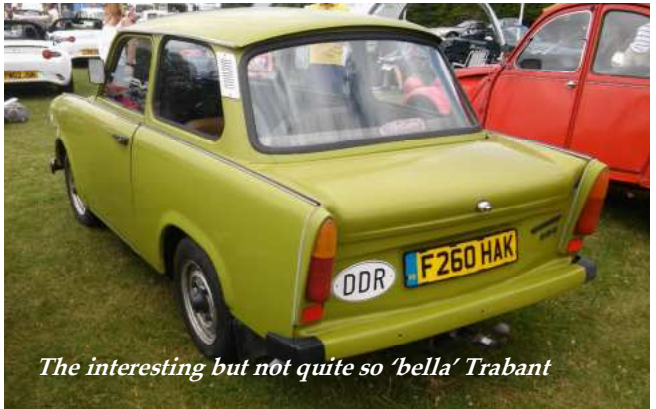
Another great day made special not only by the lovely summer sun but also by the camaraderie of Fiat 500 Enthusiasts "enthusing"! If you haven't tried it – *DO* and I am only sorry that I shall not be on the mainland to attend the two-day Festival of Transport at Hellingly, East Sussex at the end of August. Then is *your* chance to "enthuse" !

Peter Bennion

** The car's name is Cicely, named in honour of my dear late Mum, and coincidentally the car's place of manufacture.*

JS

up by "Isabella", the Pistachio Green 1967 Autobianchi Bianchina Berlina Sedan of Peter Bennion who, although he lives on Alderney in the Channel Islands, had taken the opportunity whilst "working" at Boyton near Warminster to drive the 60 mile return journey for his second showing this year.



The interesting but not quite so 'bella' Trabant

CLASSICS AT THE CLUBHOUSE

Sunday 30 June - Sandford Springs Hotel and Golf Club Kingsclere



As last year, this was a well organised and laid back show. A very large and eclectic grouping of cars from 'distressed' VWs beetles and split windscreen campers. To a gleaming black E-Type and an even more gleaming red Jaguar Mk3 (I think!) and a delicious 'frog-eye' sprite.

Unlike last year the music acts were decidedly more mellow and did not impinge on the enjoyment

of the punters. A BBQ, Bar and food stalls kept everyone refreshed and there was also a nice handful of shops and retails stands, plus games and a Bouncy castle for the children.

As always our 500s drew a lot of interest. During the day the public were encouraged to vote for their 10 favourite cars. Having jumped into the car first thing in the morning without even a cursory dust or polish of the car, we



we were slightly embarrassed to come 4th! (correction, I was slightly embarrassed—Vittorio doesn't do embarrassed as you can see in the immodest way he celebrated his award on Sandford Spring's Facebook page).

This is a good show at a lovely venue, next year the organisers have designated a woodland area for the car show. We will certainly be going again in 2020.

JS



What is "Brassic Classics"?

"Brassic Classics" is, first and foremost, a YouTube channel where I post videos of my projects; everything from mechanical failures to car reviews. I decided to start the channel in June this year on the basis that maybe some of what I am doing may be of interest to others. Although I am not a qualified mechanic, I hoped at the very least that my videos may be mildly amusing and hopefully stop people encountering the same issues and mistakes that I do (on a very, very regular basis), as well as giving me the motivation to get these projects moving forward.

The "Brassic Classics" Fiat 500.

My Fiat 500 fiasco begins in August 2016. As with many maiden voyages into classic car ownership, I had neither the intention to buy a classic nor the knowledge of what to look for. However, fate and Facebook would soon

intervene. I arrive to view the Fiat 500, a car I have absolutely no knowledge of. I have never seen one in real life and certainly have never driven one. I drive to the rear of the seller's house and there, sat surrounded by other cars (mostly Range Rovers) is the 500 looking even smaller than normal due to the company it keeps. The car looks great (see picture)!!

Keep in mind I'm still fifteen feet away and sat in my car. As I approach the car impulse and infatuation begin to take hold. I can see a few questionable areas, the passenger rear quarter panel looks to have had a repair but I keep in mind the price and accept this is not going to be a mint car. I walk around the car inspecting it for any issues, not that I have any real knowledge of what these issues might be, so really I'm just looking at it over and over again. Anyway, having looked at the car for some time and decided that, yes, my first deduction was correct and that I definitely do not know what I am looking for, I decide it's probably best to move on.

The owner starts the car, it sounds how I guess it should. It does not sound like my Isuzu Trooper or my Honda Blackbird but it's making a noise and does not appear to be catching fire, so that's a good start in my head.

So time to test drive this beige beast with 500cc of purebred Italian horsepower. The owner lets me know to double D the clutch on every gearI reply.. "ummm OK!". As I pull away I notice the whine from the transmission, followed quickly by a worrying amount of play in the steering. I put this down to it being old and assure myself that this is probably just how they are. By this point I've as good as bought the car, I've fallen for the romantic idea of summer picnics driving though Europe with a beautiful girl in the passenger seat. The first step towards that would be having the car. In reality, I was at this point, a guy sat in a slightly knackered 500 driving up and down an access road behind some terraces in Dover, in a light rain with a slight mist coming into the car. Not quite the scene I'd had in my head, is it?

So I bought the car, no real shock there. If you follow "Brassic Classics" you will soon see that I'm actually quite good at this part!

The car arrived a week or so later and was unloaded into its new home. Over the next two years I would drive it for fun every few weeks. During this period I sorted out the smaller issues and started to notice the bigger ones. The car had been resprayed badly more than once and surface rust was beginning to rear it's ugly head. There were signs of filler in places (see picture on following page). However the car still ran well and always started. Autumn 2018 arrived. I had used the Fiat a fair amount in the summer but by



now I had decided that this car really needed a rebuild. I had toyed with the idea of just keeping it going on a shoe string and not worrying too much about the condition. Some cars suit this approach, such as my Land Rover series 3, it looks great in it's used condition. However, a Classic Fiat 500 is not (in my opinion) a car that suits this look.

With my decision made I begin to strip the 500 (see picture opposite).

I stripped the car to a body shell; no wheels, running gear, interior... nothing. This is where "Brassic Classics" begins.

In my classic Fiat 500 restoration series we start at this point. If you have enjoyed this article and would like to see more please visit my YouTube channel "Brassic Classics"



<https://www.youtube.com/watch?v=c6MfL62pyGY>

We hope you have enjoyed Neil's article and will be encourage to follow his 'journey of discovery' on Youtube.

JS

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Did you ever wake up to find you really didn't like crawling under cars?

That's what happened last year when the garage warmed up and my enthusiasm returned. I'd done the outside of the car a well as I was prepared to and had started thinking about brakes and underwear (car that is).



I began a tentative look under the rear wheel arches found that even with a Bernie hat (I dislike them too) my hair was soon dusty and stuck with old underseal and my eyes were crusty. I did some of the rear engine supports and treated for rust where needed. Spraying when under the car is also fraught. I gradually found other things to pass the time of repairing bits.

This year I began looking at car holders. Searches on the internet found that what I needed seemed to be a car rotisserie. Several popped up on eBay but most seem to be home made or a bit flimsy with welded brackets of assorted metal.

There are also some hefty ones with a hefty price. You can get similar solid ones from China after a wait but you must have faith they'll turn up. Then I found Ade Foreman's site. He's based in Telford and does a range of car holding equipment and pet feeder bins. The web site is good and you can join

his group on Facebook . There are plenty of pictures of cars in various stripped poses!

The best thing is the rotisserie he does is all bolted together with strong bolts , well cut parts and it has a nice coating of blue paint and four hefty swivel wheels. He seems to have thought of everything when putting the equipment together. Cost £320 plus delivery cost and brackets. The only vague bit is that you may have to adapt the bracket to hold your item to the rotisserie.

After purchasing the item, I was told when it would arrive in three heavy boxes. When he says heavy they are! You may need help getting them in ! It's well worth paying for delivery for the sake of your car springs.

The construction was fairly simple apart from me putting the bracket which holds the final bracket to the car on the outside of the swinging arm. Of course it won't swing then. Anyway four bolts loosened soon has you right. Most of the bolts are 15 or 17mm apart from the main bolt.

I cut a small slot in the front panel of my Fiat 600 just by the bumper bolt hole and bolted the bracket onto the shaft inside. The rear went straight onto the top hole for the rear support panel. So far I have chickened out of turning the car over but 90degrees gets you to most things .

You can sit or stand and do what you need and remember, the dirt falls past you not on you. If you want to get to the other side you simply reverse the tilt. The tilt bar has a strong sprung gate bolt to hold it to the circular plate. This is very strong and I removed the spring for easy of use. If you have an assistant it would be well to keep the spring. Never have I found it so easy to work 'under' a car! You will need some way of supporting the car while you put all this together and another pair





of hand helps too.

This is probably the best tool I've ever bought apart from an 18 inch by 3 inch aluminium tube but that's another story.

Martin Bates

PLAQUES METAL et AFFICHES

Before everybody thinks that the stupidity of brexit has 'flipped' me, it hasn't. It is just that the products that I am about to write about come from a company in France.

Jean-jacques De Galkowsky is a talented French graphic illustrator (and a keen '500' man) who has produced a number of posters (or, if you wish to continue in the French theme, affiches) and tin-plate (plaques metal) of classic cars. The plaques are slightly convex, 20cm x 30cm and beautifully 'silk-screen' printed - the posters are 50cm x 70cm and printed on 240g matt paper.

There isn't a massive range of cars, but the list does include 6 Abarths--(X-19, 131, 124 coupe, 695ss, 1,000tr and the Autobianchi A112), a couple of Fiats (500D and 128 coupe) as well as Ferrari, De Tomaso, Alfa, Maserati and Lancia. For the 'non-Italian car' brigade, Jean-Jacques has a good range of English, German and French cars, as well as a couple of Japanese.

The quality of the Plaques is first class, and if the posters are anywhere near as good (which I suspect they will be), there will be absolutely no cause for complaint. Due to the 'couldn't care less' attitude of a lot of Courier company's

parcel handlers, (and that is from 1st hand experience, I once worked as a controller for a courier company) I would suggest that the poster would be the more sensible purchase---probably less chance of 'in transit' damage. Put into a light frame, a poster would enhance any study or 'man-hole'.

Price? Not cheap but, in view of the quality, quite sensible. The posters and the plaques are both E30, with E15 carriage---a total of E45 (just under £41). The full range of Plaques and posters can be viewed on Jean-Jacques web-site www.auto-graphisme.com .

How do I know about these products? I have one of the plaques hanging in my study; and I would also like to mention that the quality of the product and the service that I received from Jean-Jacques was absolutely 1st class - I highly recommend the product.

Topo Peloso

THE FALL & RISE OF 'FRED' FIAT

Longer standing members may remember a series of articles that Don Stewart wrote on 'resurrecting' a 500 that was ,by his own admission , 'A pile of rusty air'. You may be interested to read the following article on how Don equipped 'Fred' with a cooling system.

MORE HOT AIR FROM 'FRED' FIAT

Many many years ago my wife and I owned a brace of 500s. I seem to remember the air flow to the cabin air vents was poor on idel or very slow speed. To that end I thought I might fit a small fan in the central trunking. The only fans I could find that would fit were expensive. I eventually pillaged one from a scrap desk top computer. This was approx. 80mm square and fitted nicely in the central trunking to the front of the gear change lever. I made a small 'L' shaped aluminium bracket to secure it to the trunking.

NB When fitting make sure the fan blows forward.

METHOD

The fan in question has two leads. Take one (usually black) to earth, the other (usually red) to a on/off switch, mounted in a position of your choice, (I used a black rocker switch mounted in the near vertical trunking that supplies the two vent tubes). Take the other side of the switch to an in-line fuse holder fitted with a low amperage fuse (my fan was 0.22 A so I fitted a 1A fuse). Take the other side of the fuse holder to switched +12V - i.e only on

when the ignition is on (the lead that goes to coil + would do.

YOU WILL NEED

Fan (recycled from desk top computer or similar)

Rocker or toggle switch with 6.3 mm male blade connections*

Fuse holder for one inch glass fuse with 6.3mm blade connections*

4 x 6.3mm female blade connectors

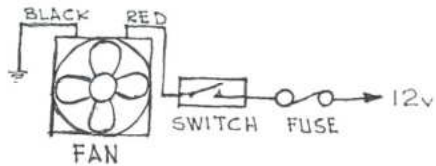
Length of equipment wire (dependent on location switch)

NB The reason for glass fuses: -

Small amperage fuses are not available in ceramic or blade type

Should you wish the fan to be switched on at any time, you could connect the fuse holder straight to the battery.

If you are ok with soldering, any type of switch/fuse holder connections will do - you can then dispense with the 6.3mm female blade connectors



Don Stewart



Spotted by a member

(Caption roughly translated:)

'Everyone knows what goes in there, 2 Euro or the old 500.'

A bit of background - It's a common gripe in Italy that since they changed from lira to euros the prices have increased. So the 500 probably means the old 500lira. A clever play on words by the caption writer.

I have now probably killed the joke stone dead, especially for Italian speakers. My apologies.

JS

HORSHAM PIAZZA ITALIA



In response to John account of Horsham's Piazza Italia 2019 in the club magazine. I would like to say a big thank you to all those who helped me get going again. (John I have a rotor arm 4U)

The car started running very rich after driving fine for 49 miles to get to Horsham conking out 300 meters from the park and ride before re starting for the drive into town.

Was it a loose distributor cap? rotor arm? condenser? points? coil? plugs? All were changed alas to no avail.

However after much deliberation (cooling down time) and a re-prime of the fuel system it was a go and I drove the 50 miles home without incident.

I would like to think it just got fed up standing in traffic whilst the Lamborghini contingent tried to reverse and went on strike. However in truth it's more likely a timing issue or valve clearances (when very hot)

As to a picture of me in my (Goodwood) carabinieri outfit I didn't take any (I am too big and my arms too short to take 'selfies') but I took a walk around town so someone must have taken a picture. The outfit I did get me a discount in the pasticceria bar.

Regards Peterb



CLUB REGALIA

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T-Shirts... £9.95 each

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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.

EVENTS 2019

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

TIME IS RUNNING OUT FOR THE FOLLOWING TWO EVENTS - DON'T DELAY, GET IN TOUCH WITH TOM or DAVID AND LYNETTE TODAY

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/>

Sat/Sun 24th & 25th August

FESTIVAL OF TRANSPORT

BROAD FARM, HELLINGLY East Sussex. BN27 4DS



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 so we can sort out all the paper work for you, or if you have any queries.

Contact: Lynette and David Harris lynetteharris111@gmail.com

Thursday 5th – Sunday 8th September

(Inter) National Micro Car Rally North Newton, nr Bridgwater, Somerset



A 4-day event is being run by Malcolm McKay (MD of Classic Rally Press) for NMCR which is open to all micro cars under 700cc so, with only a few exceptions, most of us are eligible to participate. Limited camping (tent £8, caravan/motorhome £10 per night) is available at Steps Farm, North Newton.

The format is basically road runs on Thursday, Friday and Saturday (a short run on Thursday, a longer one on Friday and a mid length one on Saturday) then Sunday is the main park-in-the-field-and-chat day. The Rally Entrance and Rally Pack fee is the princely sum of £6 so it must be within the reach of most of us !! Autojumble plots, Trade and Club stands are also available for £10

Peter and Sara Bennion are taking “Isabella” and as well as other Autobianchi variants, such as a Trasformabile and a Cabrio, it is hoped to have a Panoramica along with a plethora of unusual microcars – Berkeley, BMW Isetta, Bond, Fiat, Heinkel, Messerschmitt, Peel, Piaggio, etc etc

Information: Contact: Peter Bennion p.bennion194@btinternet.com
or Malcolm McKay classicrallypress@yahoo.co.uk

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

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 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

WORKSHOP MANUALS

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



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Restored 2-3 years ago. Lovely paint job, New stud axles and steering rebuilt for UK mot. Start first time and drives very well.

Other projects and lack of use hence sale. £7,795 ovno.

Call **Ciro** 07956 182455 Or email Cirogtv@hotmail.com

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Help! I am searching for an *original* Fiat 500 horn.

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models in any condition

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

NEW MEMBERS

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

Ryan Coates	Surrey *
Piers Bucknell	W Sussex
Tony Pagliuca *	W Yorkshire
Mr Evan Short & Ms Catriana McKie	Oxfordshire

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