

64



OCT
2019



Photo courtesy D. Paesano

www.fiat500enthusiasts.co.uk

ORGANISING TEAM

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

Disclaimer:

Advertisements appearing in The Fiat 500 Enthusiasts Club magazine or on its website whether commercial or otherwise are accepted in good faith, but The Fiat 500 Enthusiasts Club advises those placing or responding to adverts to take reasonable care as the club cannot endorse or accept responsibility for any items listed for sale or for any subsequent transactions . Likewise, the club accepts no responsibility for any advice or help offered as a result of articles or advertisements appearing in the magazine, or on its website.

Jimmy di Carlo

A TRIBUTE

The sad news of Jimmy's death was announced in the August magazine. Since then many members and friends have been in touch to convey their appreciation of a very special man.

Their tributes to Jimmy are expressed in the following pages.

The club hopes that his wife Jan will draw some comfort from these words.

JS

John J.

My earliest memories of Jimmy di Carlo (and Jan) were when I began the restoration of my 500, way back in 2001. I paid just £300 for it so of course it 'needed work'.

I was a regular (fortnightly?) visitor to them to collect parts and each time left a shopping list for my next visit. Without fail, the requested items were waiting, and though of course I was just a customer I was never allowed to feel that way, but more like a friend with a mutual interest.

Jimmy became almost a tutor in answering my many queries, and Jan's hospitality, whether tea, biscuits, soup or whatever kept the conversations flowing.

A good few years later, I entrusted Jimmy with the rebuild (with modifications !) of my 500 engine, and having built many standard engines of other marques I felt that I 'knew a bit', but Jimmy was good enough to allow me to assist/watch him throughout the assembly process.

It was a real eye opener and honour to watch this skilled expert use his engineering talent refined over a great many years, and no doubt he could have done much of the work blindfolded. But he took the time to explain not just what he did, but why he did it, a really skilled and talented man.

That he occasionally described the 500 in general as "Rubbish". I willingly forgave him of course, all part of his charm, and indeed probably true!!

4

So I will always remember him fondly, he was always interesting, had a huge persona and was a great character.

In a parallel life he could have been as famous and successful as Abarth or others, as his modified 500s testified , showing great skill and inventiveness.

I urged him several times to write a book to pass on his extensive knowledge, but now unfortunately we will all have to do our best without him and his support.

He will be sorely missed by all who knew him, a Truly Great Man, small in stature but huge in heart.

Our thoughts are always with Jan at this very sad time, and hopefully she will find support from remembering that we are all not just Club Members but friends also.

Roger and Kate

It was with much sadness we learned of the death of Jimmy Di Carlo.

Jimmy was a dear friend and mentor to me in relation to all things Fiat 500. Although a qualified engineer, I still had a lot to learn and became his aged but very willing apprentice as I took on the restoration of my Fiat 500 some twelve years ago.

Jimmy had had a very interesting life. Born in Sicily, prior to World War Two his family moved to Genoa . Aged 14 Jimmy was an ammunition and gun runner for the Allied partisans where he cycled from village to village distributing armaments. As you can imagine, had he been caught by the Nazis, the consequences would have been horrific. After the war, Jimmy worked for Fiat and subsequently came to England where he worked for Jack Barclay, the Fiat importer.

He met and married Jan and their combined love and passion for Fiats resulted in the creation of their company Ital Corsa.

Jimmy just couldn't stop. He built and raced Fiats at Goodwood and Brighton Speed Trials. His passion for Fiat 500s was unending and he produced numerous specials including one where he worked with Gordon Murray, the Formula 1 genius on the latter's Fiat 500.

I can vouch for Jimmy's ability as an engineer as occasionally I had the opportunity to drive his Alfa Romeo engined Fiat 500. I will never forget the sound 150 hp roaring away as I sat next to the Alfa engine which was located inside the car. Conversation was completely impossible but what fun it was, with Jimmy and I laughing our heads off as we drove around my home town of Bagshot.

His last project was a water cooled 500 engine, modified to about 30hp with a radiator at the front, another testament to Jimmy's superb engineering skills.

My fondest memory is of our last escapade which happened to be the 60th anniversary of the Fiat 500 at Goodwood. Jimmy tried desperately to persuade the organisers to accept both his Alfa Fiat and the water-cooled Fiat as entries but they wouldn't have it as they didn't meet their regulations. I was thus instructed by Jimmy " We're going in your car, Roger!" My Fiat 500 was therefore duly enrolled and on the day in question, the instructions from the organisers were " This is not a race. It's a parade". A parade around the race track at Goodwood with Jimmy Di Carlo in the car?...No chance! With me driving and Jimmy in the front passenger seat, we drove around the circuit with Jimmy yelling out instructions "Faster, Roger! Go through that gap, you can get past him!" etc. The 'parade' ended with us roaring with laughter, the best fun we had had for years.

Jan and Jimmy visited us and stayed with us most summers for the last few years, following their move to Italy. When they came to stay, Jimmy's instructions to me each time were the same "Let's work on your car!". It started with the boring of the engine to 659cc, the following year with an exhaust manifold, then a sports cam shaft, then a larger carburettor, bigger capacity oil pump and, of course disc brakes as it was becoming very difficult to stop the car! My little Fiat 500 goes like stink thanks to Jimmy and probably produces 30hp.

As you know, Jimmy didn't suffer fools gladly. I too worked in the motor trade so had a good understanding of what we were doing. However, we didn't always see eye to eye on everything and Jimmy would say to me 'Are you stoopid?' when I questioned some of the things he was doing to my precious little car! Sadly, our plans to fit a big valve head to my Fiat engine never came to fruition. I still might get around to it one day. No doubt the ghost in my garage will remind me again "Are you stoopid or something" when I start fiddling with the engine.

OUR MEMORIES OF JIMMY DI CARLO



As with many friends, we never really take photos, as you never really think about it at the time. You just enjoy the company. So I'll try to explain some of our knowing and being friends with Jimmy.



Paola and I first met Jimmy and Jan in 1999, having returned to live in the UK and bringing with us an old Fiat 500. Living nearby, Jimmy spent a lot of time helping me get it up and running properly, and teaching my young kids (and me!) what Fiat mechanics is all about.

At the same time, we joined the Club and a friend and I had a fantastic time in November 2005, when Jimmy & Jan kindly organised a four day club trip to Padova, in Northern Italy, to the Auto e Moto d'Epoca classic car show. We spent a very

enjoyable couple of days wandering around the show, looking at all sorts of cars, various demo's and parts for sale.



We spent another day in nearby Venice, but the trip really was made perfect by the fun and companionship as we sat together with good food, nice drink, and amazing Italian architecture.



Roll on to 2007 and another great time away. This was the visit to Turin for the 50th anniversary of the launch of the Fiat 500. Again, knowing Italy so

well, Jimmy and Jan arranged things for us and, as we hadn't driven our 500 over, kindly arranged for my friend and I to be passengers on the laps of the Fiat Test Track. I have very fond memories of those laps, as Jimmy, with Fiat racing in his past, was certainly not hesitant! We flew around, in amongst many other 500s!

Fiat Factory test track, Turin



Nearer to home, the regular Southern England club events were an opportunity for groups of Fiat 500 enthusiasts to spend afternoons sitting in the sun and chatting all things 500.



But with their impending move to Garlenda in Italy (the home of the Fiat 500) in 2010, Jimmy and Jan asked some of us if we'd like to take on the running of their Club – the Fiat 500 Enthusiasts Club.

Given their life-long knowledge of 500's and the work they had put in to creating the club, it was nice to be trusted but we had big shoes to fill! I know I had to rely on their help a number of times the following couple of years as we found our feet, and they were both very generous with their time and very supportive. But whatever was achieved, the Club still owes its existence and ethos to both Jan and Jimmy.

Whilst distance meant not meeting up as often, we enjoyed a trip out to the Garlenda Italian Club meeting, and met whenever they visited the UK – not least at a Brooklands event recently.

I, for one, am very sad to hear about the loss of Jimmy – a friend and a stalwart of the 500 community, and send Jan our best wishes.

Steven, Paola, George & James.

Angela Westall

What sad news to read of the death of Jimmy in the August issue of Fiat 500 Enthusiasts Club. Jimmy was a most helpful and knowledgeable hands-on man to call upon when Fiats, as is their usual way, went wrong.

I have a Gamine and a 500 both with 650 engines which my late husband John installed. Jimmy put these 2 machines right on several occasions. I missed him when he and Jan went to Italy and now miss him even more. Jan, if you visit my part of the world, do call in. I'm in the same house.

Gillian Boswell-Lunn

It was with great sadness that David and I read of Jimmy's passing.

If it wasn't for Jimmy and his skills, Aida the Giardiniera may well not have seen light of day again.

In bringing her back to life, he gave my now late father, Eric Boswell, life again too by introducing us to the Fiat 500 Enthusiasts club. Our deepest sympathies go to Jan and the family.



Insurance tailored around you & your Fiat 500

See how we measure up, call us on **0800 916 1288** and you could get a cheaper quote compared to online

At Adrian Flux we have over 40 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly.

Ask our experienced staff about:

- Club member discounts
- Agreed valuations
- Limited mileage discounts
- European breakdown cover
- Driving other vehicles

Car Club Quoteline: 0800 916 1288

Authorised & regulated by the Financial Conduct Authority

adrianflux.co.uk

ADRIANFLUX

2019 45th (Inter) National MicroCar Rally



Early September saw dozens of microcars (any car below 701cc) descend upon the quiet Somerset village of North Newton. Quiet it might have been but not once the four day event got underway with the largest collection of unusual cars I have ever witnessed.

Among them were an AC Petite, Autobianchi, Berkeleys, BMW Isettas, Bond Minicars, Bond Bugs, Citroens, Fiats, Heinkel Trojans, a solitary Honda N600,





Sara's next car

Invacars, Messerschmitts, NSUs, Peels, Trabants and others too numerous to recall.

The first three days were drive-outs which gave the cars the experience of coping with the varying terrain of Somerset, from its steep climbs up onto the Quantocks, Blackdown Hills and Cheddar Gorge to the less strenuous roads of

the Somerset Levels, including a short drive on Brean Sands. The participants were also able to witness and enjoy such sights as a ride on a steam hauled West Somerset Railway train from Bishops Lydeard to Minehead. To witness the uniqueness of Glastonbury, grandeur of Wells Cathedral, Muchelney Abbey (ruined by Henry V111) and last, but not least, a visit to the Haynes International Motor Museum. The weather was, in the main, kind and the camaraderie on the campsite made for a splendid event which culminated with a shine and show day on the Sunday, when many other micro's arrived.



Attended by a few stalwarts of the Fiat 500 Enthusiats Club, it was unanimous that the whole event was well organised, fun and augured well for their participation in future such events. So much so, that Bennions, the Harrises, and the Squillacis have booked to take part, along with the Bowies, in next year's Micro Marathon – a 10-day event in the Pyrenees, visiting Southern France, Spain and Andorra.

Bring it on !

Peter Bennion

'TECH TORQUE' (&TIPS)

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.

BRAKE FLUID

Of all the maintenance tasks that we consider, the brakes are possibly the most important, and yet until they give a problem it's so easy to say they're working fine so why bother? Well here's why !

Most modern cars have a 'dual circuit' system, which means that there are two separated circuits to take the force from the brake pedal and apply it to the brakes at the wheels. Should one of these systems leak or fail then you would have at least half of the brakes working, enough to save you we hope.

The 500 has an efficient but simple system and is called a 'single circuit'. This means we rely on one set of brake pipes only (called brake lines) and a leak or failure would mean NO BRAKES, except the hand brake which is cable operated and not too efficient.

Now I wouldn't want to start a panic as to be honest I have not heard of any one lately going straight on at roundabouts, but the potential is there! The point being that the brakes we have are vital and if you are not maintaining them yourself, be sure that someone else is, and doing it correctly.

A common point of neglect even with modern cars is to not replace the brake fluid at the set interval, usually every 2 or 3 years! Brake fluid is termed as 'hygroscopic' i.e it will absorb water from the atmosphere. Whilst water is (sort of) similar to brake fluid and cannot be compressed, it will do a similar job as brake fluid and transmit the brake pressure UNTIL it gets hot enough to boil and turn to steam in the brake line! & then your brake pedal goes to the floor!!

As we have drum brakes and not discs which get much hotter we normally go merrily on our way with out being aware of the potential risk, but think on this, when descending the alpine passes in the future. Better safe than (very) sorry !

JJ

This article first appeared in the September 2013 club magazine

UP TO 25% DISCOUNT
FOR CAR CLUB MEMBERS

Headline sponsors



[/lancasterins](#) [@lancaster_ins](#)

LS.F500E.ASP2016

0800 988 7079
www.lancasterinsurance.co.uk



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

HELLINGLY FESTIVAL OF TRANSPORT



Well the sun shone down on Hellingly over the bank holiday (almost too hot) we Brits love moaning about the weather. In its 44th year the festival did not disappoint, steam engines, tractors, military vehicles, vintage and classic cars in abundance, plus a great showing of 500's.

We set up the club stand with oil cans, toy cars, banners and fiats. With 12 cars (sorry 11 cars and a van) and 10 different colours over the 2 days, our stand was the one attracting the most attention and definitely one of the best club stands there.

All hands on deck in our gazebo as coffee, teas and orange juice was flowing and the smell of bacon sandwiches caused envy all around. We munched our way through 72 rashers of bacon, 60 sausages and 6 loaves of bread!!

Then came the real treats, Jenny had baked numerous cakes, not forgetting the Italian almond biscuits to die for. If this was not enough Colin bought chilled Prosecco and orange juice to make Bucks Fizz all round. We were as lively as the fiats by the time all this was consumed.

What a fantastic display of club comradery and an even better display of fiats, 2 x 500 D's, 500 L's in every colour, all beautifully turned out and this year's star attraction was David Peters' " Francesco", the Fiat 500 Autobianchi Bianchina Furgoncino (the little green van). No one had seen one before.



With David's usual ability at negotiation we secured permission to parade them ALL round the main ring on bot days. Proudly lead by Colin and his large Italian flag flying out of the roof we looked the business. *(sorry Colin, you seemed to have got lost from the picture!)*

More food and drink and the day flew by. At 5:00 pm all remaining fiats joined our traditional convey to Eastbourne seafront to Fuscardis gelato



parlour. In true Italian style we mounted the pavement and drove them round the memorial to the delight of onlookers and rapturous applause from the Italian owner, who was beside himself with excitement.



After ice cream we finished off with a dip in the sea to cool down and then pottered home.

What a lovely weekend, what lovely company, thank you everyone who attended this year's festival of transport.

Nono Grande (David) and Lynette

THANK YOU

We would like to give a huge thank you to Lynette, David and daughters Katie and Lucy for providing day long refreshments and for making the show, already a winner, very special indeed.

Jenny & Vittorio

PS Loved all the other quirky exhibits, particularly this little static engine named 'Handiboy' attached to what looks like a mincer of some description.





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



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

www.mrfiat.com **1-877-9MRFIAT**



Digital Art Photos by Alun Hoskins
Available as Fine Art Prints



www.greenmanprintsandphotos.com

Specialist Fiat 500 Storage



+ 4 4 (0) 2 0 8 1 9 1 9 4 1 4



Are you concerned about the harm that wet and cold weather can cause to your classic Fiat 500? Let us take care of your pride and joy inside our purpose built and alarmed storage unit, with regular maintenance. Our team are experienced in keeping Fiat 500s in tip top shape over the winter, and preparing them for when spring comes.

www.classiccarcompany.eu



THE CLASSIC CAR
COMPANY

EXCLUSIVE WINTER OFFER FOR CLUB MEMBERS

We are delighted to offer the following menu of options for all Fiat 500 Enthusiast Club members. Members can choose which services they require, and we will tailor a cost effective package to best suit.

- Transport from members home to our storage unit
- Indoor winter storage (Alarm, CCTV, dry indoor environment)
 - Thorough clean and dry
 - Check in sheet
 - Indoor cover assigned
 - Battery charger assigned
 - Car maintained every two weeks
 - Started and run up to temperature
 - Gently moved around indoors
 - Hot oil circulated around engine and gearbox
 - Brakes engaged
- Spring service
 - Check car over, report & quote, carry out service items required
- Full detail
 - Decontaminate and clay-bar bodywork
 - De glue glass
 - Deep clean door and boot shuts
 - Deep clean wheels and wheel tubs
 - De grease engine
 - Triple machine bodywork
 - Wax bodywork
 - Deep clean interior
- Transport back to members home from our storage unit

If you would like to discuss the services, and obtain a quote, please do not hesitate to contact us on 0208 1919 414 or email david@classiccarcompany.eu



GARLENDÀ 2019



My wife Rachel and I are new 500 owners, having bought our 1971 L in April 2018, although we'd loved the cars for many years but never taken the plunge.

We take most of our holidays in Italy (a big part of the reason for our affection for the 500) and decided to make our next trip Fiat related. Thanks to the interweb we discovered the rally at Garlenda so that was that settled! Due to time constraints we reluctantly decided we'd fly out and hire a car rather than take our bambino and booked a hotel in Alassio, reached by train from Nice. The trip didn't get off to the best of starts when Rachel was jostled by a group of young girls as we boarded the train and found her bag opened; her purse was gone containing both passports, driving licences, credit cards, all our euros etc, all



of which was there for 'safekeeping'. Yes, we know, eggs, basket... Rachel's yell of "robbers!" was rewarded by a security guard who appeared from nowhere as the thieves legged it off the platform and he grabbed the one with the purse, who promptly dropped it. They escaped but everything was returned, so very lucky indeed. Lucky enough to make an offering at an Alassio church and light a candle, not usually part of our itinerary. Anyway, enough drama and on with the cars.

Alassio, chosen as it's a coastal resort close to Garlenda and host to a drive out from the rally on the Friday night, is a beautiful place, once popular with Brits but ironically not so much now, in the era of mass tourism, as there isn't a nearby airport. It wasn't uncommon to find that café staff spoke little or no English, so my minimal Italian (I can't string a sentence together but can offer a friendly greeting, ask for a table for two and whatever we want to eat and drink, then say please and thank you) just about got us by. In fact, most of the customers everywhere we went seemed to be Italian, so it appears to be a popular resort with Italians, with relatively few foreign tourists.

We arrived on the Thursday, and picked up our hire car (a new 500, naturally) on the Friday morning and set off for Garlenda. A navigational error on my part led to some 'rank discussions' but thanks to Rachel fortuitously spotting a road sign while we were lost in a maze of narrow streets a very direct route was discovered and we were in the small town (little more than a village) of Garlenda very quickly. En route Rachel (who was driving) mentioned there was a police car behind; I turned round just as it turned off the road and could have sworn I'd seen the distinctive silhouette of a Lamborghini, before swiftly deciding it couldn't possibly have been. There were banners up everywhere welcoming guests from all over which was slightly confusing when it came to finding the rally itself as the main site wasn't at the club museum, which in turn isn't near the club shop, but we found the main gathering in Parco Villafranca easily enough. We arrived at 11:00, advertised opening time, which of course meant that people were only just beginning to set up. Never mind!

We strolled round the field as it slowly filled with 500s then up into town. A very fine lunch in the Bar 500 (clearly not a coincidental name as the staff were all in Rally t-shirts) with the added challenge of the non-English speaking waitress not giving us a menu, meaning the whole meal had to be ordered verbally but we got everything we wanted, then on to the main square (location of the Club's shop) which was full of Turin's finest product

of course along with a spectacular police Lamborghini accompanied by what must be the traffic police's lottery winners posing for photographs. A relief, I hadn't lost my marbles entirely after all. A quick consultation with Signor Google showed the car was based in Bologna and replaced one that had been retired, which in turn replaced one that an extremely unfortunate officer had written off.

Much more interestingly there were two Steyr-Puches and a Vignale Gamine



in a small area too, along with several loud Abarths. Real died and gone to heaven stuff. Up the road to the Fiat 500 Club Italia's wonderful 'Dante Giacosa' museum (free for the duration of the rally, incredible when you think what a high percentage of their annual visitors that must represent) and I can't recommend the museum enough; small but perfectly

formed. There were also two French registered Gamines parked outside to make it even more perfect. That evening's event was a drive to Alassio to lay a tile at the famous tiled wall, the Muretto di Alassio, followed by a midnight swim, so back at base we had an after dinner stroll to the wall just after 9:30, the time the drive was scheduled to leave Garlenda, just eight kilometres away. Naturally the parade arrived at 11:00 but fortunately there was a bar with outside seating right where we'd chosen to stand (purely by coincidence of course) so we were able to pass the time.



This was a fantastic event, with a spectacular array of cars, standouts were one painted as a cow with a 'mooring' horn and more than one 'disco' with full on sound system and LEDs, plus of course, being Italy, one with a loudhailer enabling the passenger to shout "bella bella" to some young ladies standing



CLUB REGALIA

Further colours and styles may be available on request



Both Male and Female styles and sizes available in most items

Colours available *Colours may vary slightly because of your screen settings*



Black White Navy Grey Royal Pink Green Red
not in fleece not in fleece

Sizes: S=34/36", M=38", L=40/42", XL=44/46", XXL=48/50" inch chest Ladies Sizes: S=6/8, M=8/10, L=12, XL=14, XXL=16

T-Shirts... £9.95 each

Polo Shirts... £13.95 each

Sweat Shirts... £15.95 each

Overhead Hoody's... £18.95 each

Zipped Hoody's... £19.95 each

Zipped Fleeces... £24.95 each

Beanie Hats or Caps... £11.00 each



One Size

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

For ordering...

email: fiat500enthusiastsclub@gmail.com or call on: **01252 676716**

(office hours: 9am-5pm Mon-Fri) most credit and debit cards accepted or pay by PayPal.

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



up in the car in front, being molto bella indeed. They created a real carnival atmosphere parked up in the narrow streets and the happiness generated all around was palpable. We stopped at another bar and the owner was beside himself at the sight of the

throng of classics, chatting about how the 500 IS Italy and a lot more my poor grasp of Italian couldn't keep up with but when I showed him a photo of 'il nostro bambino' on my phone ('accidentally' neglecting to mention it was back in Londra) I'd made a friend for life – he even fetched his wife and staff out to show them.

Saturday was more of the same but the evening was spent at the rally site in Garlenda. The vast majority of cars attending the rally were parked up, there was a small funfair and excellent food stalls, although the system of buying 'tickets' which you then exchange at the food stalls wasn't as clever as we first thought, leading to some very frayed tempers as people queued so long for chips the items to be accompanied got cold. I got round the problem by eating my salsiccia while I waited, far from ideal but fortunately Rachel hadn't wanted chips anyway. No big deal though and the gathering had a wonderful atmosphere of what the



compere called 'la famiglia internazionale di cinquecentimisti'. According to the 500 Club Italia there were no fewer than 920 500s and variants from 11 countries. Special guests were the Fiat 500 Club of Ireland, four or five cars had made the trip by rail or trailer, one couple we got chatting to had driven to Paris, put their car on the train to Nice and then driven from there, which they said would have been a great idea if only they hadn't gone on the motorway. The best laid plans and all that. There was an Irish band (Celtic Dream) as part of the entertainment and the Irish contingent were brought up on stage for an award. The only British car in attendance got his car 'shamrocked' by enthusiastically hospitable Italians who assumed it was part of the Irish club and applied what they thought were appropriate stickers. A fabulous evening.

Sunday was the grand finale, held at the Ippodromo in Garlenda. The cars were painstakingly arranged in the shape of, er, something. We couldn't see from where we were but never mind I thought, I'll find an aerial shot online. Embarrassingly I haven't found a single one from this year! I think it was either '36' for the 36th meeting or maybe '35' for the club's 35th anniversary. Anyone know? There was some wonderfully lively tunes from the band of the



Bersaglieri Aminto Caretto (who had almost everyone upstanding for the national anthem – very impressive) along with presentations, including once again the guests of honour from the Fiat 500 Club of Ireland, whose national anthem was also played by the band.

The Irish Embassy were in attendance – wonder if the British one would be as supportive? Coincidentally we found ourselves sitting by a father and son we had met the night before, although dad couldn't speak a word of English and the son's English was little better than my Italian, but we learned from a very proud Dad that junior had restored and tuned their car himself, and a magnificent credit to him it was. They had managed to get on the front row of the 'grid' so didn't spend long in the stands before returning to their chariot. The final lap as every car moved out, apart from one unfortunate crew who couldn't get theirs started, was the highlight of the weekend for me.

I can't recommend the trip highly enough and we're absolutely determined to make it in Joey the 500 in the not too distant future, even if he has to be trailered there.

Bill Lee

Klassick Kleen

www.klassickleen.co.uk



Simple
Safe
Effective

Full Info
www.klassickleen.co.uk

Developed by us
To be safe on
Classic & Modern
Paint finishes.
Professional quality
Easy to use range
Of products to keep
Your car looking its best

From
£4.99 +P&P

www.klassictoyz.co.uk

enquiries@klassictoyz.co.uk Tel:01253790752

1B Pointers Grove, Taylors lane, Pilling, Lancashire, PR3 6AB

WINGS AND WHEELS – 'THE END OF AN ERA'



Having recently acquired a red 1964 D 'Cherry' we were itching to show her off.

We saw a poster for Wings and Wheels and thought that might be fun. Held in conjunction with Brooklands for the last 15 years, it is held at Dunsfold Park airfield, but unfortunately due to development, this will be the last show.

Protected for over 50 years by the official secrets act, this little known airfield was crucial for aircraft testing, also a base for Canadian, Australian, New Zealand and the Dutch air force during the Second World War. Post war from the Hunters, 720 mph world air speed record, Harrier jump jet first tethered flight to the development of the Gnat and Hawks for the air force and The Red Arrows.

Of course lately most people know it as the home of top gear. This track makes the show a magnet for speed, speed and more speed, from Cobra to mustang, Ferrari to Stingray plus of course one red fiat 500.

Mixed with helicopters, parachutists, B17 Flying Fortress, Spitfires and Red Arrows, it was a day to remember.

Parade time had come !! And with a formation that the Red Arrows would be proud of, we duly took our place in the row. Cherry as shiny as any arrow !! Forget the red, white and blue, we just prayed we didn't have smoke of any colour coming out of our backside.

Along the straight by the grandstand, with two spitfires and the Flying Fortress flying over our heads, we had a real trip down memory lane, (before anyone asks, no I wasn't born in 1944, but I do remember rationing, and trying to eat a banana, skin and all, because I had never seem one before.) Round the famous track to loud applause, reasonably priced car we might be but certainly no Stig !! Back along the home straight everyone is cheering, and Lynette is waving furiously at the crowd. And instead of the usual horse power, age, speed etc. the commentator was heard to say " it might be the smallest car but the occupants are very enthusiastic." as we went by.....well it was Cherry's first outing.



What a great show, what a shame that it is coming to an end, I think they call it progress.

Most of our family were there watching and as one of our daughters lives 15 miles away we proudly drove Cherry back to her house, finishing the day off with the family and a Chinese meal.



I can't help but think how lucky I am to have such memories.

On reflection whilst writing this I also wondered how many young people also left this little known airfield just as proud, in their shiny aircraft, shiny uniforms, full of memories and never had that Chinese meal.

This write up is dedicated to them.

" The End of an Era"

David Harris

EVENTS 2019

The Lancaster Insurance Classic Motor Show, with Discovery
NEC, Birmingham. Friday 8 to Sunday 10 November 2019

EXTRA HELP NEEDED FOR FRIDAY We have received a great response from members prepared to man the stand over the three days. However, we are a bit short handed on the Friday. If you think you could spare the time your help will be very much appreciated.

Please contact Jenny at magazine@fiat500enthusiasts.co.uk or 07749499785

DON'T FORGET TO BOOK YOUR TICKETS FOR THE SHOW BY 7TH NOV USING OUR CLUB DISCOUNT CODE CC4348 (see opposite)

2020

STUDIO 434 VISIT Potters Bar—London TBC

A visit to the amazing car collection of Roger Dudding took place in March. (see April magazine edition No 61) As the date was only formalised shortly before, many members who had expressed an interest were unable to make it. Therefore I would like to propose another visit, but first of all I need an idea of how many of you may be interested, as we require a minimum of 10 people for the visit to take place. It would be on a Saturday, and the cost last year was £30. This included coffee and biscuits in the morning, and a great array of sandwiches and hot and cold drinks at lunch time. This is not a formal tour, but the knowledgeable guides would attend us and answer any of our questions. What is very special is being able to clamber in and out of the cars and with the guides' assistance, peer under their bonnets. If you think you might like to come, please register your interest with me: -

magazine@fiat500enthusiasts.co.uk Mob. 07749499785

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 : sheridanbowie@btinternet.com OR Malcolm McKay on: classicrallypress@yahoo.co.uk & mention that you are a member of our club.

THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

3,000 CLASSIC CARS | 300 VEHICLE CLUBS | 3 DAYS

The definitive destination for classic car appreciation



NEC Birmingham | 8-10 November 2019

Join us for a great day out exploring 3,000 cars, 300 fellow vehicle clubs, a host of celebrities, the UK's largest indoor autojumble, hundreds of specialist exhibitors, demonstrations, auction, competitions and more!

Exclusive discount on adult or family tickets on Saturday
and Sunday with your club code*: **CC4348**

BOOK YOUR TICKETS TODAY

necclassicmotorshow.com/club-tickets

Headline Sponsor





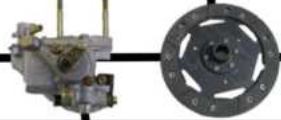








Charity Partner




Official Partners



*Exclusive discount code is for club members use only, available in advance until midnight on Thursday 7 November 2019.
To book by phone call 0871 230 1088, calls cost 13ppm plus network extras.

Motobambino Ltd
For all your Classic small Fiat needs.
Restoration, Servicing, Parts
Friendly service, competitive prices
www.motobambino.com - +44 (0)1524 730937



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

Fiat 500L, 1971 Full UK mot.

Lovely dark blue with full red interior and carpets. Excellent condition throughout. 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. £7,295 ovno.

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

1977 Autobianchi Giardiniera

“Small but beautiful and oh so practical”

**UK DVLA Registered Tax & MOT exempt
(but MOT'd until August 2020)**

OIRO £9,000

For full info and any trial, contact Peter on 07712 530835



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****WORKSHOP MANUALS**

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

Autobook Fiat 126 Owners Workshop Manual. As new. £25
 or both contact Keith on 07778 383552 or 01372 469240 or keith@avico.com

WANTED - SCALE MODELS

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

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

FREE FIAT 500.cc



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



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

Klassic Kleen

www.klassickleen.co.uk

www.klassictoyz.co.uk

enquiries@klassictoyz.co.uk Tel:01253790752
1B Pointers Grove, Taylors lane, Pilling, Lancashire, PR3 6AB

NEW MEMBERS

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

Roger Allen	Worcestershire
John Denison	Dorset
Simon Wrighton	Jersey
Abby Matthews	London
Clifford Dear	East Sussex
Alex Riley and Beatrice Meloni	London



RICAMBIO

INTERNATIONAL LTD
ITALIAN CAR PARTS SPECIALISTS
EST 1969

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

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

10% Discount to Club Members (phone orders only)